MEMORANDUM REPORT NO.154

ASSESSMENT OF CONFORMITY OF THE YEAR 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM AND THE REGIONAL TRANSPORTATION SYSTEM PLAN WITH RESPECT TO THE STATE OF WISCONSIN AIR QUALITY IMPLEMENTATION PLAN--SIX COUNTY SEVERE OZONE NONATTAINMENT AREA AND WALWORTH COUNTY OZONE MAINTENANCE AREA

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ASSESSMENT OF CONFORMITY OF THE YEAR 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM AND THE REGIONAL TRANSPORTATION SYSTEM PLAN WITH RESPECT TO THE STATE OF WISCONSIN AIR QUALITY IMPLEMENTATION PLAN-- SIX COUNTY SEVERE OZONE NONATTAINMENT AREA AND WALWORTH COUNTY OZONE MAINTENANCE AREA

INTRODUCTION

This report is intended to provide the basis for a determination that the year 2002-2004 Transportation Improvement Program, and also the regional transportation system plan are in conformance with the State of Wisconsin Implementation Plan for Air Quality, and, specifically, in conformance with the State Implementation Plan for Air Quality submitted to the U. S. Environmental Protection Agency (USEPA) by the Wisconsin Department of Natural Resources (WDNR) in November 1993, December 1995, December 1997, February 2000, December 2000, and January 2003. The report is also intended to demonstrate that the year 2002-2004 Transportation Improvement Program serves to implement the regional transportation plan.[1]

This finding of conformity is for the six-county severe nonattainment area for ozone standards within Southeastern Wisconsin, consisting of Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties, as well as for Walworth County, a maintenance area for ozone standards.

An initial stage of the Federally required State Implementation Plan was submitted to the Federal government by the WDNR in November 1993. That plan implements a set of actions required to achieve a 15 percent reduction in volatile organic compound emissions from 1990 to 1996. The plan included a 1996 budget for mobile source emissions in Southeastern Wisconsin. The USEPA approved Wisconsin's 15 percent plan in March 1996.

A maintenance plan for air quality was submitted for Walworth County by WDNR on December 15, 1995, and was approved by USEPA on August 26, 1996. The maintenance plan establishes year 2007 volatile organic compound and nitrogen oxides mobile source emissions budgets for Walworth County, as part of the State Implementation Plan for Air Quality. The WDNR requested a revision of the volatile organic compound emissions budget for transportation on September 8, 2000, to allocate 0.5 tons of volatile organic compound emissions from the safety margin to the year 2007 motor vehicle emissions budget, and this

[1]*The regional transportation plan is documented in SEWRPC Planning Report No. 46,* A Regional Transportation System Plan for Southeastern Wisconsin: 2020. *This plan was amended to remove the Park East Freeway and construct a new replacement surface arterial. The 2002-2004 Transportation Improvement Program is documented in a report entitled,* A Transportation Improvement Program for Southeastern Wisconsin: 2002-2004.

revised emissions budget and maintenance plan were approved by the USEPA, and made effective on December 26, 2000.

The 1990 Clean Air Act Amendments originally required Wisconsin to submit an attainment demonstration State Implementation Plan for the six county severe ozone nonattainment area for the year 2007 by November of 1994. In recognition of the effect that the long range transport of ozone has on the air quality in the Lake Michigan region and other ozone nonattainment areas, the USEPA issued a Guidance Memorandum on March 2, 1995. The memorandum indicated that the attainment demonstration State Implementation Plan would require nonattainment areas such as Southeastern Wisconsin to commit to Phase I and Phase II activities. Phase I required Wisconsin to commit to a long range ozone transport study with a multi-state Ozone Transport Assessment Group (OTAG) and to continue to make Rate of Progress (ROP) reductions in ozone emissions at the rate of 3 percent per year. Phase II requires Wisconsin to develop a year 2007 attainment demonstration plan based on the results of the OTAG study when completed.

Wisconsin Department of Natural Resources, Bureau of Air Management staff were actively involved in the study of long range ozone transport with the OTAG. Wisconsin submitted on December 11, 1997, to the USEPA a nine percent Rate-of-Progress Plan which provided for 3 percent per year ozone emission reductions through 1999. The USEPA approved this plan on November 3, 1999, including a 1999 mobile source emissions budget for volatile organic compounds. The WDNR also submitted in February 2000 an initial phase of an ozone attainment demonstration including state implementation plan transportation conformity budgets for volatile organic compounds and nitrogen oxides for the year 2007. The WDNR submitted the attainment plan for ozone for the six county southeastern Wisconsin severe ozone nonattainment area to USEPA in December 2000, and this attainment plan with conformity budgets for the years 2002, 2005, and 2007 was approved by USEPA in August, 2001. The WDNR submitted in January 2003 for the six county southeastern Wisconsin severe ozone non-attainment area state implementation transportation conformity budgets for volatile organic compounds and nitrogen oxides based on USEPA's new transportation mobile source emission model, MOBILE6.

The USEPA and U. S. Department of Transportation have established criteria and procedures to be used by a Metropolitan Planning Organization (MPO) in making conformity determinations of regional transportation system plans and transportation improvement programs. The Southeastern Wisconsin Regional Planning Commission is the gubernatorially designated Federal MPO for the Kenosha, Milwaukee, and Racine urbanized areas. The conformity criteria established by the USEPA were set forth in the November 24, 1993, Federal Register (40CFR Part 51), and criteria with respect to both volatile organic compounds and nitrogen oxides apply to Southeastern Wisconsin. Amendments to those conformity criteria were established by the USEPA in the August 29, 1993; November 14, 1995; and August 15, 1997 Federal Register. These Federal regulations identify the conformity criteria which should be applied at this time with respect to the six county severe ozone nonattainment area and to Walworth

County as a maintenance area. The Commission, the WDNR, and the Wisconsin Department of Transportation have adopted a memorandum of agreement regarding the conduct of transportation plan and program conformity determinations, which has been approved by the USEPA.

The USEPA has advised the Regional Planning Commission staff that the conformity criteria also which should be applied to the six county area with respect to volatile organic compounds and nitrogen oxides require the satisfaction of emission budget tests. With respect to Walworth County, the conformity criteria also require satisfaction of the emission budget with respect to both volatile organic compounds and nitrogen oxide mobile source emissions. Appendix A provides a summary of the interagency agreement on the conformity criteria and tests which should be applied in this conformity determination. The principal agencies involved were the Southeastern Wisconsin Regional Planning Commission, Wisconsin Department of Transportation, Wisconsin Department of Natural Resources, U. S. Department of Transportation, Federal Highway Administration and Federal Transit Administration, and U. S. Environmental Protection Agency.

The next section of this report describes the regional transportation system plan for the seven-county Southeastern Wisconsin Region. The following section describes the 2002-2004 transportation improvement program which continues to implement the plan. The remaining sections of this report then identify the specific conformity procedure requirements and conformity determination criteria which have been established by the USEPA for use in the determination of transportation system plan and improvement program conformity. These sections also indicate the extent to which the conformity analysis and the transportation improvement program, as well as the regional transportation system plan, meet each of these requirements and criteria. The assessment of conformity with respect to each requirement and criterion concludes that the regional transportation system plan and the 2002-2004 transportation improvement program are in conformance with the State Implementation Plan for Air Quality in the six county severe ozone nonattainment area and in Walworth County.

It is important to note that the regional transportation system plan for Southeastern Wisconsin and the State Implementation Plan for Air Quality, and the transportation improvement program, have been prepared in a cooperative manner by the Regional Planning Commission and the WDNR. The preparation of the two plans has been extensively coordinated. The forecasts of vehicle-miles of travel and air pollutant emissions utilized in the preparation of the regional transportation system plan were based on the official Commission intermediate growth forecasts, and the forecasts of emissions under the Phase III ozone attainment demonstration State Implementation Plan were based on alternative high growth vehicle miles of travel and emissions forecasts and increased by 7.5 percent to account for uncertainty in transportation emissions forecasts. The emission factors which the Commission utilized to estimate the air pollutant emissions under the regional transportation system plan and transportation improvement program, and in the preparation of this conformity determination of the transportation plan and program were provided by the Wisconsin

Department of Natural Resources and for this conformity analysis include the emission reduction benefits attendant to Tier 2 motor vehicle and low sulfur fuel regulations. The emission factors which were used to establish the transportation emission budgets in the Phase III Ozone Attainment Demonstration element of the State Implementation Plan also did account for the emission reduction benefits attendant to these more recent regulations. In addition, the Wisconsin Department of Natural Resources has relied upon the regional transportation system plan for the identification and evaluation of transportation control measures considered for incorporation into the State Implementation Plan.

REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN

The design year 2020 regional transportation system plan is documented in The Southeastern Wisconsin Regional Planning Commission Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020*, and was adopted by the Commission in December 1997. As described in SEWRPC staff memorandum entitled "Review and Reaffirmation of Year 2020 Regional Land Use and Transportation Plans and Extension of Plan Design Year to 2025", the plan design year has been extended to the year 2025 (See Appendix D). The previous year 2010 plan is documented in SEWRPC Planning Report No. 41, *A Regional Transportation System Plan for Southeastern Wisconsin: 2010.* The regional transportation system plan is based upon a regional land use plan, which seeks to preserve and enhance the environment within the Region, including the containment of urban sprawl, the preservation of environmental corridors, and the preservation of prime agricultural lands. The regional land use and transportation plans, have been adopted by the County Boards of all of the seven counties comprising the Southeastern Wisconsin Region as their official guide to land use and transportation development, and have also been endorsed by the Wisconsin Department of Transportation (WisDOT).

The regional transportation system plan was amended in the year 2000 to provide for the removal of the Park East Freeway and its replacement with a surface arterial. This plan amendment is documented in a SEWRPC Staff Memorandum entitled, *Amendment to the Year 2020 Regional Transportation System Plan and Year 2000-2002 Transportation Improvement Program for the Removal and Reconfiguration of the Park East Freeway.*

The regional transportation system plan has been developed to meet the requirements of a Federally defined congestion management system, including the definition of performance measures to establish congestion problems and to assist in the evaluation of alternative measures to address congestion and the evaluation and recommendation of alternative measures to resolve the identified congestion problems. The development and evaluation of transportation alternatives which would address existing and anticipated future traffic congestion problems was done in a disciplined way so as to ensure that highway capacity expansion projects were proposed for inclusion in the plan only as a last resort. Appropriate, detailed, quantified attention was

paid to determining the extent to which a wide variety of transportation system management measures, including pricing, land use, traffic management, and transit, could be used to resolve congestion problems. Once that extent was determined, highway capacity improvement proposals were placed into the plan to resolve many, but not all, of the residual congestion problems. The implementation of the recommended transportation actions and their effectiveness, and performance of the transportation system is assessed on a three-year cycle along with transportation system plan reaffirmation.

Also, the transportation system plan has been developed to be fiscally constrained, pursuant to U. S. Department of Transportation metropolitan planning regulations (23CFR Part 450). The total costs of the transportation plan, including both capital and operating costs, have been estimated and compared to existing available Federal, State, and local revenues. This comparison of estimated plan costs and revenues indicates that the plan may be funded largely within existing revenues. This finding is consistent with the substantial progress made during the last few years in plan implementation with respect to both public transit and arterial streets and highways, and with the increased Federal highway and transit funding being provided to the State of Wisconsin and the Southeastern Wisconsin Region as a result of ISTEA and its reauthorization. In addition, the funding attendant to implementing the plan through the transportation improvement program is consistent with existing available Federal, State and local revenues.

Land Use Plan

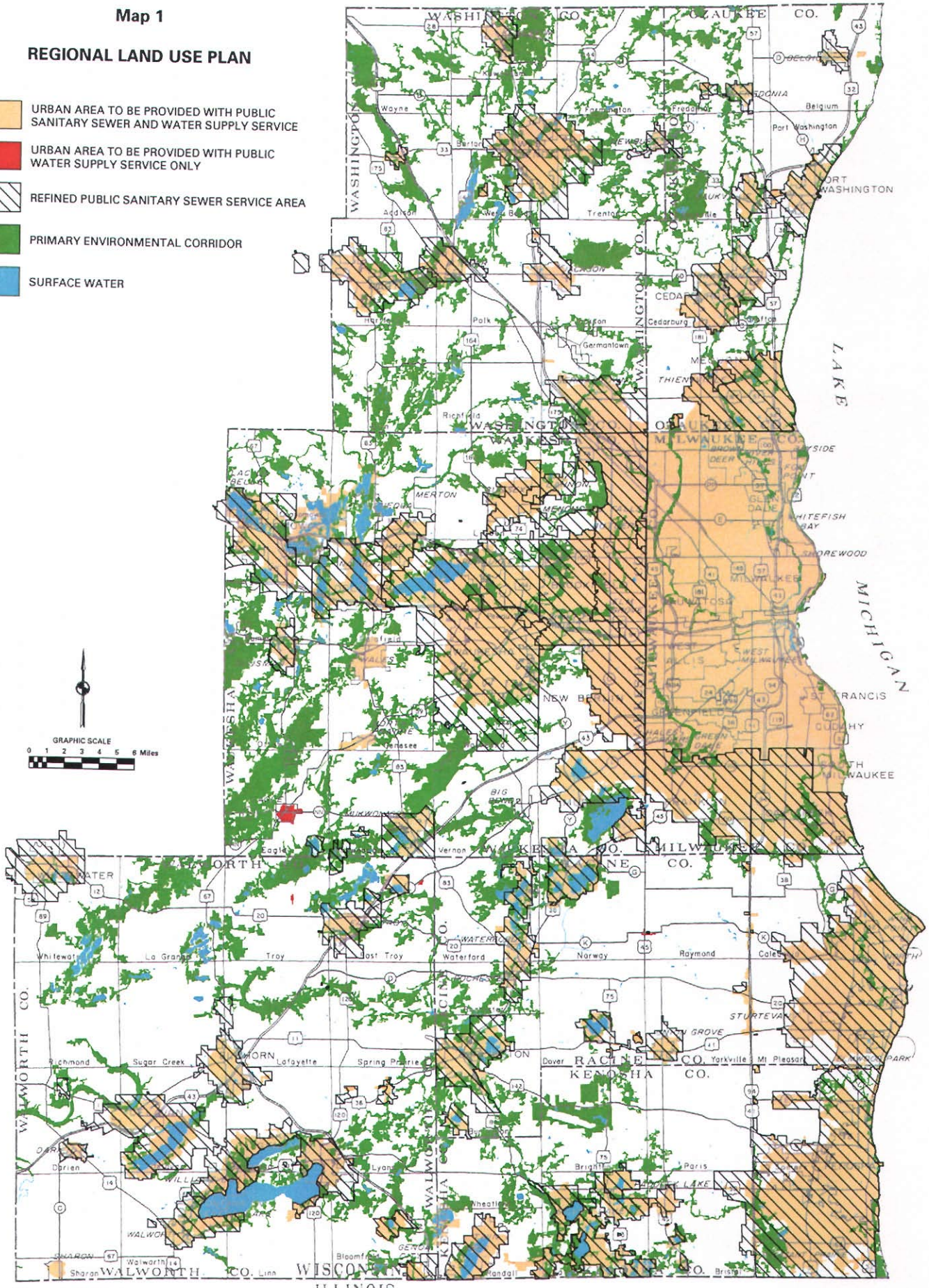
The regional transportation system plan is designed to serve the adopted regional land use plan. The adopted design year 2020 regional land use plan is described in summary form in Chapter III entitled, "Regional Growth and Change and the Year 2020 Regional Land Use Plan," of SEWRPC Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020*, and is fully documented in SEWRPC Planning Report No. 45, *A Regional Land Use Plan for Southeastern Wisconsin: 2020*, which was adopted by the Commission in December 1997. The regional land use plan recommends attainment of a centralized regional settlement pattern and seeks to control and reverse current land use development trends. The plan, as shown on Map 1, recommends stabilization and revitalization of the urban centers of the Region, particularly of the Milwaukee, Racine, and Kenosha urbanized areas. It recommends that new urban development be encouraged to occur largely as infill in existing urban centers, and in defined urban growth areas emanating outward from the existing urban centers of the Region. Moreover, new urban development in the defined urban growth areas is proposed to occur at densities which can efficiently and effectively support essential urban services, including water supply, sanitary sewerage, and importantly, public transit.

The plan also seeks to discourage and reduce urban sprawl, which typically involves use of onsite sewage disposal and water supply facilities. Such decentralized development is costly and difficult, if not impossible, to serve efficiently with public transit, and reduces the potential for carpooling. In addition, the number of trips required to serve such development and the length of those trips may be expected to be

Map 1

REGIONAL LAND USE PLAN

- URBAN AREA TO BE PROVIDED WITH PUBLIC SANITARY SEWER AND WATER SUPPLY SERVICE
- URBAN AREA TO BE PROVIDED WITH PUBLIC WATER SUPPLY SERVICE ONLY
- REFINED PUBLIC SANITARY SEWER SERVICE AREA
- PRIMARY ENVIRONMENTAL CORRIDOR
- SURFACE WATER



Source: SEWRPC.

higher than for comparable centralized development. Urban development occurring in a scattered, low-density pattern also results in a demand for urban facilities and services, such as improved highways, throughout a widespread area of mixed rural-urban land uses, and can result in conflicts with, and diseconomies for, remaining agricultural uses.

Although the land use plan envisions continued reliance on the private land market as the major determinant of the location, density, and character of future land use development within the Region, it proposes to influence the operation of that market and its effects on land use development through public land use development regulations in order to promote a more orderly and economic regional development pattern, to avoid intensification of existing and the creation of new areawide developmental and environmental problems, and to achieve a more healthful and attractive, as well as more efficient, regional settlement pattern.

The plan seeks to influence the operation of the private land market in three significant ways. First, the plan recommends that urban development be encouraged to occur only in those areas of the Region which are covered by soils suitable for such development; which are not subject to special hazards, such as flooding and shoreline erosion; and which can be readily served by essential municipal facilities and services, including centralized public sanitary sewerage, water supply, and public transit service. The plan further recommends that new residential development in the defined urban growth areas occur primarily in planned neighborhoods at medium urban densities, averaging about five dwelling units per net residential acre. In this respect, the plan seeks to moderate the declining trend in urban population density experienced within the Region. The plan envisions a total of 27 major industrial centers and 18 major commercial centers within existing urban areas and areas proposed to be converted to urban use.

Second, the plan recommends the protection of all remaining primary environmental corridors of the Region from intrusion by incompatible urban development, and discourages the location of urban development, as well, in the secondary environmental corridors and isolated natural areas. The primary environmental corridors encompass only about 17 percent of the total area of the Region and include all the major lakes and streams and most of the associated undeveloped shorelands and floodlands; most of the best remaining woodlands, wetlands, and wildlife habitat areas; areas with rough topography and significant geologic formations; most of the best remaining sites having scenic, historic, and scientific value; the major groundwater recharge and discharge areas; and many existing park sites and most of the best remaining potential park sites. The preservation of these corridors is important to the maintenance of a high level of environmental quality in the Region, to the protection of its natural beauty and cultural heritage, and to the provision of opportunities for certain scientific, educational, and recreational activities. The exclusion of urban development from these corridors will also prevent the creation of serious and costly development problems, such as wet and flooded basements, pavement and building foundation failures, and excessive clearwater infiltration and inflow into sanitary sewerage facilities.

Third, the plan recommends the retention in essentially rural use of almost all remaining prime agricultural lands, consisting of the most productive farmlands and units in the Region. Protection and preservation of this prime agricultural land is recommended not only for economic reasons, but also to assure the wholesomeness of the future regional environment and to contribute to the preservation of the unique cultural heritage of the Region, as well as of its natural beauty.

Although the adopted regional land use plan contains many other recommendations for guiding land use development within the Region into a better settlement pattern, the three recommendations summarized above are the most important.

The regional transportation system plan is designed to serve the regional land use plan and not a projection of current land use development trends toward further decentralization of population, employment, and urban land uses. Thus, if transportation facilities and services do indeed shape land use development, implementation of the transportation system plan should promote implementation of the land use plan, which recommends a desirable pattern of future land use with respect to travel requirements.

Transportation System Plan

The transportation system plan has three principal components: public transit, transportation systems management, and arterial streets and highways. These three components are described in the following sections.

Public Transit: The regional transportation system plan calls for major increases in the levels of rapid and express transit service provided within the Region, as well as increases in the level of local service provided (see Table 1). The plan proposes the development of a true system of rapid and express transit routes integrated with local transit service. Rapid transit routes would operate within all major travel corridors oriented to the Milwaukee central business district (CBD), with express transit operating over a grid pattern of routes largely within Milwaukee County. In total, the plan proposes a 92 percent increase in transit service as measured by vehicle-miles of service, from the current 65,000 vehicle-miles of such service in 1995 to 124,700 vehicle-miles in the year 2025. This increase embodies the combined effects of proposed improvements in the frequency of operation of rapid and express transit and the additions and extensions of rapid, express, and local transit routes. The transit recommendations are shown in graphic summary form on Map 2.

Rapid Transit: The plan recommends that existing freeway flyer bus service within the Region continue to be operated from the Milwaukee CBD southwesterly to the Village of Mukwonago; westerly to the Cities of Waukesha and Oconomowoc; northwesterly to the Villages of Germantown and Jackson and to the Cities of Hartford and West Bend; and northerly to the Cities of Mequon, Cedarburg, and Port Washington. The plan

Table 1

TRANSIT SYSTEM OPERATING CHARACTERISTICS IN THE REGION: 1995 AND 2025 RECOMMENDED PLAN

Transit Service Characteristics	Existing 1995[a]	Recommended Plan - 2025
Round-Trip Route Length (miles)		
Rapid Routes	523	1,360
Express Routes	437	430
Local Routes		
Kenosha Urbanized Area	192	220
Milwaukee Urbanized Area	1,135	1,560
Racine Urbanized Area	186	210
Subtotal	1,513	1,980
Total	2,473	3,770
Average Weekday Vehicle Requirements		
Peak Period	537	894
Midday Off-Peak Period	286	453
Revenue Vehicle-Miles (average weekday)		
Rapid	3,800	16,100
Express	5,400	22,800
Local	55,800	85,800
Total	65,000	124,700
Revenue Vehicle-Hours (average weekday)		
Rapid	200	700
Express	310	1,500
Local	4,730	7,400
Total	5,240	9,600

[a]*Existing 1995 transit vehicle-miles of service in Southeastern Wisconsin increased by over 20 percent from about 65,000 vehicle-miles of service in 1995 to 80,000 vehicle-miles of service in 2001, with the bulk of the expansion between 1997 and 2001. Service expansion included the initiation of new service between Milwaukee County and Ozaukee and Washington Counties, new evening service in the Waukesha and Racine areas, and additional service in Milwaukee and Waukesha Counties, including in the IH 94 East-West travel corridor. It is estimated that transit vehicle-miles of service declined in 2002 to about 76,000 vehicle-miles of service, and will decline in 2003 to about 72,600 vehicle-miles of service. This estimated decline in transit service is principally in the Milwaukee, Waukesha, and Washington County transit systems and includes reductions in service frequency, route restructuring and cutbacks, and elimination of selected routes. The estimated amount of transit service expected to be provided on an average weekday in 2003 represents about a 12 percent increase in service since 1995. The transit service element of the plan may be considered consistent with implementation schedule in the year 2020 plan; however, to stay on schedule in future years will require stabilization of transit service levels in the next few years and then a return to annual increases in transit service as did occur in the mid to late 1990's. (Public shared–ride taxi service increased from about 1,700 taxi miles of service on an average weekday in 1995 to 7,600 taxi miles of service in 2001, and is estimated to have increased to 8,000 taxi miles of service in 2002 and may be expected to increase slightly again in 2003.)*

Source: SEWRPC.

Map 2

PUBLIC TRANSIT SYSTEM: REGIONAL TRANSPORTATION SYSTEM PLAN

RAPID TRANSIT SERVICE

BUS SERVICE IN MIXED TRAFFIC ON FREEWAYS AND SURFACE ARTERIAL STREETS AND HIGHWAYS

EXPRESS TRANSIT SERVICE

BUS SERVICE IN MIXED TRAFFIC OR EXCLUSIVE LANES ON SURFACE ARTERIAL STREETS AND HIGHWAYS

TRANSIT STATIONS

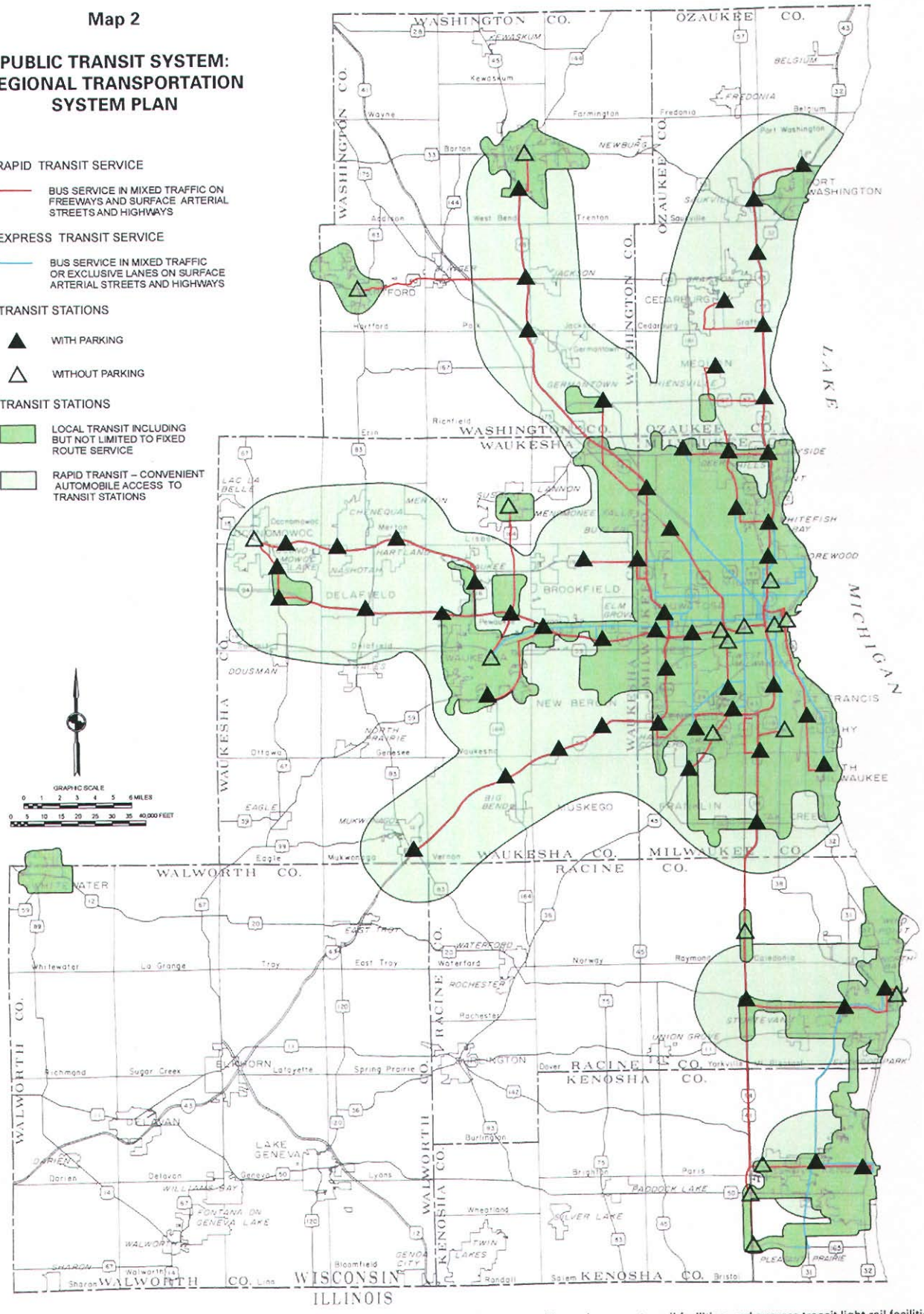
WITH PARKING

WITHOUT PARKING

TRANSIT STATIONS

LOCAL TRANSIT INCLUDING BUT NOT LIMITED TO FIXED ROUTE SERVICE

RAPID TRANSIT – CONVENIENT AUTOMOBILE ACCESS TO TRANSIT STATIONS



Under the regional transportation system plan, rapid transit busway/high occupancy-vehicle facilities, rapid transit commuter rail facilities, and express transit light rail facilities would be considered as alternatives to motor-bus transit service over arterial street and highway lanes. Consideration of such fixed-guideway transit service facilities would be initiated as part of federally required detailed transit planning alternatives analysis studies for each of the corridors identified under the plan. The potential corridors for busway, commuter rail and light rail facilities are shown on Maps 30 and 31 of SEWRPC Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020*, December 1997. The implementation of these fixed-guideway transit facilities would depend upon the outcome of the corridor studies. Upon completion of each study, the local units of government concerned--particularly, the potential transit operator involved--the Wisconsin Department of Transportation, and the Regional Planning Commission would have to affirm the study findings and, if necessary, amend the regional transportation system plan.

also proposes the enhancement of the level of freeway flyer bus service provided in these corridors. The plan also calls for the expansion of such service in the south corridor to the Cities of Racine and Kenosha. The network of rapid transit routes is shown in red on Map 2. The planned rapid transit system would serve intermediate stations spaced about every three to five miles and would provide service in both directions during both peak periods.

The plan recommends that the number of rapid transit revenue vehicle-miles of service provided be increased by 11,900 vehicle-miles, from 3,800 in 1995 to 16,100 vehicle-miles. Similarly, the plan recommends that the number of rapid transit revenue vehicle-hours of service be increased by 500 vehicle-hours, from 200 in 1995 to 700 vehicle-hours.

The rapid transit service provided under the recommended plan would operate primarily during peak periods, from 6:00 a.m. to 8:30 a.m. and from 3:30 p.m. to 6:30 p.m. on weekdays. Midday service would be provided over some routes, with limited weekend and evening service. Headways on the rapid transit system would range from five to 30 minutes during peak periods to 30 to 60 minutes during off-peak periods over those routes provided with service during the midday.

Under the plan, the fares for rapid transit service would remain at the plan base year 1997 levels, adjusted only for future general price inflation. (Fares were increased in 2001 from $1.60 to $1.80, which was only slightly greater than the 10 percent general price inflation since 1997.) The freeway flyer rapid transit bus fare for a trip within Milwaukee County would be $1.60. The fare charged for a trip between points within Milwaukee County and the limits of the Milwaukee urbanized area would be $2.10. The fare charged for a trip between the Milwaukee CBD and the outer limits of the rapid transit system would be $3.10.

The plan identifies a potential system of about 60 miles of exclusive busway facilities (see Map 31 of SEWRPC Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020*). These facilities would be located within, or parallel to, the most heavily congested freeway corridors. The ultimate decision concerning the provision of such facilities would be made following detailed corridor alternatives analysis study/preliminary engineering study/final environmental impact statement of the corridors. Therefore, these facilities have not been explicitly included in the regional transportation plan and the conformity determination of the plan.

The plan also recognizes the potential to establish commuter-rail passenger service as an alternative to freeway flyer or exclusive busway rapid transit service in four major Milwaukee-oriented travel corridors: from Milwaukee through the Cities of St. Francis, Cudahy, South Milwaukee, Oak Creek, and Racine to the City of Kenosha over the Canadian Pacific Railway and Union Pacific Railroad lines; from Milwaukee through the City of Wauwatosa, Village of Elm Grove, City of Brookfield, Village of Pewaukee, Village of Hartland, City of Delafield, and Village of Nashotah to the City of Oconomowoc over the Canadian Pacific

Railway lines; from Milwaukee through Villages of Germantown and Jackson to the City of West Bend over the Canadian Pacific Railway, Wisconsin & Southern Railroad, Union Pacific Railroad, and Canadian National Railway lines; and from Milwaukee through the Village of Brown Deer, City of Cedarburg, and Village of Grafton to the Village of Saukville over the Canadian Pacific Railway; Wisconsin & Southern Railroad, and Canadian National Railway lines. The plan also recognizes the potential to provide commuter-rail passenger service in two Chicago-oriented corridors: from the Village of Walworth through Fox Lake, Illinois, to Chicago over Wisconsin & Southern Railroad and Metra railway lines and from the City of Burlington through the Village of Silver Lake and Antioch, Illinois, to Chicago over Canadian National Railway lines (see Map 30 of SEWRPC Planning Report No. 46, *A Regional Transportation system Plan for Southeastern Wisconsin: 2020*). Corridor transit alternatives analysis studies would be required for these potential commuter rail facilities and services; as a result, these facilities and services are not explicitly included in the regional plan and its conformity determination. A transit alternatives analysis study is underway in the Milwaukee to Kenosha corridor.

Express Transit: The regional transportation system plan recommends that 12 regular express transit bus routes be provided in a grid pattern, largely within Milwaukee County. Within the Milwaukee urbanized area, the express transit would be provided in major travel corridors to connect major activity centers, including the Milwaukee CBD and high- and medium-density residential areas. One express transit route would also connect the CBD's of the Cities of Racine and Kenosha. The planned express routes are shown in blue on Map 2.

Five travel corridors are identified in the plan as having potential for light-rail express or express bus guideway transit service and would represent upgrading of the proposed express bus transit routes. (See Map 31 of SEWRPC Planning Report No. 46, *A Regional Transportation system Plan for Southeastern Wisconsin: 2020*). The ultimate decision concerning the provision of light-rail or express bus guideway facilities in these corridors would be determined in Federally required alternative analysis studies/preliminary engineering studies/final environmental impact statements. Therefore, these facilities have not been explicitly included in the regional transportation plan and the conformity determination of the plan. The potential light-rail or express bus guideway facilities are envisioned to operate with preferential treatment over reserved street lanes within street rights-of-way or over exclusive rights-of-way, such as along railway or former electric interurban railway rights-of-way. Light-rail and express bus guideway operating characteristics may be expected to vary, depending upon the type of right-of-way and adjacent development and attendant station spacing, and may approach rapid transit operating characteristics. An alternatives analysis is underway in the Milwaukee CBD investigating bus, light rail, and historic trolley transit circulator system alternatives.

Under the plan, the extent of express transit service would be significantly expanded through the provision of a grid of express routes. The frequency of operation of transit vehicles over the express routes would

also be significantly increased. As shown in Table 1, the number of vehicle-miles provided on an average weekday would increase by 17,400 vehicle-miles, from about 5,400 in 1995 to about 22,800 vehicle-miles. Similarly, vehicle-hours of express service provided on an average weekday would increase by 1,190 vehicle-hours, from 310 in 1995 to 1,500 vehicle-hours.

Express transit service would be provided on weekdays from 6:00 a.m. to 6:00 p.m. on all routes and during weekday evenings and weekends on some routes. Peak-period headways would range from five to 15 minutes in the Milwaukee urbanized area and extend to 30 minutes on the route connecting Racine and Kenosha. Off-peak headways would range from 20 to 30 minutes within the Milwaukee urbanized area to 60 minutes on the Racine-Kenosha route. Under the plan, express transit fares would remain at the plan base year 1997 levels, $1.35 in Milwaukee County and $1.00 on the Racine-Kenosha route, with adjustments for general price inflation over the plan design period. (In Milwaukee County, fares were increased in 2001 from $1.35 to $1.50, an increase at about the same level as general price inflation since 1997.)

Local Transit: The level of local service envisioned in the plan consists of buses operating over arterial and collector streets, with frequent stops for passenger boarding and alighting. Local fixed-route service would continue to be provided and would be extended within Milwaukee County and the Cities of Waukesha, Racine, and Kenosha and their environs. The plan recommends that the local transit operators undertake detailed implementation studies to identify the best way to provide for service enhancement and extensions, holding open the possibility of transit-center oriented local route systems, and route-deviation or demand-responsive systems to replace, in some areas, existing and potential extensions of grid route systems. As shown on Map 2, these areas of expanded service are generally located in southern and northern Milwaukee County and in the most heavily developed portions of Waukesha County. Under the plan, local transit service would operate over 85,800 vehicle-miles of service on an average weekday within the Region, representing an increase of 30,000 vehicle-miles, or 54 percent, over the approximately 55,800 vehicle-miles provided in 1995.

The frequency of local transit service would be substantially improved over 1995 levels. Within Milwaukee County, peak-period headways on the major routes in the area south of Silver Spring Drive, east of 76th Street, and north of Layton Avenue would be improved from 10 to 40 minutes to 10 minutes. Peak-period headways in the Racine and Kenosha urban areas would be improved from 20 to 30 minutes to 15 to 30 minutes. Peak-period headways in the Waukesha urban area would be improved such that all routes would operate at 30-minute headways.

Under the plan, local transit fares would remain at plan base year 1997 levels, adjusted only for the effects of general price inflation. Plan base year 1997 fares within Milwaukee County $1.35; and within the Cities of Kenosha, Racine, and Waukesha, $1.00. (In Milwaukee County, fares were increased in 2001 from $1.35

to $1.50, an increase at about the same level as general price inflation since 1997.) The plan also recognizes the need to provide local transit service in the smaller urban communities of the Region, particularly through shared-ride taxi service, including the continuation of the shared-ride taxi services provided in the Cities of Hartford, Port Washington, West Bend, and Whitewater.

Implementation Schedule: The implementation schedule for the transportation system plan identifies the elements of the transit plan which should be available for use as of the years 2005, 2007, 2010, 2020, and 2025. The year 2020 transit plan element implementation schedule anticipated that the then planned 68 percent increase in vehicle-miles of transit service over 1995 levels to the year 2020 may largely not be expected to be initiated until 2002--after the second State biennial budget prepared following the completion of the year 2020 regional plan with approximately equal annual increments of about 2.8 percent annually of the planned increase of 45,400 vehicle-miles of transit service. However, transit vehicle-miles of service in Southeastern Wisconsin increased by over 20 percent from about 65,000 vehicle-miles of service in 1995 to 80,000 vehicle-miles of service in 2001, with the bulk of the expansion between 1997 and 2001. Service expansion included the initiation of new service between Milwaukee County and Ozaukee and Washington Counties, new evening service in the Waukesha and Racine areas, and additional service in Milwaukee and Waukesha Counties, including in the IH 94 East-West travel corridor. It is estimated that transit vehicle-miles of service declined in 2002 to about 76,000 vehicle-miles of service, and will decline in 2003 to about 72,600 vehicle-miles of service. This estimated decline in transit service is principally in the Milwaukee, Waukesha, and Washington County transit systems and includes reductions in service frequency, route restructuring and cutbacks, and elimination of selected routes. The estimated amount of transit service expected to be provided on an average weekday in 2003 represents about a 12 percent increase in service since 1995. The transit service element of the plan may be considered consistent with the implementation schedule in the year 2020 plan; however, to stay on schedule in future years will require stabilization of transit service levels in the next few years and then a return to annual increases in transit service as did occur in the mid to late 1990's. (Public shared-ride taxi service increased from about 1,700 taxi miles of service on an average weekday in 1995 to 7,600 taxi miles of service in 2001, and is estimated to have increased to 8,000 taxi miles of service in 2002 and may be expected to increase slightly again in 2003.) Thus, proposed 2005 service levels are equal to projected 2003 levels; 2007 levels represent a 7 percent increase over projected 2003 levels; 2010 levels represent a 17 percent increase over projected 2003 levels; 2020 levels represent a 54 percent increase over projected 2003 levels, and; 2025 levels represent a 72 percent increase over projected 2003 levels. These proposed potential stages for the transit plan element are summarized in Table 2. Transit system networks were prepared for each of these stages of system development of transit system service expansion and frequency of service improvement, which were utilized in the conformity determinations. The plan recommends that transit operators prepare short-range plans every three to five years detailing programmed service implementation which would serve to modify the specific elements of these staged service increases, but provide the planned vehicle-miles of service increment presented in Table 3.

Table 2

POTENTIAL STAGES OF TRANSIT PLAN ELEMENT: 2005, 2007, 2010, 2020, AND 2025[d]

Transit Service Element	Year				
	2005	2007	2010	2020	2025
Rapid Transit[a]	Expand service to the City of Milwaukee central business district by adding new routes, including: • From 5th Street and Main Street in the City of Racine via STH 20 and IH 94 • *From 13th Avenue* and 54th Street in the City of Kenosha via STH 158 and IH 94 Extend existing rapid route operated between Capitol Drive and W. 124th Street and the City of Milwaukee central business district to Capitol Drive and Calhoun Road in the City of Brookfield Restructure existing express route from Main Street and Wisconsin Avenue in the City of Oconomowoc to the City of Milwaukee central business district to provide rapid service via STH 16 and IH 94 Restructure existing rapid and express routes between the Waukesha and Brookfield areas and the City of Milwaukee central business district to create two routes: • *From Clinton* Street and Broadway in the City of Waukesha via IH 94 • From Moorland Road and IH 94 in the City of Brookfield via IH 94	Expand service to the City of Milwaukee central business district by adding new routes, including: • From STH 36 and CTH BB in the Village of Franklin via STH 36, IH 43, and IH 94 • From STH 59 and S. West Avenue in the City of Waukesha via STH 59, Moreland Boulevard and IH 94 Extend existing rapid route operated between the Village of Menomonee Falls and the City of Milwaukee central business district to STH 167 and Pilgrim Road in the Village of Germantown Restructure existing rapid route between the Cities of Cudahy and South Milwaukee to the City of Milwaukee central business district to operate via E. Rawson Avenue, Pennsylvania Avenue, Lake Arterial, and IH 794 Restructure existing rapid route between IH 43 and STH 32/84 in the Town of Port Washington to the City of Milwaukee central business district and central Milwaukee County to create three routes: • From S. 1st Avenue and Wisconsin Avenue in the Village of Grafton via STH 57, CTH C, and IH 43 • From Cedarburg Road and High Road in the City of Mequon via STH 57, STH 167, and IH 43 • From IH 43 and STH 32/84 in the Town of Port Washington via IH 43	Reduce headways on rapid service to provide 10 to 20 minute service during peak periods on routes serving Milwaukee County, and 20 to 30 minute service during peak periods on all other routes. *Operate all rapid services in* both directions of travel	Reduce headways on rapid service to provide 5 to 20 minute service during peak periods on routes serving Milwaukee County Expand service to the City of Milwaukee central business district by adding new routes, including: • From N. Main Street and W. Washington Street in the City of West Bend via Main Street, Paradise Drive, USH 45, and IH 94 • From IH 94 and STH 100 in the City of Oak Creek via IH 94 • From the LakeView Corporate Park in the Village of Pleasant Prairie via STH 165 and IH 94 • From S. 43rd Street and Morgan Avenue in the City of Milwaukee via S. 43rd Street and IH 94 • From Green Bay Avenue and Congress Street (extended) in the City of Glendale via Green Bay Road and IH 43 • From IH 94 and STH 164 in the Town of Pewaukee via IH 94 Modify routes between the City of Milwaukee central *business district and the* Cities of Racine and Kenosha to include stop at IH 94 and CTH K in Racine County to serve industrial development along IH 94 Modify route between the City of Milwaukee central business district and the City of Oconomowoc via IH 94 to serve Pabst Farms development north of IH 94 and east of STH 67 in Waukesha County	Expand service on most routes to provide service with equal headways in both travel directions during peak periods. Expand service on all routes serving Milwaukee County to provide 30 to 60 minute service during midday off-peak period.

Table 2 (continued)

Transit Service Element	Year				
	2005	2007	2010	2020	2025
Express Transit[b]	Expand Milwaukee urbanized area service by adding new route from Clinton Street and Broadway Street in the City of Waukesha to the University of Wisconsin-Milwaukee via Moreland Boulevard, Blue Mound Road, Wisconsin Avenue, Prospect/Farwell Avenue, and Downer Avenue Restructure existing service between the City of Milwaukee central business district and the Cities of Racine and Kenosha to eliminate service north of the City of Racine central business district, and to provide service between the Racine and Kenosha central business districts via STH 20, STH 31, and STH 158	Expand Milwaukee urbanized area service by adding new routes including: • From the transit station at N. Teutonia Avenue and Florist Avenue in the City of Glendale to the transit station at W. Loomis Road and IH 43 in the City of Greenfield via 27th Street • From the transit station at 13th Avenue and E. Rawson Avenue in the City of Oak Creek to the City of Milwaukee central business district via E. Rawson Avenue, Chicago/Packard Avenue, Kinnickinnic Avenue, and S. 1st Street	Reduce headways on existing express routes in Milwaukee County, and expand service periods on selected routes in all areas to include weekday middays and evening periods	Expand Milwaukee urbanized area service by adding new routes, including: • From the Mayfair Shopping Center at W. North Avenue and N. Mayfair Road in the City of Wauwatosa to the University of Wisconsin-Milwaukee via North Avenue and Downer Avenue • From the Northridge Shopping Center at W. Brown Deer Road and N. 76th Street in the City of Milwaukee to the South-ridge Shopping Center at W. Edgerton Avenue and S. 76th Street in the Village of Greendale via 76th Street and the Milwaukee Regional Medical Center • From the transit station at S. 76th Street and IH 94 in the City of West Allis to the City of Milwaukee central business district via S. 76th Street, National Avenue, S. 2nd Street • From the Bayshore Shopping Center at E. Silver Spring Drive and N. Port Washington Road in the City of Glendale to the transit station at IH 94 and College Avenue in the City of Milwaukee via Port Washington Road, 6th and 7th Streets, S. Howell Avenue, and W. College Avenue Expand Milwaukee urbanized area service (continued) • From the transit station at N. 124th Street and W. Capitol Drive in the City of Brookfield to the University of Wisconsin-Milwaukee via Capitol Drive and Downer Avenue Extend service between the Cities of Racine and Kenosha to the Lakeview Corporate Park in the Village of Pleasant Prairie via Green Bay Road, 95th Street, CTH H, and STH 165	Reduce headways on all express routes in Milwaukee County to no longer than 10-12 minutes during peak periods and no longer than 15 minutes during midday off-peak periods.

Table 2 (continued)

Transit Service Element	Year				
	2005	2007	2010	2020	2025
Local Transit[c]	Extend fixed-route service to medium-density development and industrial areas in: • Northern and southern Milwaukee County • The west side of City of Kenosha • The northwest side of the City of Waukesha Extend fixed-route service industrial areas in northern and southern Milwaukee County Add weekday and Saturday evening service until 10:00 p.m. in the Cities of Kenosha, Racine, and Waukesha Continue existing shared-ride taxi services in the Ozaukee and Washington Counties and in the Cities of Hartford, Port Washington, West Bend, and Whitewater. Expand to new areas as warranted.	Continue extending fixed-route service to medium-density development and industrial areas in: • Northern and southern Milwaukee County • The west side of City of Racine • The west side of City of Kenosha • The northwest side of the City of Waukesha Make modest route realignments and reduce peak and off-peak headways on selected routes in Milwaukee County Continue existing shared-ride taxi services and expand to new areas as warranted	Continue extending fixed-route service to medium-density development and industrial areas in: • Northern and southern Milwaukee County • The New Berlin area in eastern Waukesha County • The eastern portion of Caledonia and developing areas along IH 94 in eastern Racine County • The Pleasant Prairie area and developing areas along IH 94 in eastern Kenosha County Make modest route realignments and reduce peak and off-peak headways on selected routes in Milwaukee County Continue existing shared-ride taxi services and expand to new areas as warranted	Continue extending fixed-route service to medium-density development and industrial areas in: • Northern and southern Milwaukee County • The Butler, Menomonee Falls, Sussex, Waukesha and Muskego areas in eastern Waukesha County • The area around IH 94 and CTH K in eastern Racine County • The Oconomowoc, Delafield, Hartland, and Mukwonago areas in western Waukesha County • The Germantown, Jackson, Slinger, and Hartford areas in Washington County Reduce headways on major routes in Milwaukee County outside express corridors to provide 10-minute peak and 20-minute midday off-peak service Reduce headways on major routes in the Cities of Racine and Kenosha to provide 15-minute peak service Continue existing shared-ride taxi services and expand to new areas as warranted	Continue extending fixed-route service to medium-density development and industrial areas in: • Northern and southern Milwaukee County • The City of Mequon and southern Ozaukee County • The Germantown, Jackson, Slinger, and Hartford areas in Washington County • The Oconomowoc, Delafield, Hartland, and Mukwonago areas in western Waukesha County Reduce headways on all minor local routes in Milwaukee County to provide 15 to 20-minute peak, 30-minute midday off-peak service, and 30 to 60-minute evening service Reduce weekday midday off-peak headways on routes in the Cities of Kenosha, Racine, and Waukesha so all routes operate with 30-minute service. Add Sunday service between 9:00 a.m. and 5:00 p.m. in the Cities of Kenosha, Racine, and Waukesha. Continued existing shared-ride taxi services and expand to new areas as warranted.

[a]All rapid transit routes would provide service on weekdays from 6:00 a.m. until 8:30 a.m. and from 3:30 p.m. until 6:00 p.m. Service would also be provided over selected routes during weekday midday periods. No service would be provided over rapid routes on weekday evenings or weekends. Operating headways on rapid routes would be reduced over the planning period and by 2020 range from five to 30 minutes during morning and afternoon peak period, and from 30 to 60 minutes during the midday period.

[b]New express transit services would initially be implemented as peak period services. By 2025 all express transit routes would provide service on weekdays from 6:00 a.m. until 6:00 p.m. Service would also be provided over selected routes during weekday evenings and on weekends. Operating headways on express routes would range from five to 15 minutes during morning and afternoon peak periods, from 10 to 30 minutes during the weekday midday period, and from 20 to 30 minutes during weekday evenings and on weekends.

[c]Headways on new local transit routes would be similar to existing local service headways. Operating Headways on existing local transit services would be reduced over the planning period. By 2025 local headways during the morning and afternoon peak periods would range from 10 to 30 minutes in Milwaukee County, 15 to 30 minutes in Kenosha and Racine, and 30 minutes in Waukesha. During off-peak periods local headways would range from 20 to 30 minutes in Milwaukee County ,and 30 minutes in Kenosha, Racine, and Waukesha.

Source: SEWRPC.

Table 3

NUMBER AND PERCENT CHANGE IN REVENUE VEHICLE-MILES OF TRANSIT SERVICE IN THE REGION BY SERVICE TYPE AND IMPLEMENTATION SCHEDULE: 2005, 2007, 2010, 2020 and 2025

Transit Service Type	Existing Transit Vehicle-Miles of Revenue Service: 1995[a] (Average Weekday)	Proposed Transit Vehicle-Miles of Revenue Service (Average Weekday)									
		2005		2007		2010		2020		2025	
		Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Rapid.....	3,800	6,700	9.1	7,900	10.1	9,700	11.5	14,700	13.2	16,100	12.9
Express	5,400	6,700	9.1	9,200	11.8	10,300	12.2	21,500	19.3	22,800	18.2
Local.....	55,800	60,400	81.8	60,900	78.1	64,700	76.3	75,300	67.5	85,800	68.9
Total	65,000	72,600[b]	100.0	78,000	100.0	84,700	100.0	111,500	100.0	124,700	100.0

[a] *Transit vehicle-miles of service in Southeastern Wisconsin increased by over 20 percent from about 65,000 vehicle-miles of service in 1995 to 80,000 vehicle-miles of service in 2001, with the bulk of the expansion between 1997 and 2001. Service expansion included the initiation of new service between Milwaukee County and Ozaukee and Washington Counties, new evening service in the Waukesha and Racine areas, and additional service in Milwaukee and Waukesha Counties, including in the IH 94 East-West travel corridor. It is estimated that transit vehicle-miles of service declined in 2002 to about 76,000 vehicle-miles of service, and will decline in 2003 to about 72,600 vehicle-miles of service. This estimated decline in transit service is principally in the Milwaukee, Waukesha, and Washington County transit systems and includes reductions in service frequency, route restructuring and cutbacks, and elimination of selected routes. The estimated amount of transit service expected to be provided on an average weekday in 2003 represents about a 12 percent increase in service since 1995. The transit service element of the plan may be considered consistent with implementation schedule in the year 2020 plan; however, to stay on schedule in future years will require stabilization of transit service levels in the next few years and then a return to annual increases in transit service as did occur in the mid to late 1990's. (Public shared–ride taxi service increased from about 1,700 taxi miles of service on an average weekday in 1995 to 7,600 taxi miles of service in 2001, and is estimated to have increased to 8,000 taxi miles of service in 2002 and may be expected to increase slightly again in 2003.)*

Source: SEWRPC.

Arterial Street and Highway System

The planned arterial street and highway system in the Region in the year 2020 is summarized in Table 4. In 1995, the arterial street and highway system in the Region consisted of about 3,277 route-miles of facilities. Under the regional plan, the arterial system would be increased by about 323 route-miles, by the year 2020, to a total of 3,600 route-miles. The additional arterial mileage reflects primarily the conversion of existing nonarterial facilities to arterial status and function as urban development proceeds within the Region. About 124 route-miles, or 3.4 percent of the proposed total arterial system mileage, would be added through new construction.

The recommended arterial street and highway system for the Region identifies the number of traffic lanes to be provided on each segment of arterial street. Arterial facilities are identified as having either two, four, six, or eight lanes. The number of lanes identified refers to through travel lanes; that is, those lanes that would carry traffic directly through intersections. Thus, the number does not include any auxiliary traffic lanes provided at intersections for left- and right-turning movements, for vehicle parking, or for use by distressed vehicles. It was assumed in the regional systems analysis that such right- and left-turn lanes will be provided where the volumes of turning vehicles would adversely affect the movement of vehicles through the intersection. The provision of turn lanes would, therefore, follow a design investigation in connection with a given improvement project. In addition to determining whether or not right- and/or left-turn lanes should be provided at intersections, the design investigation should determine whether or not a given arterial street improvement should be made using a divided or an undivided roadway cross-section. Thus, the precise cross-section to be selected for a given improvement project should be determined by the State, county, and local implementing agencies following appropriate design study.

The plan recommended arterial street and highway system capacity improvement and expansion to add traffic lanes to the existing arterial street system are shown for each county on Maps 3 through 9 and are listed in Table 5. These arterial highway capacity improvement and expansion recommendations represent all highway plan element projects with potential air quality impact and which are referred to in the Federal regulations as "nonexempt" projects. Table 5 also presents the anticipated implementation stages for all highway capacity improvement and expansion recommended under the plan; more specifically, the planned capacity improvement and expansion to be open to traffic by the years 2005, 2007, 2010, and 2020 are identified. Table 6 summarizes the mileage of system improvement and expansion anticipated to be implemented by 2005, 2007, 2010, and 2020. While the plan design year has been extended to 2025, it is proposed that the plan continue to be fully implemented by the year 2020. Given the potential for individual projects to be deferred or advanced due to considerations such as right-of-way acquisition, the anticipated implementation schedule for the plan is considered to be the mileage of county and local arterial system improvement and expansion, and the mileage of state trunk highway improvement and expansion as set forth in Table 6.

Table 4

ARTERIAL STREET AND HIGHWAY SYSTEM PRESERVATION, IMPROVEMENT, AND EXPANSION BY ARTERIAL FACILITY TYPE BY COUNTY: REGIONAL TRANSPORTATION SYSTEM PLAN[a]

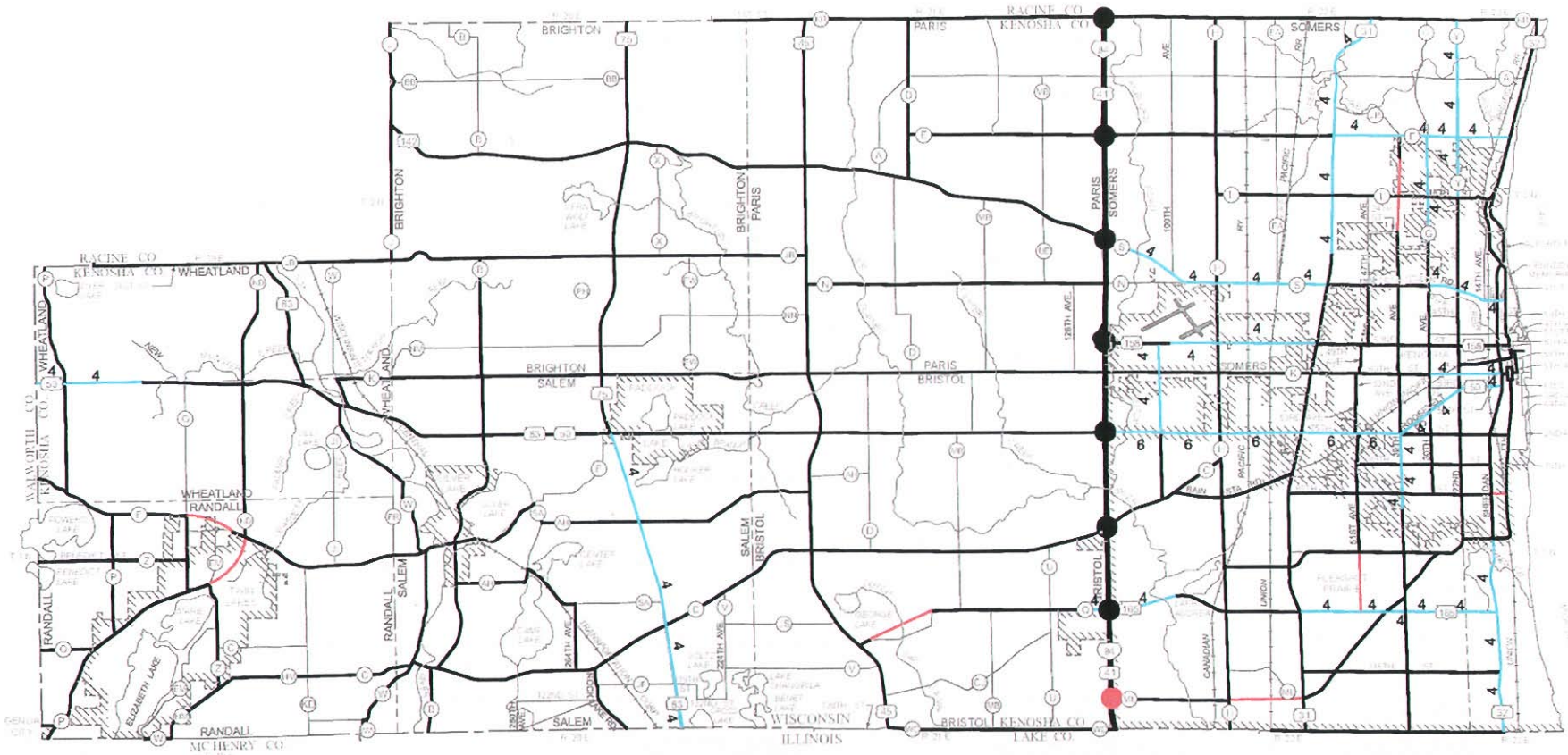
County	System Preservation (miles)	System Improvement (miles)	System Expansion (miles)	Total Miles
Kenosha				
Freeway	12.0	0.0	0.0	12.0
Standard Arterial	290.3	44.8	8.5	343.6
Subtotal	302.3	44.8	8.5	355.6
Milwaukee				
Freeway	62.4	4.4	0.0	66.8
Standard Arterial	679.9	40.3	10.3	730.5
Subtotal	742.3	44.7	10.3	797.3
Ozaukee				
Freeway	23.2	4.0	0.0	27.2
Standard Arterial	223.9	47.7	7.0	278.6
Subtotal	247.1	51.7	7.0	305.8
Racine				
Freeway	12.0	0.0	0.0	12.0
Standard Arterial	342.0	50.6	21.5	414.1
Subtotal	354.0	50.6	21.5	426.1
Walworth				
Freeway	48.9	0.0	16.7	65.6
Standard Arterial	361.0	36.7	17.8	415.5
Subtotal	409.9	36.7	34.5	481.1
Washington				
Freeway	42.8	0.0	0.0	42.8
Standard Arterial	348.2	43.6	21.8	413.6
Subtotal	391.0	43.6	21.8	456.4
Waukesha				
Freeway	59.0	1.0	5.7	65.7
Standard Arterial	555.2	141.6	15.0	711.8
Subtotal	614.2	142.6	20.7	777.5
Region				
Freeway	260.3	9.4	22.4	292.1
Standard Arterial	2,800.5	405.3	101.9	3307.7
Total	3,060.8	414.7	124.3	3599.8

[a]*To date, since the completion of the year 2020 plan in 1997, an estimated 81 miles of the 539 miles of system improvement and expansion have been completed.*

Source: SEWRPC

Map 3

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN KENOSHA COUNTY



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 — NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW
- EXISTING

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED ALONG STH 158 FROM IH 94 TO STH 31 TO ACCOMMODATE ITS ULTIMATE IMPROVEMENT TO SIX TRAVEL LANES.

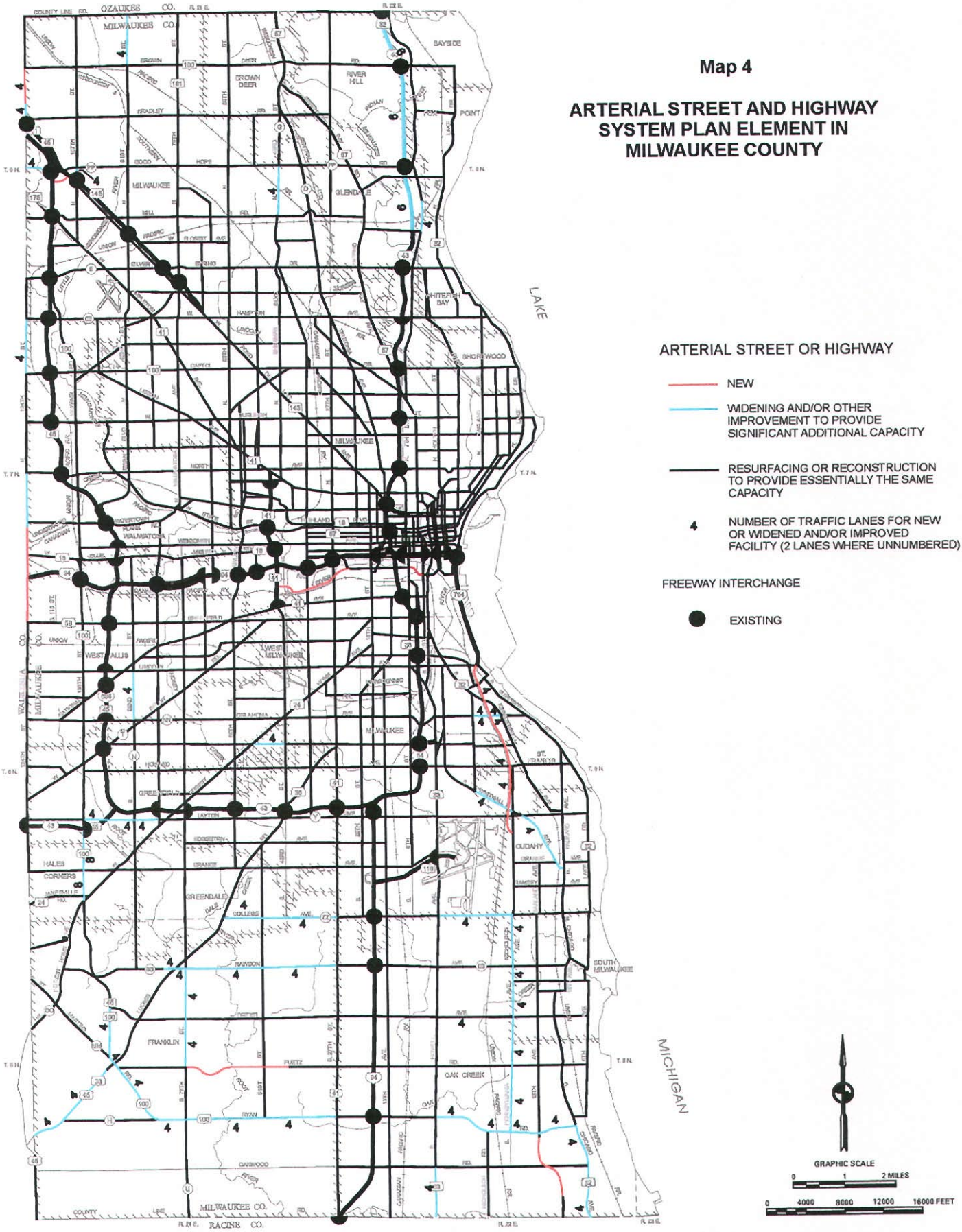
2. SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED ALONG CTH K FROM IH 94 TO STH 31 TO ACCOMMODATE ITS ULTIMATE IMPROVEMENT TO SIX TRAVEL LANES.

3. AS IMPROVEMENTS ARE MADE TO IH 94, THE FRONTAGE ROADS ALONG IH 94, AND THE HIGHWAY FACILITIES WHICH INTERCHANGE WITH OR CROSS IH 94, THE ULTIMATE IMPROVEMENT OF IH 94 TO EIGHT TRAVEL LANES SHOULD BE TAKEN INTO CONSIDERATION.

4. AS IMPROVEMENTS ARE MADE TO IH 94 AND THE FRONTAGE ROADS ALONG IN 94 IN THE VICINITY OF CTH K, THE ULTIMATE PROVISION OF AN INTERCHANGE WITH CTH K SHOULD BE TAKEN INTO CONSIDERATION.

5. AS URBAN DEVELOPMENT PROCEEDS ON LANDS ABUTTING CTH KR BETWEEN IH 94 AND STH 32, SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED FOR THE ULTIMATE IMPROVEMENT OF CTH KR TO FOUR TRAVEL LANES.

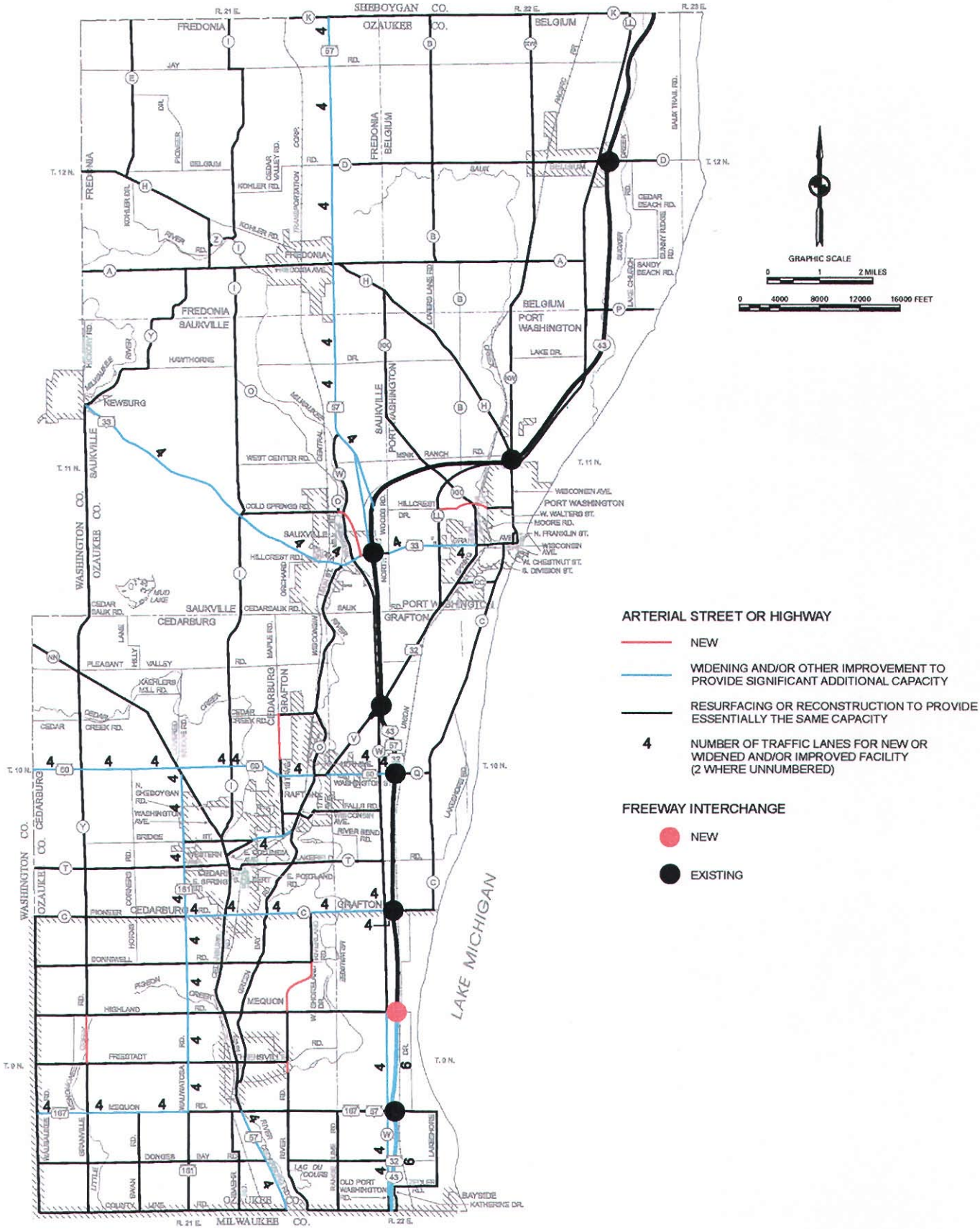
Source: SEWRPC.



Source: SEWRPC.

Map 5

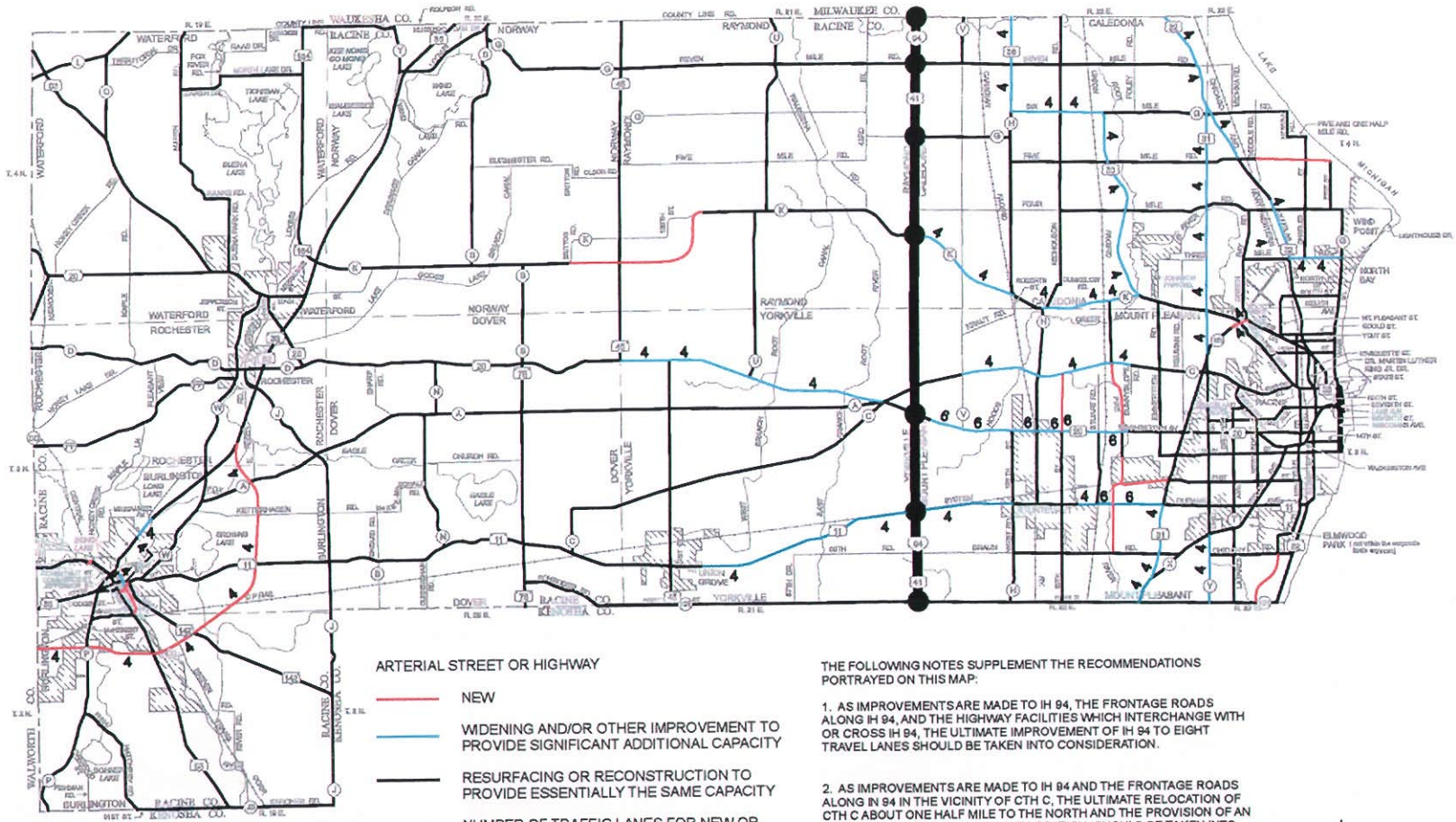
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN OZAUKEE COUNTY



Source: SEWRPC.

Map 6

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN RACINE COUNTY



ARTERIAL STREET OR HIGHWAY

NEW

WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY

RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY

4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

EXISTING

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. AS IMPROVEMENTS ARE MADE TO IH 94, THE FRONTAGE ROADS ALONG IH 94, AND THE HIGHWAY FACILITIES WHICH INTERCHANGE WITH OR CROSS IH 94, THE ULTIMATE IMPROVEMENT OF IH 94 TO EIGHT TRAVEL LANES SHOULD BE TAKEN INTO CONSIDERATION.

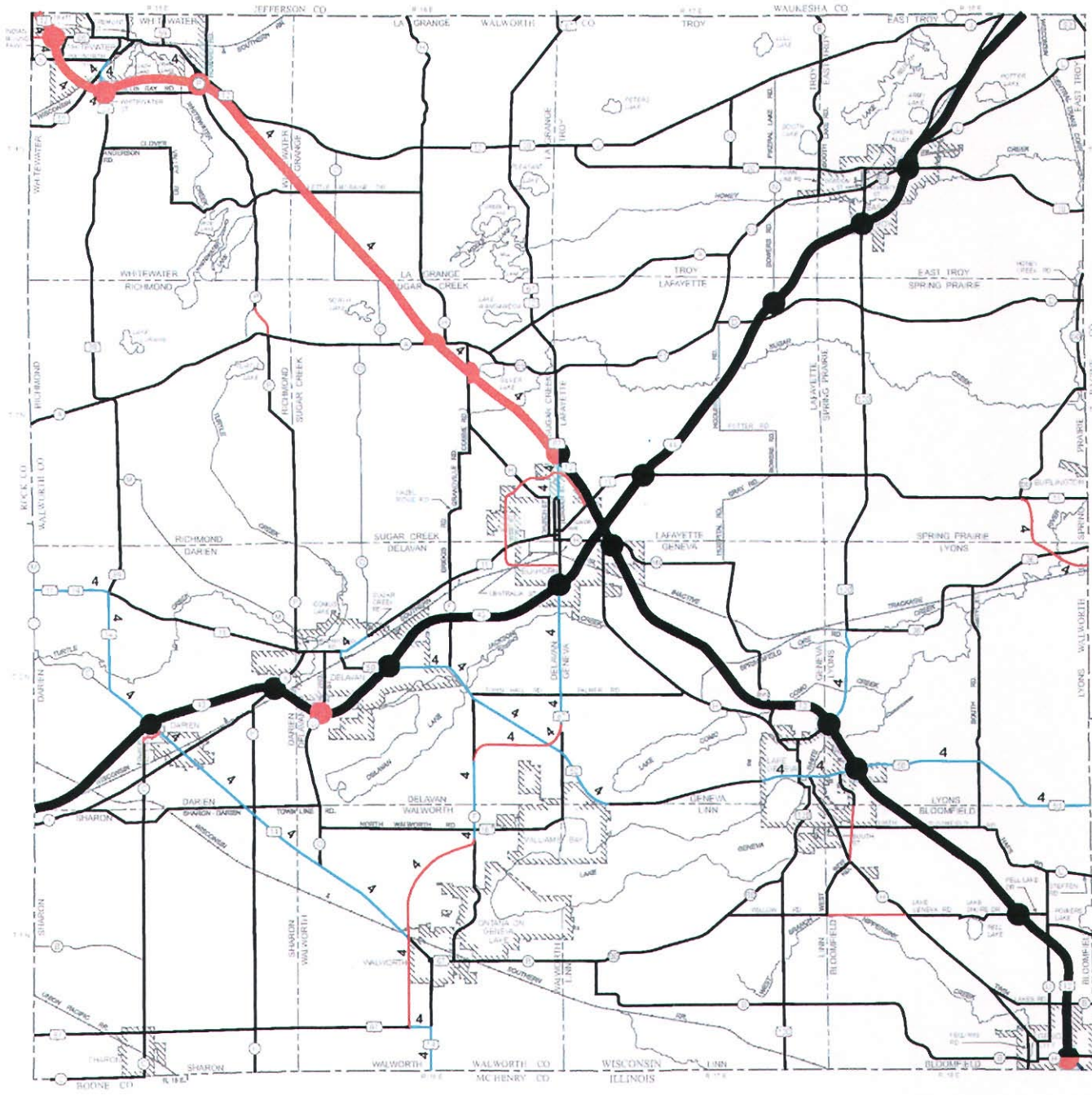
2. AS IMPROVEMENTS ARE MADE TO IH 94 AND THE FRONTAGE ROADS ALONG IN 94 IN THE VICINITY OF CTH C, THE ULTIMATE RELOCATION OF CTH C ABOUT ONE HALF MILE TO THE NORTH AND THE PROVISION OF AN INTERCHANGE WITH IH 94 AT THAT LOCATION SHOULD BE TAKEN INTO CONSIDERATION.

3. AS URBAN DEVELOPMENT PROCEEDS ON LANDS ABUTTING CTH KR BETWEEN IH 94 AND STH 32, SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED FOR THE ULTIMATE IMPROVEMENT OF CTH KR TO FOUR TRAVEL LANES.

Source: SEWRPC

Map 7

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WALWORTH COUNTY



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 — NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

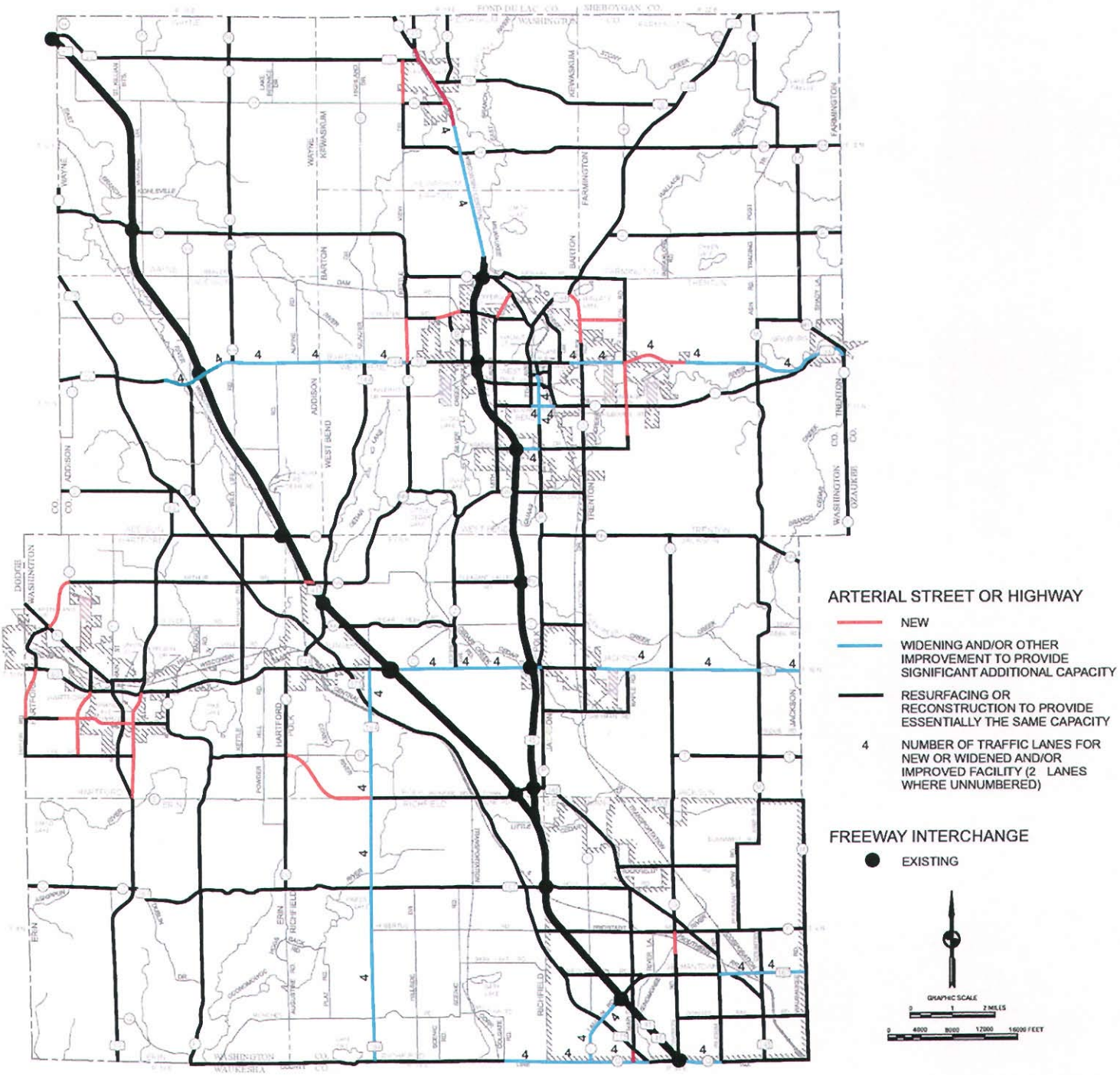
FREEWAY INTERCHANGE

- NEW INTERCHANGE
- NEW HALF INTERCHANGE
- EXISTING

Source: SEWRPC.

Map 8

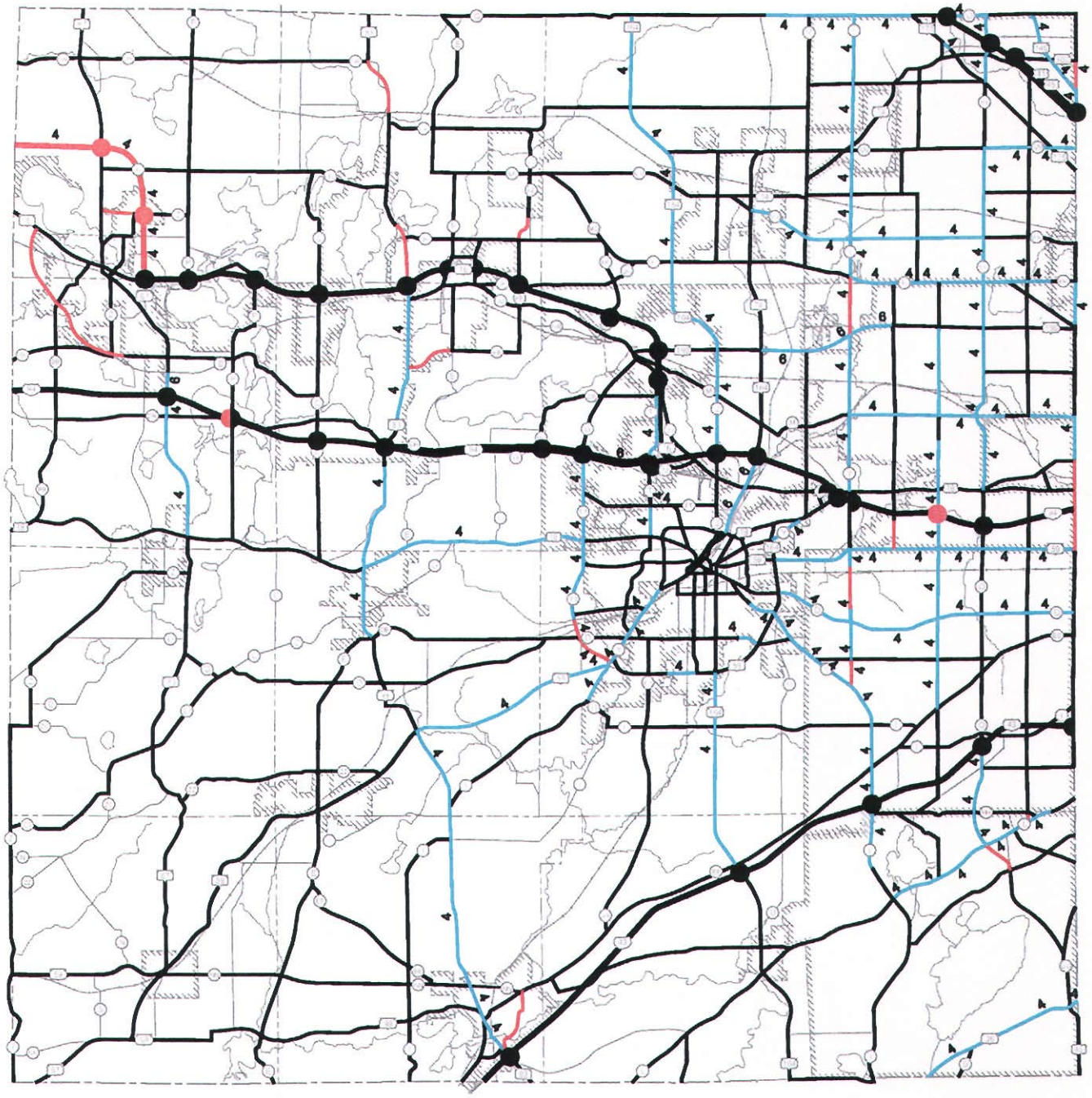
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WASHINGTON COUNTY



Source: SEWRPC.

Map 9

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WAUKESHA COUNTY



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW INTERCHANGE
- NEW HALF INTERCHANGE
- EXISTING

GRAPHIC SCALE

0 1 2 MILES

0 4000 8000 12000 16000 FEET

Source: SEWRPC.

Table 5

RECOMMENDED ARTERIAL HIGHWAY CAPACITY IMPROVEMENT AND EXPANSION PROJECTS IN THE REGIONAL TRANSPORTATION SYSTEM PLAN

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2005	Kenosha	Widening	22nd Avenue	CTH L to CTH E	Widen from two to four traffic lanes
2005 [a]	Milwaukee	Widening	CTH U	Rawson Avenue to Puetz Road	Widen from two to four traffic lanes
2005 [a]			CTH ZZ	STH 38 to Pennsylvania Avenue	Widen from two to four traffic lanes
2005 [a]		Expansion	Lake Parkway	Layton Avenue to Pennsylvania Avenue	Construct four lanes on new alignment
2005 [a]			Park East Freeway Removal/Reconstruction [d]	Jefferson Street to N-6th Street	Remove Freeway/Construct 4/6 lane arterial
2005 [a]	Ozaukee	Widening	STH 57	IH 43 to Sheboygan County line	Widen from two to four traffic lanes
2005 [a]			CTH W	STH 167 to Glen Oaks Lane	Widen from two to four traffic lanes
2005 [a]	Racine	Widening	STH 11	IH 94 to CTH H	Widen from two to four traffic lanes
2005 [a]			CTH Y	CTH KR to CTH X	Widen from two to four traffic lanes
2005 [a]		Expansion	State Street/ Adams Street	Calumet Street to STH 11	Construct two lanes on new alignment
2005 [a]	Walworth	Expansion	STH 120 bypass	Townline Road to existing STH 120 at Willow Road	Construct two lanes on existing and new
2005 [a]	Washington	Widening	USH 45	CTH D to Prospect Drive	Widen from two to four traffic lanes
2005 [a]			STH 164	STH 175 to STH 60	Widen from two to four traffic lanes
2005 [a]			CTH Q	Division Road to Pilgrim Road	Widen from two to four traffic lanes
2005 [a]	Waukesha	Widening	STH 59	STH 164 to Poplar Creek	Widen from two to four traffic lanes
2005 [a]			STH 59	Johnson Road to Calhoun Road	Widen from two to four traffic lanes
2005 [a]			STH 83	Mariner Drive to STH 16	Widen from two to four traffic lanes
2005 [a]			STH 83	IH 43 to CTH NN	Widen from two to four traffic lanes
2005 [a]			STH 164	STH 190 to Jay Lane	Widen from two to four traffic lanes
2005 [a]			CTH J	Rockwood Drive to STH 190	Widen from two to four traffic lanes
2005 [a]			CTH L	CTH O to Milwaukee County line	Widen from two to four traffic lanes
2005 [a]			Pilgrim Road	USH 41/USH 45 to Washington County Line	Widen from two to four traffic lanes
2005 [a]			Sunset Drive	Tenny Avenue to STH 59/STH 164	Widen from two to four traffic lanes
2005 [a]	Waukesha	Expansion	Brookfield Road extension	Davidson Road to STH 59	Construct two lanes on new alignment
2007	Kenosha	Widening	STH 50	IH 94/USH 41 to 39th Avenue	Widen from four to six traffic lanes
2007			STH 165	IH 94/USH 41 to a point about one mile west of CTH H	Widen from two to four traffic lanes
2007			Washington Road	39th Avenue to STH 32	Widen from two to four traffic lanes
2007			30th Avenue	27th Street to CTH E	Widen from two to four traffic lanes
2007			39th Avenue	Van Buren Road to STH 50	Widen from two to four traffic lanes
2007			60th Street	39th Avenue to STH 32	Widen from two to four traffic lanes
2007			63rd Street	22nd Avenue to STH 32	Widen from two to four traffic lanes
2007			104th Avenue	STH 50 to STH 158	Widen from two to four traffic lanes
2007		Expansion	IH 94/USH 41	CTH ML	Construct new interchange
2007			CTH ML extension	CTH H to STH 31	Construct two lanes on new alignment
2007 [a]			CTH KD extension	CTH EM to CTH F	Construct two lanes on new alignment
2007			52nd Avenue extension	93rd Street to STH 165	Construct two lanes on new alignment
2007			85th Street extension	Sheridan Road to 7th Avenue	Construct two lanes on new alignment
2007 [a]	Milwaukee	Widening	STH 32	County Line Road to STH 100	Widen from two to four traffic lanes
2007 [a]			STH 100	STH 38 to STH 32	Widen from two to four traffic lanes
2007 [a]			STH 100	STH 36 to 81st Street	Widen from two to four traffic lanes
2007 [a]			STH 100	81st Street to 60th Street	Widen from two to four traffic lanes
2007 [a]			STH 100	60th Street to USH 41	Widen from two to four traffic lanes
2007			Port Washington Road	Bender Road to W. Daphne Road	Widen from two to four traffic lanes
2007			Whitnall Avenue	Nicholson Avenue to Packard Avenue	Widen from two to four traffic lanes
2007			91st Street	STH 100 to Ozaukee County Line	Widen from two to four traffic lanes
2007			107th Street	Good Hope Road to STH 145	Widen from two to four traffic lanes
2007 [a]			124th Street	STH 190 to Hampton Avenue	Widen from two to four traffic lanes
2007 [a]		Expansion	Canal Street extension	USH 41 to 21st Street	Construct two lanes on new alignment
2007			Canal Street extension	6th Street to 2nd Street	Construct two lanes on new alignment
2007	Ozaukee	Widening	STH 33	Progress Drive to Foster Street	Widen from two to four traffic lanes
2007			STH 33	IH 43 to Spring Street	Widen from two to four traffic lanes
2007			STH 60	Wisconsin Avenue to IH 43	Widen from two to four traffic lanes
2007			CTH W	Glen Oaks Road to Highland Road	Widen from two to four traffic lanes
2007			Columbia Road	Bridge Street to Chateau Drive	Widen from two to four traffic lanes
2007			Pioneer Road (CTH C)	STH 181 to Green Bay Road	Widen from two to four traffic lanes
2007			Pioneer Road (CTH C)	Green Bay Road to IH 43	Widen from two to four traffic lanes
2007			Wauwatosa Road (STH 181)	STH 167 to CTH C	Widen from two to four traffic lanes
2007 [a]	Racine	Widening	STH 11	86th Street in the Village of Sturtevant to Willow Road	Widen from two to four traffic lanes
2007 [a]			STH 11	Willow Road to STH 31	Widen from four to six traffic lanes
2007			STH 20	Oakes Road to Sunnyslope Road	Widen from four to six traffic lanes
2007 [a]			STH 32	Milwaukee County to Five Mile Road	Widen from two to four traffic lanes
2007			CTH K	Union Pacific Railway to STH 38	Widen from two to four traffic lanes
2007			Calumet Street	Robert Street to Bridge Street	Widen from two to four traffic lanes
2007			Three Mile Road	STH 32 to CTH G	Widen from two to four traffic lanes
2007 [a]		Expansion	Burlington bypass	(STH 36) Milwaukee Avenue to Walworth County line	Construct four lanes on new alignment

Table 5 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2007	Racine (continued)	Expansion (continued)	Commerce Street/Pine Street	Herman Street to Origen Street	Construct two lanes on new alignment
2007			Memorial Drive extension	Chicory Road to CTH KR	Construct two lanes on new alignment
2007			Oakes Road extension	STH 20 to Airline Road	Construct two lanes on new alignment
2007			Oakes Road extension	Braun Road to STH 11	Construct two lanes on new alignment
2007	Walworth	Widening	USH 14	Proposed STH 67 bypass to McHenry County line	Widen from two to four traffic lanes
2007 [a]			STH 50	STH 67 to Geneva Street	Widen from two to four traffic lanes
2007 [a]			STH 50	CTH H to Edwards Boulevard	Widen from two to four traffic lanes
2007 [a]		Expansion	USH 12 freeway	Cold Spring Road to Howard Road [b]	Construct four lanes on new alignment
2007 [a]			Burlington bypass	STH 11 Racine-Walworth County Line	Construct four lanes on new alignment
2007 [a]	Washington	Widening	STH 60	USH 41 to CTH P	Widen from two to four traffic lanes
2007			CTH Y	CTH Q to USH 41/45	Widen from two to four traffic lanes
2007			Decorah Road	7th Avenue to Indiana Avenue	Widen from two to four traffic lanes
2007			Main Street	Decorah Street to Walnut Street	Widen from two to four traffic lanes
2007 [a]			STH 33	East Branch of the Rock River to USH 41	Widen from two to four traffic lanes
2007 [a]		Expansion	STH 33	Trenton Road to Oak Road	Construct four lanes on new alignment
2007			STH 83	CTH E to Monroe Avenue	Construct two lanes on new alignment
2007			STH 83	Monroe Avenue to Lincoln Avenue	Construct two lanes on new alignment
2007			Arthur Road extension	CTH N to Arthur Road	Construct two lanes on new alignment
2007			Monroe Avenue extension	Monroe Avenue to Pond Road	Construct two lanes on new alignment
2007			N. River Road extension	N. River Road to STH 144	Construct two lanes on new alignment
2007			18th Avenue extension	Jefferson Street to CTH D	Construct two lanes on new alignment
2007 [a]	Waukesha	Widening	STH 83	IH 94 to USH 18	Widen from two to four traffic lanes
2007			STH 164	City of Waukesha north corporate limit to IH 94	Widen from four to six traffic lanes
2007			STH 164	Jay Lane to Washington County line	Widen from two to four traffic lanes
2007			STH 190	CTH Y to Brookfield Road	Widen from four to six traffic lanes
2007			CTH D	Moorland Road to Milwaukee County line	Widen from two to four traffic lanes
2007			CTH L	CTH Y to CTH O	Widen from two to four traffic lanes
2007[a]			CTH Q	Colgate Road to STH 175	Widen from two to four traffic lanes
2007			CTH X	CTH H to STH 59	Widen from two to four traffic lanes
2007 [a]			CTH X	STH 59 to Moreland Boulevard	Widen from two to four traffic lanes
2007 [a]			CTH Y	CTH L to IH 43	Widen from two to four traffic lanes
2007			CTH Y	USH 18 to North Avenue	Widen from two to four traffic lanes
2007			CTH TT	MacArthur Road to USH 18	Widen from two to four traffic lanes
2007 [a]			CTH VV	CTH Y to Bette Drive	Widen from two to four traffic lanes
2007			Calhoun Road	IH 94 to USH 18	Widen from two to four traffic lanes
2007			Calhoun Road	USH 18 to Gebhardt Road	Widen from two to four traffic lanes
2007 [a]			Calhoun Road	CTH D to STH 59	Widen from two to four traffic lanes
2007			North Avenue	Barker Road to 147th Street	Widen from two to four traffic lanes
2007		Expansion	IH 94	CTH P	Construct new interchange
2007 [a]			STH 16/STH 67 bypass	Wisconsin Avenue to Jefferson County line	Construct four lanes on new alignment
2007			Lake Drive extension	Lapham Street to STH 67	Construct two lanes on new alignment
2007			Valley Road	STH 67 to CTH P	Construct two lanes on new alignment
2010	Kenosha	Widening	STH 32	128th Street to CTH T	Widen from two to four traffic lanes
2010			STH 83	128th Street to STH 50	Widen from two to four traffic lanes
2010			STH 158	104th Avenue to STH 31	Widen from two to four traffic lanes
2010			STH 165	STH 31 to STH 32	Widen from two to four traffic lanes
2010			CTH E	STH 31 to STH 32	Widen from two to four traffic lanes
2010			CTH S	IH 94 to STH 31	Widen from two to four traffic lanes
2010		Expansion	CTH F extension	CTH O to 89th Street	Construct two lanes on new alignment
2010			39th Avenue extension	24th Street to 18th Street	Construct two lanes on new alignment
2010	Milwaukee	Widening	STH 38	County Line Road to Oakwood Road	Widen from two to four traffic lanes
2010			Morgan Avenue	Forest Home Avenue to 43rd Street	Widen from two to four traffic lanes
2010			Pennsylvania Avenue	Drexel Avenue to College Avenue	Widen from two to four traffic lanes
2010			124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes
2010	Ozaukee	Widening	STH 33	Washington County line to Progress Drive	Widen from two to four traffic lanes
2010			STH 57	Milwaukee County line to STH 167	Widen from two to four traffic lanes
2010			STH 60	Washington County line to STH 181	Widen from two to four traffic lanes
2010			STH 60	STH 181 to Wisconsin Avenue	Widen from two to four traffic lanes
2010			STH 167	Washington County line to Wauwatosa Road	Widen from two to four traffic lanes
2010			Wauwatosa Road (STH 181)	CTH C to STH 60	Widen from two to four traffic lanes
2010		Expansion	IH 43	Highland Road	Construct new interchange
2010			Cold Springs Road	CTH O to STH 33	Construct two lanes on new alignment
2010			Maple Road extension	Cedar Creek Road to Rose Street in the Village of Grafton north corporate limits	Construct two lanes on new alignment
2010	Racine	Widening	STH 20	IH 94/USH 41 to Oakes Road	Widen from four to six traffic lanes
2010			STH 38	Milwaukee County to CTH K	Widen from two to four traffic lanes
2010			CTH C	CTH V to Airline Road	Widen from two to four traffic lanes
2010			CTH C	Airline Road to Sunnyslope Road	Widen from two to four traffic lanes
2010			CTH K	IH 94 to CTH H	Widen from two to four traffic lanes
2010			CTH K	CTH H to Union Pacific Railway	Widen from two to four traffic lanes
2010		Expansion	Five Mile Road extension	STH 32 to Erie Street	Construct two lanes on new alignment

Table 5 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2010	Racine (continued)	Expansion (continued)	Oakes Road extension	21st Street to 16th Street	Construct two lanes on new alignment
2010			Oakes Road extension	STH 11 to 21st Street	Construct two lanes on new alignment
2010			21st Street extension	STH 31 to Oakes Road	Construct two lanes on new alignment
2010			90th Street extension	STH 20 to CTH C	Construct two lanes on new alignment
2010	Walworth	Widening	STH 11	CTH O to 7th Street	Widen from two to four traffic lanes
2010			USH 14	CTH O to proposed STH 67 bypass	Widen from two to four traffic lanes
2010			USH 14	Rock County line to CTH O	Widen from two to four traffic lanes
2010			STH 50	STH 11 to Wisconsin Street	Widen from two to four traffic lanes
2010			STH 50	IH 43 to STH 67	Widen from two to four traffic lanes
2010			STH 67	IH 43 to the proposed STH 67 bypass at STH 50	Widen from two to four traffic lanes
2010			STH 89	Willis Ray Road to Whitewater Street	Widen from two to four traffic lanes
2010		Expansion	Main Street extension	Frontage Road to Rock County line	Construct two lanes on new alignment
2010			New facility	CTH H east to STH 11	Construct two lanes on new alignment
2010	Washington	Widening	STH 33	Oak Road to Ozaukee County line	Widen from two to four traffic lanes
2010			STH 33	USH 41 to CTH Z	Widen from two to four traffic lanes
2010			STH 60	Wilshire Drive to Ozaukee County line	Widen from two to four traffic lanes
2010			STH 167	Pilgrim Road to Ozaukee County line	Widen from two to four traffic lanes
2010		Expansion	Division Road extension	STH 167 to Freistadt Road	Construct two lanes on new alignment
2010			Jefferson Street extension	Trenton Road to N. River Road	Construct two lanes on new alignment
2010			Maple Road Extension	CTH Q to STH 175	Construct two lanes on new alignment
2010			Pioneer Road extension	CTH J to CTH CC	Construct two lanes on new alignment
2010			Taylor Road extension	Pond Road to STH 60	Construct two lanes on new alignment
2010			Trenton Road extension	STH 33 to Maple Road	Construct two lanes on new alignment
2010	Waukesha	Widening	STH 59	STH 83 to St. Paul Avenue	Widen from two to four traffic lanes
2010			STH 67	CTH B to IH 94	Widen from four to six traffic lanes
2010			STH 83	CTH NN to STH 59	Widen from two to four traffic lanes
2010			STH 190	STH 164 to CTH Y	Widen from four to six traffic lanes
2010			CTH D	STH 59/STH 164 to Moorland Road	Widen from two to four traffic lanes
2010			CTH K	CTH Y to Calhoun Road	Widen from two to four traffic lanes
2010			CTH T	Golf Road to CTH SS	Widen from two to four traffic lanes
2010[a]			CTH Y	IH 43 to Coffee Road	Widen from two to four traffic lanes
2010			CTH Y	STH 59/STH 164 to Coffee Road	Widen from two to four traffic lanes
2010			CTH VV	STH 164 to CTH Y	Widen from two to four traffic lanes
2010			Calhoun Road	STH 59 to IH 94	Widen from two to four traffic lanes
2010			Grandview Boulevard	USH 18 to Northview Road	Widen from two to four traffic lanes
2010			Hampton Road	Lisbon Road to 132nd Street	Widen from two to four traffic lanes
2010			Lisbon Road	Calhoun Road to Hampton Road	Widen from two to four traffic lanes
2010[a]			Meadowbrook Road	Northview Road to IH 94	Widen from two to four traffic lanes
2010			Moorland Road	CTH L to IH 43	Widen from two to four traffic lanes
2010			North Avenue	Lilly Road to 124th Street	Widen from two to four traffic lanes
2010			Old Orchard Road	W. Brown Deer Road to Washington County line	Widen from two to four traffic lanes
2010			Pilgrim Road	North Avenue to Lisbon Road	Widen from two to four traffic lanes
2010			Pilgrim Road	USH 18 to North Avenue	Widen from two to four traffic lanes
2010			Racine Avenue	Downing Drive to STH 59/STH 164	Widen from two to four traffic lanes
2010			Waukesha west bypass	Northview Road to USH 18	Widen from two to four traffic lanes
2010		Expansion	IH 94	Calhoun Road	Construct new interchange
2010	Waukesha	Expansion	CTH KE realignment	CTH K to a point about 800 feet north	Construct two lanes on new alignment
2010			Moorland Road extension	Woods Road to CTH L	Construct two lanes on new alignment
2010			Oconomowoc Parkway	CTH Z to STH 67	Construct two lanes on new alignment
2010			124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes
2020	Kenosha	Widening	Roosevelt Road	39th Avenue to 63rd Street	Widen from two to four traffic lanes
2020			22nd Avenue	CTH E to CTH KR	Widen from two to four traffic lanes
2020		Expansion	CTH Q	184th Street extended to 168th Street	Construct two lanes on new alignment
2020	Milwaukee	Widening	IH 43	Bender Road to Ozaukee County line	Widen from four to six traffic lanes
2020			STH 100	IH 43 to STH 24	Widen from six to eight traffic lanes
2020			CTH ZZ	STH 36 to USH 41	Widen from two to four traffic lanes
2020			Pennsylvania Avenue	STH 100 to Drexel Avenue	Widen from two to four traffic lanes
2020		Expansion	15th Avenue extension	STH 100 to Elm Road	Construct two lanes on new alignment
2020	Ozaukee	Widening	IH 43	Milwaukee County line to Highland Rd	Widen from four to six traffic lanes
2020		Expansion	Granville Road	Highland Road to Freistadt Road	Construct two lanes on new alignment
2020			River Road extension	Bonniwell Road to Highland Road	Construct two lanes on new alignment
2020			River Road extension	Freistadt Road to Grace Avenue	Construct two lanes on new alignment
2020			Walters Street extension	CTH LL to Grant Street	Construct two lanes on new alignment
2020	Racine	Widening	STH 11	71st Street in the Village of Union Grove to IH 94	Widen from two to four traffic lanes
2020			STH 20	USH 45 to a point 0.73 mile west of CTH C	Widen from two to four traffic lanes
2020			STH 31	Four Mile Road to STH 32	Widen from two to four traffic lanes
2020		Expansion	CTH K extension	Britton Road to 108th Street	Construct two lanes on new alignment
2020	Walworth	Widening	STH 50	Pearson Drive to Madison Street	Widen from two to four traffic lanes
2020			STH 120	STH 36 to USH 12	Widen from two to four traffic lanes
2020		Expansion	IH 43	CTH O	Construct new interchange

Table 5 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2020	Walworth (continued)	Expansion (continued)	USH 12 freewav[c]	Howard Road to Elkhorn	Construct four lanes on new alignment
2020			USH 12 freeway	CTH H to McHenry County line	Construct four lanes on new alignment
2020			STH 67 bypass (Walworth, Fontana, and Williams Bay)	Existing STH 67 at Village of Walworth south corporate limits to existing STH 67 at STH 50	Construct four lanes generally on new alignment
2020			CTH P realignment	Territorial Road to CTH A	Construct two lanes on new alignment
2020			Willow Road extension	West Side Road to CTH H	Construct two lanes on new alignment
2020			New facility	STH 67 west to STH 11	Construct two lanes on new alignment
2020			New facility	STH 11 north to CTH H	Construct two lanes on new alignment
2020	Washington	Widening	STH 164	CTH Q to STH 175	Widen from two to four traffic lanes
2020		Expansion	USH 45 Relocation	Sandy Ridge Road to CTH V	Construct two lanes on new alignment
2020			Kettleview Road extension	CTH H to STH 28	Construct two lanes on new alignment
2020			Kettleview Road extension	STH 33 to Schuster Drive	Construct two lanes on new alignment
2020			Schuster Drive extension	Schuster Drive to Beaver Dam Rd	Construct two lanes on new alignment
2020			Wacker Drive extension	STH 60 to Lee Road	Construct two lanes on new alignment
2020	Waukesha	Widening	USH 18	STH 83 to CTH TT	Widen from two to four traffic lanes
2020			STH 67	IH 94 to USH 18	Widen from two to four traffic lanes
2020			CTH Y	STH 74 to CTH Q	Widen from two to four traffic lanes
2020			CTH Y	CTH K to STH 74	Widen from two to four traffic lanes
2020			CTH Y	North Avenue to STH 190	Widen from two to four traffic lanes
2020			Calhoun Road	CTH ES to CTH D	Widen from two to four traffic lanes
2020			Calhoun Road	North Avenue to STH 190	Widen from two to four traffic lanes
2020			Johnson Road	Coffee Road to Lincoln Avenue	Widen from two to four traffic lanes
2020			Johnson Road	A point about 2,000 feet south of STH 59 to STH 59	Widen from two to four traffic lanes
2020		Expansion	STH 83	STH 16 to Thompson Lane	Construct two lanes on new alignment
2020			STH 83	Kilbourne Road to CTH CW	Construct two lanes on new alignment
2020			CTH Y extension	STH 190 to CTH K	Construct four lanes on new alignment
2020			Johnson Road extension	A point about 2,000 feet south of STH 59 to Lincoln Avenue	Construct four lanes on new alignment
2020			Johnson Road extension	Coffee Road to CTH Y	Construct four lanes on new alignment
2020			Oconomowoc Parkway	STH 16 to CTH Z	Construct two lanes on new alignment
2020			Sunnysiope Road extension	CTH HH to CTH L	Construct two lanes on new alignment
2020			Waukesha west bypass	CTH X to Macarthur Road	Construct four lanes on new alignment
2020			124th Street extension	Watertown Plank Road to STH 59	Construct two lanes on new alignment

[a] *Transportation improvement project is included in the amended 2002-2004 Transportation Improvement Program.*

[b] *The initial segment of the USH 12 freeway between the City of Whitewater and the City of Elkhorn is anticipated to be the segment bypassing the City of Whitewater from existing USH 12 at approximately Howard Road southeast of the City to existing USH 12 at approximately Cold Spring Road northwest of the City. Initially, only two travel lanes are anticipated to be constructed and are anticipated to be open to traffic by the year 2007.*

[c] *Initial two lanes of four lane freeway proposed to be constructed and open to traffic by the year 2020.*

[d] *Project includes removal of Park East Freeway west of existing terminus at Jefferson Street; construction of new terminus west of Milwaukee River; and construction of connecting 4/6 lane arterial to intersection of E. Knapp Street and N. Water Street, including new E. Knapp Street bridge over the Milwaukee River.*

Source: SEWRPC.

Table 6

IMPLEMENTATION SCHEDULE FOR ARTERIAL STREET SYSTEM PLAN ELEMENT
CAPACITY IMPROVEMENT AND EXPANSION: 2002, 2005, 2007, 2010, AND 2020

Southeastern Wisconsin Region	Proposed Incremental Arterial System Improvement and Expansion Route Miles [b]				
	2005[a]	2007	2010	2020	Total
State Trunk Highway	32	85	95	66	278
County and Local Trunk Highway	13	57	60	50	180
Total Regional Arterial System	45	142	155	116	458

[a] *Since the completion of the plan in 1997, approximately 81 miles of the proposed arterial improvement and expansion have been implemented.*

[b] *No incremental mileage of arterial system improvement and expansion between the years 2020 and 2025 is shown, as the plan is proposed to be fully implemented by the year 2020.*

Source: SEWRPC

System Expansion: Constructing New Facilities: System expansion consists of all projects which would significantly increase the capacity of the existing system through construction of new facilities. The plan would provide for the construction of 124 route-miles of new arterial facilities. These include such long-planned facilities as the STH 16 freeway bypass of Oconomowoc, the completion of the Waukesha bypass, and the STH 36 bypass of Burlington. In all, proposed new arterial street and highway facilities would represent about 3.4 percent of the total planned arterial route-miles.

System Improvement: Widening Existing Facilities: System improvement consists of all projects which would significantly increase the capacity of the existing system through street widening to provide additional through traffic lanes. Under the plan, a total of 415 route-miles of facilities would be widened and improved with respect to traffic carrying capacity. Proposed improvements would include the widening of CTH J and STH 164 in Washington and Waukesha Counties; of Cleveland Avenue (CTH D) and Racine Avenue (CTH Y) in Waukesha County; of STH 31 and CTH Y in Kenosha and Racine Counties; of Northwestern Avenue (CTH K) and Spring Street (CTH-C) in Racine County; of STH 57 and Port Washington Road (CTH W) in Ozaukee County; of STH 33 in Ozaukee and Washington Counties; and of Ryan Road (STH 100) in Milwaukee County. The system improvement activities would comprise about 11.5 percent of the total planned arterial system.

System Preservation: Maintaining Existing Facilities: System preservation consists of all arterial preservation projects required to maintain the structural adequacy and serviceability of the existing arterial system without significantly increasing the capacity of that system. This would include all projects classified as resurfacing and reconstruction for the same capacity. The plan proposes system preservation activities for about 3,061 route-miles of the arterial system representing about 85 percent of the total planned arterial system.

Included in the category of preservation are extensive improvements needed to renew the freeway system in the Milwaukee area. That freeway system is the "backbone" of the entire regional arterial street and highway system, and is nearing the end of its physical and economic life. The pavement and bridge structures and surfaces are wearing out. In part because the entire regional freeway system was never completed as once planned, the existing components of the Milwaukee-area freeway system already carry far more traffic than they were designed for, and can be expected to carry even heavier traffic loads in future years. Moreover, the geometric design of this freeway system and, in particular, the configuration of the major interchanges, is obsolete and, given the extremely heavy traffic loading, increasingly dangerous.

Importantly, the plan recommends the reconstruction and modernization of the Milwaukee area freeway system--particularly the Zoo, Mitchell, Hale, Stadium, and Marquette interchanges--and the reconstruction of freeway interchanges as needed in Waukesha, Racine and Kenosha Counties to urban design standards. Consideration in reconstruction should be given to elimination of lane drops at interchanges, provision of

adequate merging and diverging lane lengths, provision of auxiliary lanes, provision of adequate shoulders and lateral clearance, improvements in horizontal and vertical curvature, and conversion of left-hand off-ramps and on-ramps to the right hand side of the freeway.

Highway improvements are recommended in the regional transportation plan only as a last resort, that is, to address the congestion which may not be expected to be alleviated by land use, systems management, or public transit measures. The first elements considered for inclusion in the regional transportation plan were the transit and transportation system management elements. The potential of these elements to eliminate congestion was explicitly identified. Highway improvements were then recommended to be added to the regional transportation plan to resolve to the extent practicable the residual existing and probable future traffic congestion.

Transportation Systems Management Element

The transportation systems management element of the plan is intended to encourage more efficient use of the existing transportation system. It includes travel demand management measures to encourage carpooling and transit travel and thereby reduce vehicular travel. It also includes traffic management measures which seek to obtain the maximum vehicular capacity practicable from existing arterial street and highway facilities. The transportation systems management element of the plan includes the following seven measures:

1. Freeway Traffic Management

   Implementation of an areawide freeway traffic management system, including an operational control strategy that would, through restricted access of single-occupancy vehicles at ramp meters, attempt to minimize freeway traffic flow breakdown and stop-and-go traffic and provide for minimum average operating speeds of about 30 to 35 miles per hour on all freeway segments during peak traffic periods. Buses and high-occupancy vehicles would receive preferential access at the ramps. The system would also include elements to provide advisory information and to better manage traffic incidents.

2. Arterial Curb-Lane Parking Restrictions

   Restriction of curb-lane parking as needed during peak periods along about 400 miles, or about 11 percent, of the planned 3,600-mile arterial street and highway system in order to reduce traffic congestion and help provide good transit service. Local governmental units would consider the proposed curb-lane parking restrictions as traffic volumes and congestion increase, and implement these restrictions rather than considering expansion of highway capacity through widening and new construction beyond that envisioned in the plan.

3. Traffic Engineering
   The use of state-of-the-art traffic engineering practices to assist in achieving efficient traffic flow on arterial facilities, including intersection treatments with turn lanes as needed, and efficient traffic signalization, and the facilitation of pedestrian and bicycle movements on arterial streets and highways.

4. Traffic Management Technology
   The application of advanced traffic management technology, known as Intelligent Transportation Systems (ITS), as such technology becomes practicable and available over the plan implementation period. This may include traveler information for transit and highway travel, and advanced traffic management systems for improved transportation facility operation.

5. Travel Demand Management Promotion
   A regionwide program to promote travel through ridesharing, transit use, bicycle use, and pedestrian movement, together with telecommuting and work-time rescheduling as may be found feasible.

6. Detailed Land Use Planning and Site Design
   The preparation and implementation by local governmental units of detailed, site-specific neighborhood land use plans to facilitate travel by transit, bicycle, and pedestrian movement, as recommended in the adopted regional land use plan.

7. Transit Systems Management and Service Enhancement Measures
   The undertaking by the transit agencies in the Region of a range of activities to enhance the quality of transit services and to facilitate transit use, including conduct of marketing and public information and education activities, improvement of bus speeds through priority systems and signal preemption, and promotion of innovative fare-payment systems.

2002 THROUGH 2004 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR SOUTHEASTERN WISCONSIN

The 2002 through 2004 transportation improvement program for Southeastern Wisconsin is documented in the SEWRPC report entitled, *A Transportation Improvement Program for Southeastern Wisconsin: 2002-2004*. The 2002 through 2004 transportation improvement program includes all Federally and otherwise funded arterial highway and public transit projects programmed within the seven-county Southeastern Wisconsin Region for the years 2002 through 2004. A listing of all projects in the transportation improvement program is referenced in Appendix B of this report.

The transportation improvement program includes projects for the entire seven-county Region both inside and outside the three urbanized areas within the Region of Milwaukee, Racine, and Kenosha. The transportation improvement program also includes both arterial highway and public transit projects which receive Federal assistance and projects which are funded solely with State and/or local funds. The Commission's annual transportation improvement program has historically included both Federally funded and otherwise funded projects and has included projects for the entire Southeastern Wisconsin Region as well, not just the three urbanized areas within that Region. The annual transportation improvement program has included more than the Federally required listing of Federally assisted projects in the three urbanized areas in order to provide complete information on proposed arterial highway and public transit improvements. The continuation of the preparation of such a comprehensive transportation improvement program for Southeastern Wisconsin permits a comprehensive evaluation of transportation improvements with respect to air quality impacts.

Transportation Improvement Program Projects

The 2002 through 2004 transportation improvement program as amended includes 855 projects. The transportation improvement program for the seven-county Southeastern Wisconsin Region for the years 2002, 2003, and 2004 represents a total programmed investment in transportation improvements of about $1.84 billion. Of this total, about $1.04 billion, or about 57 percent, is proposed to be provided in Federal aids; $517 million, or about 28 percent, in State aids; and $281 million, or about 15 percent, in local funds. The first year of the transportation improvement program for the seven-county Southeastern Wisconsin Region represents a total programmed investment in transportation improvements of about $610 million. Of this total, about $342 million, or about 56 percent, is proposed to be provided in Federal aids; $169 million, or about 28 percent, in State aids; and $99 million, or about 16 percent, in local funds.

Historically, the transportation improvement program for Southeastern Wisconsin has been structured to indicate the programmed projects in nine categories: highway system preservation, highway system improvement, highway system expansion, transit system preservation, transit system improvement, transit system expansion, highway safety, highway environmental enhancement, and off-system highway.[2] These nine categories are defined as follows:

1. Highway Preservation
   Projects which result in little or no increase in the traffic-carrying capacity of the existing arterial system, but which are necessary to maintain existing capacity and structural adequacy of the arterial facility for which the projects is proposed.

[2] *All transportation improvement program projects with potential impact on air quality, that is, "nonexempt" projects, are listed later in this report in Table 10.*

2. Highway Improvement
   Projects which increase the capacity of existing arterial highways through addition of traffic lanes.

3. Highway Expansion
   Projects which increase the capacity of the arterial highway system through development of new arterial streets of highways.

4. Transit Preservation
   Projects which are necessary to maintain the current quality and level of service on the existing transit system.

5. Transit Improvement
   Projects which improve the quality and level of service on the existing transit system.

6. Transit Expansion
   Projects which either expand the existing transit system or create new transit systems or subsystems.

7. 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.

8. Environmental Enhancement
   Projects which, while materially reducing air, noise, or visual pollution, do not significantly affect highway system operation or capacity.

9. Highway Off-System
   Projects on streets or highways which are not on the arterial street system, or a currently designated Federal aid system, and may be candidates for special Federal safety-off-system funding.

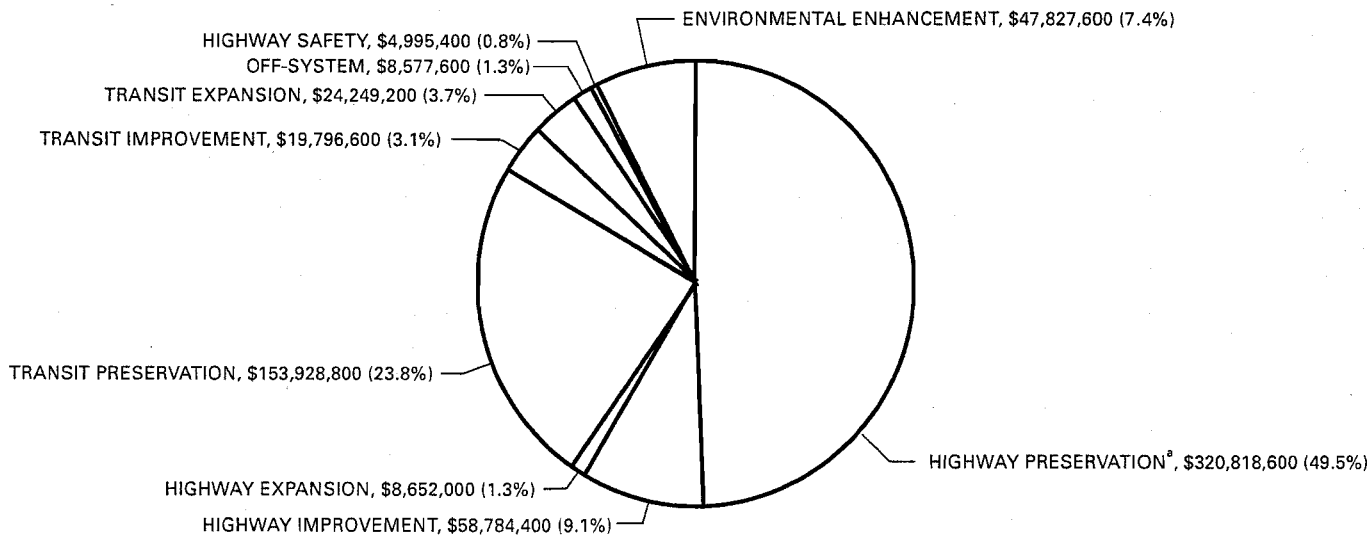
Figure 1 graphically presents the proposed expenditures in the first year of the TIP by each of the nine project categories for Walworth County and for Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties combined. Certain expenditure patterns are apparent from an examination of Figure 1. These include the following:

1. A significant portion of financial resources, about 72 percent, are to be devoted to the preservation of existing transportation facilities and services in the Region.

Figure 1

DISTRIBUTION OF EXPENDITURES IN 2002 OF THE 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM BY CATEGORY

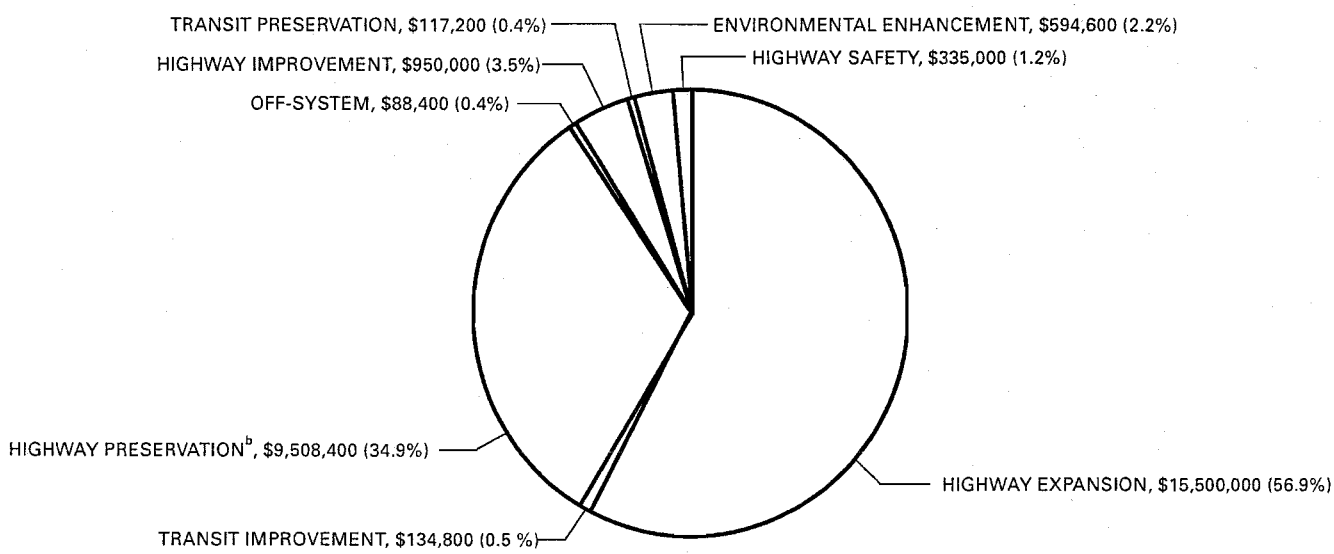
KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WASHINGTON, AND WAUKESHA COUNTIES



TOTAL $647,630,200[a]

([a] INCLUDES ESTIMATED $60 MILLION FOR ARTERIAL HIGHWAY OPERATIONS AND MAINTENANCE)

WALWORTH



TOTAL $27,228,400[b]

([b] INCLUDES ESTIMATED $5 MILLION FOR ARTERIAL HIGHWAY OPERATIONS AND MAINTENANCE)

2. The expenditure of funds for highway expansion is about $24 million, or less than 4 percent of total programmed expenditures in the Region. The expenditures for highway improvement are approximately $60 million, or 9 percent of total expenditures. This compares to the $330 million programmed for expenditures on highway preservation.

3. A significant portion of total financial resources is devoted to public transit projects, which account for about 29 percent of the programmed resources. Of the total programmed resources for public transit, 78 percent is for preservation, only 10 percent and 12 percent, respectively, for service improvement and expansion.

The transportation improvement program has been developed to be fiscally constrained, pursuant to U. S. Department of Transportation metropolitan planning regulations (23CFR Part 450). The funding attendant to implementing the transportation improvement program has been determined to be consistent with existing available Federal, State, and local funding levels.

ASSESSMENT OF CONFORMITY OF THE REGIONAL TRANSPORTATION PLAN AND THE 2002 THROUGH 2004 TRANSPORTATION IMPROVEMENT PROGRAM

This section of the report demonstrates the conformity of the regional transportation system plan with design year extended to year 2025 and the year 2002 through 2004 transportation improvement program for Southeastern Wisconsin with respect to each of the conformity criteria, as well as with respect to the procedures to be used to demonstrate conformity as established by the U. S. Environmental Protection Agency for such conformity assessment. This conformity demonstration is for the six county ozone severe nonattainment area, including Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties, and for the ozone maintenance area for Walworth County.

Conformity Determination Procedural Requirements

The procedures to determine conformity set forth in the August 15, 1997, *Federal Register* (40CFR Parts 51 and 93), are: 1) use of latest planning assumptions, 2) use of latest emission model, 3) interagency and public consultation, 4) provision for timely implementation of transportation control measures, 5) transportation plan content, and 6) procedures for determining regional transportation plan related emissions.

Use of Latest Planning Assumptions

This conformity determination procedural requirement (40 CFR, Part 93.110) specifies that the conformity assessment must be based upon the official and most current planning assumptions, including current and future population levels, employment levels, travel demand, traffic volumes, and transit ridership.

The Southeastern Wisconsin Regional Planning Commission is the gubernatorially designated MPO for the Kenosha, Milwaukee, and Racine urbanized areas within Southeastern Wisconsin and also the statutory official areawide planning agency for the seven-county Southeastern Wisconsin Region, which contains these three urbanized areas. The Commission is the agency within Southeastern Wisconsin responsible under State law for the preparation of current population, household, employment, travel, and traffic estimates and also for the preparation of future household, employment, travel, and traffic forecasts. The Commission also maintains the travel and traffic simulation models which are used within Southeastern Wisconsin for transportation and air quality planning. The models used in this conformity analysis are the same as used by the Commission in its regional planning efforts, and as well in support of air quality planning by the Wisconsin Department of Natural Resources. The Phase III Ozone Attainment Demonstration State Implementation Plan includes a motor vehicle emissions budget (MVEB) that was considered adequate by the EPA for the purposes of transportation conformity. This MVEB was predicated on a high growth scenario with attendant growth in vehicle-miles of travel of 2% per year for 1990 – 2000, 1.7% per year for 2000-2007, and 1.2% per year for 2007 – 2020 and a 7.5 percent additional emissions to account for uncertainty in transportation emission forecasts. This conformity assessment assumes the Commission official intermediate growth year 2020 forecasts with attendant 2% annual increase in vehicles miles travel to the year 2000, 1.2% annual increase from 2000-2007, and 0.7% annual increase from 2007-2020.

The determination of conformity of the transportation system plan and transportation improvement program requires specific travel and emission forecasts for the years 2005, 2007, 2010, 2020, and 2025. The population, household, and employment data at regional and subregional levels for the years 2005, 2007, and 2010 have been projected by interpolation between existing regional and subregional estimates and the year 2020 and 2025 regional forecasts and subregional planned forecast allocations based upon the regional land use plan. The regional level year 2020 and 2025 forecasts for population, households, and employment are set forth in Table 7, along with the interpolated 2005, 2007, and 2010 population, household, and employment levels. The year 2020 population, household, and employment forecasts were developed as part of the year 2020 regional land use and transportation plans which were completed in December, 1997. The year 2020 regional land use and transportation plans, and the attendant year 2020 socio-economic travel, and traffic forecasts were reviewed and reaffirmed in February 2000, as documented in the SEWRPC Staff Memorandum entitled, *Review and Reaffirmation of Year 2020 Regional Land Use and Transportation Plans*, and were again reviewed and reaffirmed in December 2002—along with the extension of plan forecasts to the year 2025—in the SEWRPC staff Memorandum entitled, *Review and Reaffirmation of the Year 2020 Regional Land Use and Transportation System Plans and Extension of Plan Design Year To 2025.*

Table 7

FORECAST POPULATION, HOUSEHOLD, AND EMPLOYMENT LEVELS FOR SOUTHEASTERN WISCONSIN: 2005, 2007, 2010, 2020 AND 2025

Southeastern Wisconsin					
	Forecast Year				
Characteristics	2005	2007	2010	2020	2025
Population	1,995,600	2,009,600	2,030,600	2,077,900	2,105,000
Households	767,900	776,600	789,700	827,100	851,000
Employment	1,199,500	1,213,200	1,233,700	1,277,100	1,320,000

Six county Area: Kenosha, Milwaukee, Ozaukee, Racine, Washington and Waukesha County					
	Forecast Year				
Characteristics	2005	2007	2010	2020	2025
Population	1,906,600	1,919,600	1,939,100	1,982,900	2,005,000
Households	734,200	742,400	754,800	790,200	811,000
Employment	1,143,400	1,156,300	1,175,700	1,217,100	1,259,000

Walworth County					
	Forecast Year				
Characteristics	2005	2007	2010	2020	2025
Population	89,000	90,000	91,500	95,000	100,000
Households	33,700	34,200	34,900	36,900	40,000
Employment	56,100	56,900	58,000	60,000	61,000

Source: SEWRPC

As part of the regional transportation plan preparation, the implications of a range of different future development scenarios for Southeastern Wisconsin have been explored, including such scenarios with respect to vehicle-miles of travel. The different scenarios included intermediate- and high-growth scenarios for the Region as a whole, centralized and decentralized land use patterns, and alternative regional transportation systems ranging from a "no-build" option, to an alternative which would substantially increase the price of automobile transportation, to the recommended system plan. The results of analyses of these scenarios indicated that the future annual growth in vehicle-miles of travel within the Region may be expected to range from about 1.0 percent to 2.0 percent. The analyses indicated that alternative land use patterns and transit and highway improvements may be expected to have little impact on vehicle-miles of travel, accounting for less than 0.1 percent variation in annual growth. Variations in regional economic growth and substantial changes in the perceived cost of automobile use may be expected to account each for about 0.5 percent variation in growth annually.

The determination of conformity utilizes the travel simulation models which have been maintained, refined, and validated by the Commission since the 1960s, and utilized in the preparation of the regional transportation system plan and for the motor vehicle emissions forecasts for the State Implementation Plan. These models and their validation are described in Chapter VII, "Travel Simulation Models," of SEWRPC Planning Report No. 41, *A Regional Transportation System Plan for Southeastern Wisconsin: 2010.* The Commission travel models were revalidated and recalibrated, using new data provided by a major origin and destination travel survey completed within the Region in 1991. The models were validated for the years 1990 and 1991 by applying the models with Census data and 1991 transportation network data and comparing model estimates of trip generation, trip distribution, highway traffic, and transit ridership to estimates derived from travel surveys and actual traffic and transit ridership counts. The validation indicated that the models were able to accurately replicate not only observed trip generation, travel pattern, modal choice, and vehicle-miles of travel data, but also model-estimated individual arterial street traffic volume and transit route ridership within 5 to 10 percent of the actual average weekday vehicular traffic and transit ridership counts. The models have recently been validated for the year 1995 using 1995 transportation network data and data and population, household, and employment estimates. (See Appendix E)

Under this procedural requirement, changes in the transit system with respect to service levels and fares since the last plan and improvement program conformity determination are to be described, along with changes proposed in the plan and improvement program with respect to such service levels and fares. Transit service levels have changed significantly since the first conformity determination completed in 1997 with respect to the year 2020 plan and also the year 1998-2000 transportation improvement program, as well as with respect to previous conformity determinations completed in 1996 for the 1997-1999 transportation improvement program and completed in 1994 on the year 2010 transportation plan and the 1995-1997

improvement program. Transit service levels are estimated to have increased by about 4 percent between 1995 and 1997 as measured by vehicle-miles of bus service, and by about 12 percent between 1997 and 1999, and by about 3 percent between 1999 and 2001. Since 1995, the base year of the regional transportation plan, transit service levels have increased by over 20 percent, transit ridership has increased by about 9 percent, and transit annual operating assistance has increased by about 49 percent. Total State transit operating assistance to the Region has increased by about 32 percent from 1995 to 2001, Federal transit operating assistance by 262 percent, and local operating assistance by 14 percent. Transit fares have increased at about the level of general price inflation, which is estimated to have experienced an increase of about 5 percent from 1995 to1997, 10 percent from 1997 to 2002, or in total, about 15 percent from 1995 to 2002. With respect to the Milwaukee County Transit System, which represents over 95 percent of the transit service provided in Southeastern Wisconsin, the transit base fare increased from $1.25 in 1995 to $1.35 in 1996 to $1.50 in 2002, a 20 percent increase from 1995 to 2002. The average fare per revenue passenger which accounts for changes in the adult base fare and the price of passes and tickets increased from $0.79 in 1995 to $0.86 in 2002, only a 9 percent increase. As noted in the description of the transportation system plan, the conformity determination of the plan assumes, based upon the transit system element of the regional plan, that transit service measured in terms of vehicle-miles of transit service would be increased from projected 2003 levels beginning in 2005 by approximately 72 percent over the time period from 2005 to 2025, or by about 2.8 percent annually beginning in 2005, and transit fare increases on average over the 20-year period would be held to increases consistent with general price inflation.

The State Implementation Plan assumed within the six county severe nonattainment area emissions consistent with a 2.0 percent annual increase in vehicle-miles of travel to the year 2000, and 1.4 percent annually beyond the year 2000.[3] The Walworth County maintenance plan for air quality assumes a 2.7 percent annual increase in vehicle-miles of travel to 2000, and 2.2 percent annual increase beyond the year 2000. (The Walworth County maintenance plan was amended in the year 2000 to allocate 0.5 tons of volatile organic compound emissions from the safety margin to the year 2007 motor vehicle emissions budget.) The official intermediate year 2025 transportation system plan forecast is for approximately a 2.0 percent annual increase in vehicle miles of travel to the year 2000, 1.2 percent annual increase from the year 2000 to 2007, and 0.7 percent annual increase from 2007 to the year 2025. The vehicle-miles of travel forecasts in the State implementation plan, and the regional transportation plan are consistent, with the State

[3] *The Wisconsin 15 percent State Implementation Plan also assumed a 2 percent decrease in vehicle-miles of travel in 1996 due to implementation of the Federal Employee Commute Options program. The Employee Commute Options Federal mandate was eliminated on December 23, 1995, and affected ozone nonattainment areas were allowed to substitute other emission reduction efforts for the reductions expected from the Employee Commute Options program. The Wisconsin Department of Natural Resources has substituted the voluntary Wisconsin Partners for Clean Air program for the Employee Commute Options program. The Partners program requests that large employers and others voluntarily continue with vehicle trip reduction activities, Ozone Action Day efforts, or make point and area source emission reductions beyond federal and state requirements.*

Implementation Plan forecast being equal to, or greater than, the regional plan forecasts. The higher rate of growth assumed in the State Implementation Plan provides latitude for potential vehicle-miles of travel increases in a year or short-term period of years which may exceed long-term average increases, for example, during short-term periods of rapid economic growth and gasoline price decline. Both the State Implementation Plan and regional transportation plan expect more substantial increases in vehicle-miles of travel between 1990 and 2000, (2.0 percent per year) due to anticipated continuing higher rates of increase in employment levels, declining household size and resultant growth in households and decreases in vehicle occupancy, and declines in the fuel-related costs of operating an automobile. Lower rates of increase in vehicle-miles of travel are anticipated beyond the year 2000 (0.7 to 1.2 percent per year for regional plan and 1.2 to 1.7 percent per year for State Implementation Plan) due to anticipated slower growth in employment and labor force levels, stability in household size and slower growth in household levels, and modest increases in the fuel-related costs of operating a motor vehicle.

The Wisconsin Department of Transportation has prepared an estimate of the actual growth in vehicle-miles of travel for the years 1990 to 2001 in the Southeastern Wisconsin Region based upon traffic counts taken by the Department which represents the universe of Highway Performance Monitoring System (HPMS) data. Traffic counts are performed by the Department every three years in each County. Based upon these counts, the vehicle-miles of travel in Southeastern Wisconsin is estimated to have increased by about 1.5 percent annually from 1990 to 2001, or slightly less than incorporated in the State Implementation Plan.[4]

Use of Latest Emissions Model

A second procedural requirement for the plan and program conformity determination (40CFR Part 93.111) requires use of the latest air pollutant emissions estimation model. Accordingly, this determination of conformity utilizes the latest emission estimation model available, the U. S. Environmental Protection Agency MOBILE6 air pollutant emissions estimation model. The assumptions in the emissions estimation model for the years 2005, 2007, 2010, 2020 and 2025 and the specific emission factors used in this

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[4]*The traffic counts as taken by the Wisconsin Department of Transportation are as follows: Kenosha County (9 percent of Region vehicle-miles of travel (VMT) in 1990), 1.98 percent annual growth from 1990 to 1999; Milwaukee County (46 percent of Region VMT in 1990) 0.90 percent annual growth from 1990 to 2001; Ozaukee County (5 percent of Region VMT in 1990) 0.97 percent annual growth in VMT from 1992 to 2001; Racine County (10 percent of Region VMT in 1990) 1.24 percent annual growth in VMT from 1990 to 1999; Walworth County (6 percent of Region VMT in 1990) 1.68 percent annual growth in VMT from 1990 to 1999; Washington County (6 percent of Region VMT in 1990) 2.81 percent annual growth in VMT from 1992 to 2001, and; Waukesha County (19 percent of Region VMT in 1990) 2.28 percent annual growth in VMT from 1991 to 2000. (See Appendix C.)*

The Regional Planning Commission also prepared an estimate of the growth in vehicle-miles of travel within the Southeastern Wisconsin Region. The Commission used annual traffic counts available on the Region's freeway system, traffic counts on the surface arterial system which are available every three years, and special surface arterial counts conducted every year to factor the counts which are only available every three years. The Commission's estimate of the growth in vehicle-miles of travel from 1990 to 1996 was 2.0 percent annually, or about the same as the Wisconsin Department of Transportation estimate from 1990 to 2000 of 1.8 percent annually.

conformity analysis, are presented in Table 8. This emissions estimation model is the same model used by the State of Wisconsin Department of Natural Resources in its January 2003 submittal of six county southeastern Wisconsin severe ozone non-attainment area transportation conformity budgets for volatile organic compounds and nitrogen oxides. The specific emission factors used for each of the years of analysis in the conformity determination were provided to the Regional Planning Commission by the State of Wisconsin Department of Natural Resources to assure consistency between this conformity determination and the State plan. The emission factors for this conformity determination do assume implementation of, and assume credit for, Tier 2 motor vehicle standards and low sulfur gasoline regulations.

Interagency and Public Consultation

A third procedural requirement for plan and program conformity determination (40CFR Part 93.112) relates to interagency and public consultation. The development of the transportation system plan has involved interagency and public consultation, including, specifically, such consultations with respect to air quality impacts and the implications for conformity of the new plan and its alternatives. The 2002-2004 transportation improvement program directly implements the plan and is consistent with the plan schedule for implementation. In particular, the State of Wisconsin Department of Transportation, the State of Wisconsin Department of Natural Resources, the U. S. Department of Transportation, and the county and local units of government have all been extensively involved in the development of the regional plans, including with respect to the consideration of alternatives, the consideration of the financial resources necessary to implement the plan, and the evaluation of the potential air quality impacts of the plan and plan alternatives. These Federal, State, county, and local units and agencies of government have also been consulted, and have, as members of the Commission Advisory Committee guiding the preparation of the new regional plan, reviewed and approved the travel simulation models utilized in the regional plan preparation and as well the level of detail of the transportation system plan. It should be noted, with respect to the latter, that the transportation system plan incorporates all local, express, and rapid transit facilities and services and includes both geographic expansion of service and improvement of frequency of transit service. The plan also incorporates the entire arterial street and highway network of the Region, including all arterials in both urban and rural areas and major collectors in rural areas. The agencies concerned have also given consideration to the treatment in the travel simulation modeling and in the transportation system plan of transportation control measures. In addition, there has been public consultation with respect to the regional transportation system plan, including consultation on alternatives, as well as on the recommended plan and its financial impacts and on the potential air quality impacts of the recommended plan and alternatives thereto. The consultation includes public informational meetings and hearings, transmittal of a series of newsletters to 2,500 individuals, and a day-long conference on the regional plan attended by over 400 individuals. The public consultation on the 2020 plan is documented in *Record of Public Informational Meetings and Hearings: Preliminary Regional Land Use and Transportation System Plans for Southeastern Wisconsin: 2020.* The public consultation on the previous 2010 plan is documented in the *Record of Public Informational Meetings and Public Hearings: Preliminary New Regional Transportation System Plan for*

Table 8

ASSUMPTIONS ASSOCIATED WITH MOBILE6 EMISSIONS ESTIMATING MODEL: 2005, 2007, 2010, 2020, AND 2025

	Six-County Area[ab]				
Category	2005	2007	2010	2020	2025
Fuel Inputs					
Reformulated Gasoline	Phase 2-North	Phase 2-North	Phase 2-North	Phase 2-North	Phase 2-North
Low Sulfur Gasoline	Yes	Yes	Yes	Yes	Yes
Fuel Volatility Level (Reid Vapor Pressure)	7.0	7.1	7.1	7.1	7.1
Alcohol Blends					
Market Share	NA	NA	NA	NA	NA
Oxygen Content	NA	NA	NA	NA	NA
1 PSI RVP Waiver	NA	NA	NA	NA	NA
Ether Blends					
Market Share	NA	NA	NA	NA	NA
Oxygen Content	NA	NA	NA	NA	NA
Temperature Range (degrees Fahrenheit)	70.0 to 94.0	70.0 to 94.0	70.0 to 94.0	70.0 to 94.0	70.0 to 94.0
Absolute Humidity (Grains/lb. Dry Air)	65	65	65	65	65
Vehicle-Miles of Travel in Start Mode	Default	Default	Default	Default	Default
Vehicle-Miles of Travel in Running Mode	Default	Default	Default	Default	Default
Inspection/Maintenance Inputs					
Start Year (January 1)—Tailpipe/Evaporative	1984/1996	1984/1996	1984/1996	1984/1996	1984/1996
Start Year (January 1)—On-Board Diagnostic	2001	2001	2001	2001	2001
Pre-1981 Stringency	30 percent	30 percent	30 percent	30 percent	30 percent
Model Years Tested	1968+	1968+	1968+	1968+	1968+
Waiver Rate (pre-1981)	5 percent	4 percent	3 percent	3 percent	3 percent
Waiver Rate (1981+)	5 percent	4 percent	3 percent	3 percent	3 percent
Compliance Rate	96 percent	96 percent	96 percent	96 percent	96 percent
Inspection Type	Test only	Test only	Test only	Test only	Test only
Test Frequency	Biennial	Biennial	Biennial	Biennial	Biennial
Vehicle Types Tested	LDGV	LDGV	LDGV	LDGV	LDGV
	LDGT1	LDGT1	LDGT1	LDGT1	LDGT1
	LDGT2	LDGT2	LDGT2	LDGT2	LDGT2
	HDGV2B	HDGV2B	HDGV2B	HDGV2B	HDGV2B
IM240 Test					
LDGV/LDGT1/LDGT2	1968-1995	1968-1995	1968-1995	1968-1995	1968-1995
HDGV2	1968+	1968+	1968+	1968+	1968+
Gas Cap Test					
LDGV/LDGT1/LDGT2	1971+	1971+	1971+	1971+	1971+
HDGV2	1971+	1971+	1971+	1971+	1971+
On-Board Diagnostic Check					
LDGV/LDGT1/LDGT2	1996+	1996+	1996+	1996+	1996+
HDGV2	N/A	N/A	N/A	N/A	N/A
Annual Mileage Accumulation Rates	Default	Default	Default	Default	Default
Vehicle Mix for Vehicle-Miles of Travel	WisDNR	WisDNR	WisDNR	WisDNR	WisDNR
Vehicle Age Distribution	WisDNR	WisDNR	WisDNR	WisDNR	WisDNR

Table 8 (continued)

Walworth County[c]					
Category	2005	2007	2010	2020	2025
Fuel Inputs					
Reformulated Gasoline	No	No	No	No	No
Low Sulfur Gasoline	No	Yes	Yes	Yes	Yes
Fuel Volatility Level (Reid Vapor Pressure)	8.8 PSI	8.8 PSI	8.8 PSI	8.8 PSI	8.8 PSI
Alcohol Blends					
Market Share	15%	15%	15%	15%	15%
Oxygen Content	3.5%	3.5%	3.5%	3.5%	3.5%
1 PSI RVP Waiver	Yes	Yes	Yes	Yes	Yes
Fuel Inputs (continued)					
Ether Blends					
Market Share	0%	0%	0%	0%	0%
Oxygen Content	0%	0%	0%	0%	0%
Temperature Range (degrees Fahrenheit)	62.0 to 93.0	62.0 to 93.0	62.0 to 93.0	62.0 to 93.0	62.0 to 93.0
Absolute Humidity (Grains/lb. Dry Air)	65	65	65	65	65
Vehicle-Miles of Travel in Start Mode	Default	Default	Default	Default	Default
Vehicle-Miles of Travel in Running Mode	Default	Default	Default	Default	Default
Annual Mileage Accumulation Rates	Default	Default	Default	Default	Default
Vehicle Mix for Vehicle-Miles of Travel	WisDNR	WisDNR	WisDNR	WisDNR	WisDNR
Vehicle Age Distribution	WisDNR	WisDNR	WisDNR	WisDNR	WisDNR

Mobile Source Emission Rates (grams per vehicle mile of travel)

Six County Area

Speed Range (miles per hour)	2005		2007		2010		2020		2025	
	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx
Standard Arterials										
0 to 10	2.169	2.195	1.741	1.766	1.199	1.291	0.638	0.412	0.605	0.342
10 to 15	1.076	1.629	0.871	1.314	0.618	0.959	0.321	0.298	0.300	0.244
15 to 20	0.898	1.445	0.730	1.167	0.520	0.851	0.266	0.262	0.246	0.213
20 to 25	0.797	1.337	0.650	1.079	0.464	0.787	0.233	0.240	0.215	0.195
25 to 30	0.738	1.269	0.602	1.025	0.431	0.747	0.215	0.227	0.197	0.183
30 to 35	0.698	1.233	0.570	0.996	0.408	0.726	0.201	0.219	0.184	0.177
35 to 40	0.670	1.234	0.547	0.997	0.393	0.727	0.193	0.219	0.176	0.176
40 to 45	0.651	1.263	0.531	1.020	0.382	0.744	0.187	0.224	0.170	0.180
45 to 50	0.634	1.308	0.517	1.058	0.373	0.772	0.182	0.232	0.165	0.186
50 to 55	0.620	1.370	0.505	1.109	0.366	0.809	0.178	0.243	0.162	0.193
55 to 60	0.609	1.455	0.496	1.180	0.360	0.861	0.177	0.257	0.160	0.202
Over 60	0.597	1.636	0.486	1.332	0.355	0.972	0.175	0.287	0.159	0.221
Freeways										
0 to 10	2.187	2.840	1.758	2.313	1.217	1.675	0.651	0.501	0.615	0.384
10 to 15	1.044	1.977	0.850	1.616	0.603	1.163	0.317	0.330	0.294	0.241
15 to 20	0.872	1.795	0.713	1.465	0.508	1.052	0.262	0.296	0.242	0.215
20 to 25	0.788	1.735	0.645	1.413	0.461	1.014	0.234	0.287	0.215	0.210
25 to 30	0.736	1.700	0.602	1.382	0.432	0.992	0.218	0.281	0.199	0.207
30 to 35	0.696	1.684	0.570	1.369	0.410	0.982	0.205	0.278	0.187	0.204
35 to 40	0.667	1.697	0.546	1.379	0.394	0.990	0.195	0.280	0.178	0.206
40 to 45	0.646	1.742	0.528	1.417	0.382	1.017	0.189	0.288	0.171	0.211
45 to 50	0.628	1.816	0.513	1.479	0.372	1.063	0.183	0.301	0.166	0.219
50 to 55	0.613	1.923	0.501	1.569	0.364	1.129	0.179	0.318	0.162	0.231
55 to 60	0.602	2.074	0.491	1.698	0.359	1.223	0.177	0.343	0.160	0.246
Over 60	0.591	2.405	0.481	1.981	0.353	1.429	0.176	0.398	0.159	0.279
Freeway Ramps	0.772	1.686	0.617	1.369	0.440	0.987	0.212	0.289	0.193	0.223
Non-Arterials										
Urban	1.036	1.297	0.841	1.062	0.597	0.786	0.311	0.243	0.289	0.194
Rural	0.660	1.243	0.539	1.004	0.387	0.732	0.190	0.221	0.173	0.177

Table 8 (continued)
Mobile Source Emission Rates (grams per vehicle mile of travel)

Walworth County										
Speed Range (miles per hour)	2005		2007		2010		2020		2025	
	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx
Standard Arterials										
0 to 10	3.529	2.375	2.852	1.946	2.007	1.462	1.193	0.594	1.151	0.523
10 to 15	1.648	1.776	1.351	1.458	0.983	1.095	0.577	0.437	0.549	0.381
15 to 20	1.319	1.583	1.087	1.300	0.793	0.976	0.453	0.387	0.429	0.337
20 to 25	1.139	1.469	0.944	1.207	0.690	0.906	0.387	0.358	0.364	0.312
25 to 30	1.046	1.397	0.868	1.149	0.637	0.862	0.355	0.340	0.333	0.295
30 to 35	0.980	1.359	0.815	1.118	0.600	0.839	0.332	0.329	0.311	0.286
35 to 40	0.932	1.360	0.777	1.118	0.573	0.839	0.316	0.329	0.295	0.285
40 to 45	0.897	1.389	0.748	1.142	0.554	0.857	0.304	0.335	0.283	0.290
45 to 50	0.866	1.435	0.723	1.180	0.537	0.885	0.294	0.344	0.273	0.296
50 to 55	0.839	1.498	0.701	1.232	0.522	0.923	0.286	0.356	0.266	0.305
55 to 60	0.816	1.584	0.682	1.304	0.511	0.976	0.280	0.371	0.260	0.316
Over 60	0.791	1.766	0.661	1.458	0.497	1.089	0.274	0.403	0.254	0.337
Freeways										
0 to 10	3.504	3.012	2.834	2.483	2.000	1.836	1.183	0.672	1.138	0.556
10 to 15	1.581	2.103	1.298	1.738	0.942	1.276	0.550	0.442	0.521	0.353
15 to 20	1.267	1.914	1.047	1.580	0.762	1.159	0.433	0.400	0.408	0.318
20 to 25	1.115	1.854	0.925	1.528	0.676	1.121	0.378	0.390	0.354	0.313
25 to 30	1.033	1.819	0.859	1.497	0.631	1.098	0.351	0.385	0.328	0.309
30 to 35	0.969	1.804	0.807	1.484	0.595	1.089	0.329	0.382	0.307	0.307
35 to 40	0.92	1.817	0.767	1.494	0.568	1.096	0.313	0.384	0.291	0.308
40 to 45	0.883	1.862	0.737	1.532	0.547	1.124	0.300	0.392	0.279	0.315
45 to 50	0.852	1.937	0.712	1.595	0.530	1.170	0.290	0.406	0.269	0.324
50 to 55	0.824	2.044	0.689	1.686	0.515	1.237	0.282	0.425	0.261	0.337
55 to 60	0.802	2.196	0.671	1.816	0.503	1.332	0.276	0.451	0.255	0.353
Over 60	0.778	2.529	0.651	2.100	0.490	1.539	0.270	0.507	0.250	0.388
Freeway Ramps	1.055	1.819	0.863	1.498	0.632	1.106	0.342	0.409	0.320	0.342
Non-Arterials										
Urban	1.576	1.420	1.294	1.181	0.941	0.897	0.556	0.353	0.529	0.303
Rural	0.914	1.369	0.762	1.126	0.563	0.845	0.310	0.331	0.289	0.287

NOTE: The following abbreviations have been used in this table: PSI = Pounds per Square Inch; RVP = Reid Vapor Pressure; CO = Carbon Monoxide; HC = Hydrocarbons; NOx = Nitrogen Oxide; IM = Inspection/Maintenance; LDGV = Light Duty Gas Vehicle; LDGT1 = Light Duty Gas Truck 1; LDGT2 = Light Duty Gas Truck 2; HDGV = Heavy Duty Gas Vehicle; HDGV2B = Heavy Duty Gasoline Vehicle 2B (Gross Vehicle Weight Rating of 8,500-10,000 pounds); LDDV = Light Duty Diesel Vehicle; LDDT = Light Duty Diesel Truck; HDDV = Heavy Duty Diesel Vehicle; MC = Motor Cycle; and WisDNR = Wisconsin Department of Natural Resources.

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

[b]*No anti-tampering program was assumed for the six-county area.*

[c]*No inspection/maintenance programs and no anti-tampering program was assumed for Walworth County.*

Source: Wisconsin Department of Natural Resources and SEWRPC.

Southeastern Wisconsin: Design Year 2010. Included in these reports are comments received on the plan and its social, economic, and environmental impacts, and included in the plan documents is consideration and response to the public comment.

State and county and municipal governments have also been directly involved in the preparation of the 2002-2004 transportation improvement program through their submittal of projects for inclusion in the transportation improvement program and their consideration and approval of the transportation improvement program. In addition, a public informational meeting and hearing was held on the 2002-2004 transportation improvement program and the regional transportation plan which the program implements, and the attendant conformity determination. The notice for the public hearing on the program, the comments received, and the staff and Advisory Committee response to the comments are presented in an appendix to the transportation improvement program. In addition, the 2002-2004 transportation improvement program and its conformity determination, and, as well, the regional transportation plan were reviewed and approved by the Commission's Intergovernmental Coordinating and Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, and Racine urbanized area which includes representation of all local units of government within the three urbanized areas of Southeastern Wisconsin on a population proportional basis, as well as representation from State government including the Wisconsin Departments of Transportation and Natural Resources, and Federal government including the U. S. Department of Transportation and Environmental Protection Agency.

Provision for Timely Implementation of Transportation Control Measures

A fourth procedural requirement for plan and program conformity determination, (40CFR Part 93.113) is that the transportation plan and program must provide for timely implementation of all transportation control measures in the State Implementation Plan for Air Quality, and the transportation plan or program may not interfere with the implementation of any transportation control measure in the State Implementation Plan. There are no transportation control measures in the State Plan. The State plan submitted in November 1993 by the State of Wisconsin Department of Natural Resources did include implementation of the Federally mandated Employee Commute Options program. The Employee Commute Options Mandate was eliminated on December 23, 1995, and affected ozone nonattainment areas were allowed to substitute other emission reduction efforts for the reductions expected from the Employee Commute Options program. The Wisconsin Department of Natural Resources formally withdrew its Employee Commute Options program State Implementation Plan in May 1996 (after U. S. Environmental Protection Agency approval of the Wisconsin 15% State Implementation Plan in March 1996). The Wisconsin Department of Natural Resources indicated that it would be substituting the Wisconsin Partners for Clean Air program for the Employee Commute Options program. The Partners program requests that large employers and other interested parties continue with any previously mandated Employee Commute Options related trip reduction activities, sign a pledge to promote trip reduction and transit promotion activities, promote Ozone Action Day efforts, or make point and area source emission reductions beyond current federal and state

requirements. The regional transportation system plan and transportation improvement program would in no way interfere with the implementation of the Partners program and would assist in its implementation. The transportation system plan recommends a number of measures which should serve to assist in the implementation of the trip reduction goals that are a key component of the Partners program, including the recommendation of an expansion of transit service which should make transit a more available and attractive option for commuters. The 2002-2004 transportation improvement program includes a number of measures which should serve to significantly assist in the implementation of the Partners program, including the provision of transit service as an option for commuters.

Transportation Plan Content

A fifth procedural requirement for plan and program conformity determination is the content, or level of detail, of the transportation plan. The transportation plan and the travel simulation modeling analysis of attendant plan emissions fully meet the requirements of transportation plan content (40CFR 93.106). The plan includes all additions to the transportation system with respect to both highway and public transit. All additions of arterial street system highway capacity, including widening of arterial streets to provide additional traffic lanes and construction of new arterial facilities, are included in the plan. This arterial street system includes 3,600 miles of streets within the seven-county Southeastern Wisconsin Region, or about one-third of the total street system, and includes all state, county, and municipal arterials within urban areas and all arterials and major collectors within rural areas of the Region. The plan also includes the total transit system, including the local, express, and rapid transit system components, and includes all aspects of plan-recommended improvements including frequency of service and expansion of geographic system coverage.

The travel simulation modeling conducted under this conformity analysis is fully consistent with, indeed identical to, the travel simulation modeling conducted by the Commission for the preparation of the regional transportation system plan and for the preparation of the State Implementation Plan. The travel simulation modeling for the conformity determination is sensitive to the added capacity and service provided by each highway and transit plan proposal, accurately reflecting its potential effect through changes in travel time and attendant route choice, mode choice, travel patterns, and trip generation. The transportation system plan and its treatment in the travel simulation modeling analysis goes beyond the Federally required consideration of Federally defined regionally significant projects, that is, principal arterials and transit fixed guideways, in that it includes all arterial and public transit facilities. Also, the transportation system plan is consistent with the adopted regional land use plan since it was designed to serve and promote implementation of the land use plan. The consistency between the transportation system and land use plans was tested by comparing both the accessibility provided under the transportation plan, and the incremental accessibility provided by the transportation system plan relative to a "no-build" plan, to the land use plan.

Transportation Emissions and Travel Modeling Procedures

The procedures for estimating the regional transportation plan and program emissions also fully meet the emission and travel modeling requirements, (40CFR 93.122).[5] Specifically, the travel simulation modeling analysis for this conformity determination incorporates in the analysis all planned highway capacity improvements and expansion, for all arterial facilities, including major collectors in rural areas, and for all transit improvements and expansion. The travel simulation modeling analysis does not assume emission reductions for any transportation control measures or control programs external to the transportation system, as, for example, changes in motor fuel volatility or vehicle inspection and maintenance programs, except with respect to such programs incorporated in the State Implementation Plan. Such programs are incorporated in both the "baseline," or "no-build," and in the transportation system plan and program, or "action" scenarios, for determination of potential plan- and program-related emission reductions.

The Federal requirements for determination of conformity after January 1, 1997, (40 CFR 93.122(b)), have been met under this conformity determination. The travel and traffic simulation models used to estimate the transportation plan and improvement program air pollutant emissions are network-based models which forecast travel demand and traffic volume based upon economic and demographic forecasts, planned land use allocation patterns, and the characteristics of the transportation system. As already noted, the travel models are fully described in Chapter VII, "Travel Simulation Models," of SEWRPC Planning Report No. 41, *A Regional Transportation System Plan for Southeastern Wisconsin: 2010.* The models were calibrated with 1991 large-scale travel survey data and represent state-of-the-art professional practice approved by the Commission Technical and Intergovernmental Coordinating and Advisory Committee on Regional Transportation System Planning, which Committee includes representation from Federal, State, and local governments. The models were approved for use in a Federal Transit Administration transit fixed-guideway alternatives analysis.[6]

The models were validated for the years 1990 and 1991 using 1990 census data and land use inventory data, and 1991 travel survey data and transportation system inventory data with respect to simulation of both transit ridership and arterial street and highway traffic by comparing model estimates to actual counts. The models have recently been validated for the year 1995. The Commission will complete the conduct of new

[5]*A U. S. Department of Transportation, Federal Highway Administration report issued May 21, 1997, on the recently completed Federal Review of the travel modeling conducted by the Commission, is documented in Appendix E of SEWRPC Memorandum Report No. 147, entitled,* Assessment of Conformity of the Amended Year 2000-2002 Transportation Improvement Program and Amended Year 2020 Regional Transportation Plan With Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Severe Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, *along with a Commission report which cites how each requirement in 40CFR 93.122 is met.*

[6]*The models were documented in a methods report prepared for the east-west corridor transit study,* Travel Simulation Models for the East-West Corridor Transit Study, *May 1993.*

travel surveys in 2002, and will review, refine, and recalibrate its travel simulation models in 2004 including a revalidation of the models.

The future travel and traffic forecasts from the models have been compared to historic trends. The population, employment, land use, and other assumptions attendant to the travel and traffic forecast are documented.

The models incorporate sensitivity to peak-hour traffic congestion and travel time through a capacity restrained traffic assignment. A peak hour traffic assignment with forecast peak hour traffic volumes and speeds is prepared. The peak hour volumes and speeds are sensitive to the total travel volume on the facility and the potential for the spreading of peak hour traffic to adjacent hours of the day. The models incorporate the peak-hour congestion and travel times as determined in traffic assignment in the trip distribution model to determine travel patterns and mode choice model to determine transit ridership.

The models incorporate an iteration, or feedback, of model steps so that the travel times used to determine travel patterns, transit ridership, and route choice are consistent with the travel times established in capacity restraint traffic assignment.

The constrained peak hour, and the free flow, or off-peak, travel speeds incorporated in the models are based upon actual field surveyed speeds and travel times. The last such survey was conducted in 1999 with the analysis completed in 2000. The models estimate peak and off-peak travel times and utilize peak-travel times in trip distribution and modal choice of peak travel (work and school travel). Off-peak travel times are used in trip distribution and mode choice for off-peak travel (shopping and other travel).

The model steps of trip distribution and mode choice are directly sensitive to the price of travel, as well as travel time, including public transit travel time.

The consistency of the transportation system plan and the underlying land use plan is directly established, tested, and documented. First, the transportation plan is designed to serve the regional land use plan, which is an agreed upon desirable pattern of future land use and not a projected pattern of likely future land use. The transportation plan only includes highway and transit improvements which address existing needs and travel demands and those future needs and travel demands which are generated by the regional land use plan. Second, to test this consistency of the regional land use and transportation plans, all transportation improvements are mapped and compared to areas of existing and planned development under the land use plan, and areas which are to be protected under the plan from development. The Commission's Advisory Committee on Regional Transportation System Planning concluded that this test established a consistency between the regional transportation system plan and underlying land use plan. Third, an additional test of the consistency of the regional land use and transportation plans was the preparation of forecasts of the

accessibility provided by the transportation plan to each subarea of the region, as defined by traffic analysis zones. The total level of accessibility provided by the transportation plan, and, as well, the incremental level of accessibility compared to a "no-build" transportation plan was compared to areas of existing and planned development under the regional land use plan, and areas under the plan which are to be protected from development. The Commission's Advisory Committee on Regional Transportation System Planning concluded that this comparison established that the transportation plan was consistent with the regional land use plan as it provided higher and increased accessibility to areas planned for development, and lower and unchanged levels of accessibility to areas planned to be protected from development.

The vehicle-miles of travel estimated by the models in a base year of its validation (1990 and 1991) have been compared to estimates prepared for the State Implementation Plan with an enhanced Highway Performance Monitoring System (HPMS), and it has been determined that the 1990 model estimate is consistent with the 1990 inventory estimate, being within 1 percent. In addition, the Commission has maintained for over 15 years procedures to estimate off-network roadway travel. The procedures have been periodically reevaluated and validated. Such procedures were developed as part of the first Statewide implementation plan for air quality, prepared by the Regional Planning Commission in 1978, and provide estimates for use in regional transportation system plan and State Implementation Plan preparation and conformity determination. The method is based on analyses which estimate off-network travel by calculating total intrazonal travel and trip lengths, based upon zone size and development distribution. The analyses indicate off-network travel represents about 9 percent of total travel. This is consistent with independent highway performance monitoring system estimates. Off-network travel is estimated for each alternative by factoring network travel forecasts by approximately 10 percent.

Also, for use in capacity restrained traffic assignment, as well as in trip distribution and mode choice, the simulation model estimates traffic speeds sensitive to the forecast traffic volume on each roadway segment for both peak-hour and average 24-hour conditions, the latter based upon the proportion of traffic traveling under peak-hour and congested conditions and the proportion of traffic traveling under off-peak conditions. The estimated congested traffic speeds are calculated on the basis of a model calibrated using inventoried speeds and congestion which relates reductions in speed to the ratio of traffic volume to design capacity. The model was validated through comparison of model-estimated speeds to actual arterial street and highway segment operating speeds.

Conformity Determination Criteria--Consistency with Motor Vehicle Emissions Budget

One test of transportation plan and program conformity (40CFR 93.118) requires that the transportation system emissions forecasts under the transportation plan and transportation improvement program must be consistent with, that is, equal to, or less than, the transportation systems emissions budget, or "motor vehicle emissions budget," in the State Implementation Plan for both the six-county severe nonattainment area for

ozone standards and as well for Walworth County (The motor vehicle emissions budget must be determined to be adequate by the U.S. Environmental Protection Agency).

With respect to the six county area, the State Implementation Plan for this conformity analysis is the Phase III attainment demonstration approved by USEPA in August 2001 with volatile organic compounds and nitrogen oxides emission budgets for 2005 and 2007, and the Wisconsin Department of Natural Resources transportation conformity budget submittal for MOBILE6 in January 2003 which reconfirmed the 2007 budgets.

With respect to Walworth County, the State Implementation Plan is the maintenance plan submitted by the Wisconsin Department of Natural Resources in December 1995, and its revision approved by USEPA in December, 2000. The revised motor vehicle emission budgets are 5.39 tons of volatile organic compounds and 7.20 tons of nitrogen oxides on a hot summer weekday in the year 2007.

The transportation system emissions attendant to the regional transportation system plan through the year 2025 and 2002-2004 transportation improvement program were forecast through application of the Commission travel and traffic simulation models to the transportation system plan and improvement program under the year 2025 population, households, and employment forecasts and regional land use plan. Table 9 presents the forecast vehicle-miles of travel attendant to the forecast years of 2005, 2007, 2010, 2020, and 2025. The transportation plan projects incorporated in each forecast year were listed in Tables 2 (transit) and 5 (arterial street and highway).

The year 2002-2004 transportation improvement program is consistent with the year 2025 regional transportation system plan and the plan's implementation schedule. All year 2002-2004 transportation improvement program projects, that is, projects with air quality impacts, are included in the plan. Also, the year 2002-2004 amended transportation improvement program includes all projects essential to implement the plan on schedule. The satisfaction of these two tests are demonstrated in Tables 10 and 11.

Table 10 lists all projects with air quality impact, so-called "nonexempt" projects in the year 2002-2004 amended transportation improvement program and confirms that they are included in the regional transportation system plan and confirms that their schedule in the improvement program is consistent with their schedule for project completion proposed in the transportation plan.[7]

Table 11 lists all projects with air quality impact proposed in the regional transportation plan, along with the plan-recommended implementation schedule, and identifies the plan projects which are included in the year 2002-2004 transportation improvement programs.

[7] *All 2002-2004 transportation improvement program projects are listed in Appendix B of this report.*

Table 9

SUMMER WEEKDAY VEHICLE MILES OF TRAVEL WITHIN SOUTHEASTERN WISCONSIN: FORECAST YEAR 2005, 2007, 2010, 2020 and 2025[a,b]

Facility Type	Speed Range	2005	2007	2010	2020	2025
Standard Arterials Six County Area	0 to 10	24,512	22,391	23,050	31,675	37.903
	10 to 15	329,432	328,421	331,179	350,463	384,303
	15 to 20	1,542,342	1,577,716	1,598,503	1,694,807	1,778,073
	20 to 25	3,425,933	3,482,325	3,553,243	3,769,852	3,872,603
	25 to 30	3,942,656	4,001,969	4,073,400	4,396,420	4,566,671
	30 to 35	2,845,452	2,834,149	2,893,875	3,120,601	3,279,785
	35 to 40	6,138,965	6,249,963	6,473,803	7,050,697	7,351,117
	40 to 45	2,591,177	2,684,993	2,709,267	2,941,468	3,051,627
	45 to 50	3,306,241	3,381,004	3,459,411	3,822,444	4,010,838
	50 to 55	275,779	334,658	335,234	370,100	373,938
	55 to 60	164,054	187,858	191,485	212,281	221,502
	60+	1,981	2,663	2,931	0	0
Subtotal	- -	24,588,524	25,088,110	25,645,381	27,760,808	28,928,360
Freeways Six County Area	0 to 10	187,177	191,080	188,059	201,381	204,924
	10 to 15	108,515	111,542	113,340	122,472	138,715
	15 to 20	75,212	86,159	99,276	108,954	107,786
	20 to 25	144,334	132,090	134,534	137,971	159,920
	25 to 30	270,603	277,171	299,908	437,423	451,726
	30 to 35	272,489	272,539	267,328	215,558	192,641
	35 to 40	274,087	299,846	295,530	311,635	334,214
	40 to 45	365,654	370,490	394,897	427,802	436,510
	45 to 50	1,103,328	1,139,506	1,148,026	1,137,630	1,110,313
	50 to 55	1,278,321	1,283,830	1,273,061	1,360,491	1,439,788
	55 to 60	2,733,114	2,753,676	2,836,752	3,116,075	3,150,181
	60+	9,494,359	9,736,208	9,907,624	10,496,745	10,709,211
Subtotal	- -	16,307,193	16,654,137	16,958,335	18,074,137	18,435,929
Six County Area Total	- -	40,895,717	41,742,247	42,603,716	45,834,945	47,364,289
Standard Arterials Walworth County	0 to 10	2,096	2,125	2,198	1,388	1.462
	10 to 15	6,602	6,890	7,530	5,817	6,880
	15 to 20	33,462	27,152	28,047	37,905	41,416
	20 to 25	74,263	66,523	66,570	60,144	63,461
	25 to 30	108,611	101,847	102,356	102,368	106,335
	30 to 35	143,360	151,261	160,570	173,166	191,916
	35 to 40	417,639	404,225	416,379	424,510	436,056
	40 to 45	401,490	427,682	441,126	487,037	493,658
	45 to 50	691,435	731,513	760,535	749,204	778,033
	50 to 55	21,841	42,370	25,421	129,926	148,348
	55 to 60	8,351	7,263	7,486	11,086	11,649
	60+	0	0	0	0	0
Subtotal	- -	1,909,150	1,968,851	2,018,218	2,182,551	2,279,214
Freeways Walworth County	0 to 10	0	0	0	0	0
	10 to 15	0	0	0	0	0
	15 to 20	0	0	0	0	0
	20 to 25	0	0	0	0	231
	25 to 30	14,356	14,922	15,440	20,303	21,056
	30 to 35	0	0	0	0	0
	35 to 40	20,586	20,465	21,250	26,886	28,009
	40 to 45	0	0	0	0	0
	45 to 50	1,787	1,812	1,862	1,549	1,603
	50 to 55	0	0	0	0	0
	55 to 60	0	0	0	0	0
	60+	1,001,683	1,003,578	1,043,467	1,148,983	1,192,263
Subtotal	- -	1,038,412	1,040,777	1,082,019	1,197,721	1,243,162
Walworth Co Total	- -	2,947,562	3,009,628	3,100,237	3,380,272	3,522,376
Region Total	- -	43,843,279	44,751,875	45,703,953	49,215,217	50,886,665

[a] *The vehicle miles of travel set forth in this table represent arterial vehicle miles of travel only. Nonarterial summer weekday vehicle miles of travel would increase the total summer weekday vehicle miles of travel by approximately 10 percent.*

[b] *Summer average weekday traffic is estimated to 4 percent greater than average weekday traffic based upon analysis of 1996-1998 traffic count data from approximately 65 continuous or monthly traffic count locations on freeways, other state trunk highways, and county and municipal arterials in Southeastern Wisconsin.*

Source: SEWRPC

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	75	REMOVE PARK EAST FWY (STH 145) WEST OF JEFFERSON ST. AND CONSTRUCT NEW TERMINUS WEST OF MILWAUKEE RIVER IN CITY OF MILWAUKEE	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	1,930.5	0.0	0.0	1,930.5	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	960.5	0.0	0.0	960.5		
				CONST	19,273.0	0.0	0.0	19,273.0	*FED*	16,382.0	0.0	0.0	16,382.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-C/S*						
	(153)			*TOTAL*	19,273.0	0.0	0.0	19,273.0	*TOTAL*	19,273.0	0.0	0.0	19,273.0		
	87	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM S. CO. LINE TO STH 100 IN THE CITY OF OAK CREEK (1.75 MI.)	HI	*PE*	0.0	350.0	0.0	350.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	70.0	0.0	70.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	280.0	0.0	280.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
	(88)			*TOTAL*	0.0	350.0	0.0	350.0	*TOTAL*	0.0	350.0	0.0	350.0		
	88	CONSTRUCTION OF SECOND STH 100 BRIDGE OVER THE C&NW RR	HI	*PE*	0.0	0.0	60.0	60.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	12.0	12.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	48.0	48.0		
				OTHER	0.0	0.0	0.0	0.0	*NHS*						
	(89)			*TOTAL*	0.0	0.0	60.0	60.0	*TOTAL*	0.0	0.0	60.0	60.0		
	89	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 100 FROM HOWELL AVE. (STH 38) TO STH 32 IN THE CITY OF OAK CREEK (2.75 MILES)	HI	*PE*	140.0	0.0	0.0	140.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	200.0	0.0	200.0	*STATE*	28.0	200.0	0.0	228.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	112.0	0.0	0.0	112.0		
				OTHER	0.0	0.0	0.0	0.0	*NHS*						
	(90)			*TOTAL*	140.0	200.0	0.0	340.0	*TOTAL*	140.0	200.0	0.0	340.0		
	90	RECONSTRUCTION OF RYAN RD. (STH 100) WITH ADDITIONAL LANES FROM STH 36 TO USH 41 IN THE CITY OF FRANKLIN (5.0 MILES)	HI	*PE*	100.0	200.0	0.0	300.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	1,700.0	0.0	0.0	1,700.0	*STATE*	1,800.0	200.0	0.0	2,000.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(91)			*TOTAL*	1,800.0	200.0	0.0	2,000.0	*TOTAL*	1,800.0	200.0	0.0	2,000.0		
	91	CONSTRUCTION OF THE PENNSYLVANIA AVE. CONNECTOR TO THE LAKE PARKWAY (STH 794) IN THE CITY OF CUDAHY (0.50 MILE)	HE	*PE*	0.0	0.0	200.0	200.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	200.0	200.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	200.0	200.0	*TOTAL*	0.0	0.0	200.0	200.0		
	105	CONSTRUCTION OF THREE COMMUTER PARK AND RIDE LOTS FROM THE GROUP 'A' SET	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	263.0	0.0	0.0	263.0		
				CONST	1,315.0	0.0	0.0	1,315.0	*FED*	1,052.0	0.0	0.0	1,052.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
	(130)			*TOTAL*	1,315.0	0.0	0.0	1,315.0	*TOTAL*	1,315.0	0.0	0.0	1,315.0		
MILWAUKEE COUNTY	163	RECONSTRUCTION WITH ADDITIONAL LANES OF S 76TH ST (CTH U) FROM PUETZ RD TO IMPERIAL DR IN THE CITY OF FRANKLIN	HI	*PE*	500.0	0.0	0.0	500.0	*LOCAL*	100.0	50.0	1,140.0	1,290.0	A	NON-EXEMPT
				ROW	0.0	250.0	0.0	250.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	6,150.0	6,150.0	*FED*	400.0	200.0	5,010.0	5,610.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
	(172)			*TOTAL*	500.0	250.0	6,150.0	6,900.0	*TOTAL*	500.0	250.0	6,150.0	6,900.0		
	164	RECONSTRUCTION WITH ADDITIONAL LANES OF E. COLLEGE AVE (CTH ZZ) FROM S. HOWELL AVE. TO S PENNSYLVANIA AVE INC. BRIDGE OVER THE C&NW RR	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	1,600.0	1,600.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	8,000.0	8,000.0	*FED*	0.0	0.0	6,400.0	6,400.0		
				OTHER	0.0	0.0	0.0	0.0	*NHS*						
	(175)			*TOTAL*	0.0	0.0	8,000.0	8,000.0	*TOTAL*	0.0	0.0	8,000.0	8,000.0		
CUDAHY (CITY)	239	RECONSTRUCTION WITH ADDITIONAL LANES OF SOUTH WHITNALL AVENUE FROM NICHOLSON AVE TO LAYTON AVE IN THE CITY OF CUDAHY (0.40 MILES)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	272.0	0.0	0.0	272.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	1,360.2	0.0	0.0	1,360.2	*FED*	1,088.2	0.0	0.0	1,088.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
	(229)			*TOTAL*	1,360.2	0.0	0.0	1,360.2	*TOTAL*	1,360.2	0.0	0.0	1,360.2		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
MILWAUKEE (CITY)	311	CONSTRUCTION OF LOCAL STREET CONNECTIONS AND IMPROVEMENTS/MODIFICATIONS ASSOCIATED WITH REMOVAL/NEW TERMINUS OF PARK EAST FWY	HP	*PE*	350.0	0.0	0.0	350.0	*LOCAL*	1,252.5	0.0	0.0	1,252.5	A	NON-EXEMPT
				ROW	1,000.0	0.0	0.0	1,000.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	4,500.0	0.0	0.0	4,500.0	*FED*	7,097.5	0.0	0.0	7,097.5		
	(241)			*OTHER*	2,500.0	0.0	0.0	2,500.0	*IH-C/S*						
				TOTAL	8,350.0	0.0	0.0	8,350.0	*TOTAL*	8,350.0	0.0	0.0	8,350.0		
	312	CONSTRUCTION OF A NEW MCKINLEY/KNAPP STREET BRIDGE OVER THE MILWAUKEE RIVER IN THE CITY OF MILWAUKEE	HP	*PE*	690.0	0.0	0.0	690.0	*LOCAL*	1,183.5	0.0	0.0	1,183.5	A	NON-EXEMPT
				ROW	200.0	0.0	0.0	200.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	7,000.0	0.0	0.0	7,000.0	*FED*	6,706.5	0.0	0.0	6,706.5		
	(309)			*OTHER*	0.0	0.0	0.0	0.0	*IH-C/S*						
				TOTAL	7,890.0	0.0	0.0	7,890.0	*TOTAL*	7,890.0	0.0	0.0	7,890.0		
	313	RECONSTRUCTION/EXPANSION OF W CANAL ST FROM MILLER PARK TO N 6TH ST IN THE CITY OF MILWAUKEE (2.77 MILES)	HE	*PE*	3,152.0	0.0	0.0	3,152.0	*LOCAL*	1,576.0	2,085.0	9,805.9	13,466.9	A	NON-EXEMPT
				ROW	0.0	200.0	0.0	200.0	*STATE*	1,576.0	2,085.0	9,805.9	13,466.9		
				CONST	0.0	3,970.0	19,305.8	23,275.8	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	306.0	306.0							
				TOTAL	3,152.0	4,170.0	19,611.8	26,933.8	*TOTAL*	3,152.0	4,170.0	19,611.8	26,933.8		
WAUWATOSA (CITY)	376	RECONSTRUCTION WITH ADDITIONAL LANES OF N 124TH ST FROM LISBON RD TO RUBY AVE IN THE CITY OF WAUWATOSA (0.50 MILE)	HI	*PE*	0.0	0.0	203.0	203.0	*LOCAL*	0.0	0.0	48.7	48.7	A	NON-EXEMPT
				ROW	0.0	0.0	40.6	40.6	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0		0.0	*FED*	0.0	0.0	194.9	194.9		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0		0.0	*TOTAL*	0.0	0.0	243.6	243.6		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	394	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 57 FROM IH 43 TO OZAUKEE - SHEBOYGAN COUNTY LINE	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	1,980.0	0.0	0.0	1,980.0		
				CONST	9,900.0	0.0	0.0	9,900.0	*FED*	7,920.0	0.0	0.0	7,920.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
	(394)			*TOTAL*	9,900.0	0.0	0.0	9,900.0	*TOTAL*	9,900.0	0.0	0.0	9,900.0		
OZAUKEE COUNTY	400	RECONSTRUCTION WITH ADDITIONAL LANES OF PORT WASHINGTON RD (CTH W) FROM MEQUON RD (STH 167) TO GLEN OAKS LANE IN THE C/MEQUON	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	46.0	852.0	0.0	898.0	A	NON-EXEMPT
				ROW	230.0	0.0	0.0	230.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	4,260.0	0.0	4,260.0	*FED*	184.0	3,408.0	0.0	3,592.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
	(408)			*TOTAL*	230.0	4,260.0	0.0	4,490.0	*TOTAL*	230.0	4,260.0	0.0	4,490.0		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	442	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 45 FROM THE CITY OF WEST BEND TO THE VILLAGE OF KEWASKUM (3.0 MILES)	HI	*PE*	630.0	0.0	0.0	630.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	126.0	1,800.0	0.0	1,926.0		
				CONST	0.0	9,000.0	0.0	9,000.0	*FED*	504.0	7,200.0	0.0	7,704.0		
	(448)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	630.0	9,000.0	0.0	9,630.0	*TOTAL*	630.0	9,000.0	0.0	9,630.0		
	443	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 33 FROM USH 41 TO EAST BRANCH OF ROCK RIVER IN THE VILLAGE OF ALLENTON (0.34 MILES)	HI	*PE*	317.4	0.0	0.0	317.4	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	63.5	0.0	0.0	63.5		
				CONST	0.0	0.0	0.0	0.0	*FED*	253.9	0.0	0.0	253.9		
	(449)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	317.4	0.0	0.0	317.4	*TOTAL*	317.4	0.0	0.0	317.4		
	444	RECONSTRUCTION ON NEW ALIGNMENT AND WITH ADDITIONAL LANES OF STH 33 FROM TRENTON RD. TO OAK RD. IN THE TOWN OF TRENTON (1.3 MILES)	HI	*PE*	0.0	368.0	0.0	368.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	128.8	0.0	128.8	*STATE*	0.0	202.4	0.0	202.4		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	294.4	0.0	294.4		
	(450)			*OTHER*	0.0	0.0	0.0	0.0	*NHS*						
				TOTAL	0.0	496.8	0.0	496.8	*TOTAL*	0.0	496.8	0.0	496.8		
	445	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 60 FROM USH 41 TO USH 45 IN WASHINGTON COUNTY (3.30 MILES)	HI	*PE*	200.0	0.0	0.0	200.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	1,000.0	1,000.0	*STATE*	40.0	0.0	1,000.0	1,040.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	160.0	0.0	0.0	160.0		
	(451)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	200.0	0.0	1,000.0	1,200.0	*TOTAL*	200.0	0.0	1,000.0	1,200.0		
	446	RECONSTRUCTION WITH ADDITIONAL LANES OF LOVERS LANE ROAD (STH 164) FROM STH 175 TO STH 60 IN WASHINGTON COUNTY (0.88 MILES)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	6,000.0	0.0	0.0	6,000.0		
				CONST	6,000.0	0.0	0.0	6,000.0	*FED*	0.0	0.0	0.0	0.0		
	(452)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	6,000.0	0.0	0.0	6,000.0	*TOTAL*	6,000.0	0.0	0.0	6,000.0		
WASHINGTON COUNTY	457	RECONSTRUCTION WITH ADDITIONAL LANES OF COUNTY LINE ROAD (CTH Q) FROM USH 41/45 TO PILGRIM ROAD	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	115.0	115.0	A	NON-EXEMPT
				ROW	0.0	0.0	575.0	575.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	460.0	460.0		
	(464)			*OTHER*	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	575.0	575.0	*TOTAL*	0.0	0.0	575.0	575.0		
KEWASKUM (VILLAGE)	475	CONSTRUCTION OF A PARK & RIDE LOT AT CTH H AND USH 45 IN THE VILLAGE OF KEWASKUM	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	4.4	0.0	0.0	4.4	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	44.3	0.0	0.0	44.3	*FED*	39.9	0.0	0.0	39.9		
	(481)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	44.3	0.0	0.0	44.3	*TOTAL*	44.3	0.0	0.0	44.3		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	511	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 59 FROM STH 164 TO CALHOUN ROAD	HI	*PE*	2,000.0	2,000.0	0.0	4,000.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	2,000.0	0.0	2,000.0	*STATE*	400.0	2,400.0	2,000.0	4,800.0		
				CONST	0.0	0.0	10,000.0	10,000.0	*FED*	1,600.0	1,600.0	8,000.0	11,200.0		
	(519)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	2,000.0	4,000.0	10,000.0	16,000.0	*TOTAL*	2,000.0	4,000.0	10,000.0	16,000.0		
	512	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM STH 16 TO MARINER DRIVE IN THE CITY OF DELAFIELD	HI	*PE*	1,100.0	0.0	0.0	1,100.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	2,200.0	0.0	2,200.0	*STATE*	220.0	2,200.0	0.0	2,420.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	880.0	0.0	0.0	880.0		
	(520)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	1,100.0	2,200.0	0.0	3,300.0	*TOTAL*	1,100.0	2,200.0	0.0	3,300.0		
	513	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM WOLF RUN TO CTH NN IN THE VILLAGE OF MUKWONAGO (2.0 MILES)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	7,930.5	0.0	0.0	7,930.5		
				CONST	7,930.5	0.0	0.0	7,930.5	*FED*	0.0	0.0	0.0	0.0		
	(521)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	7,930.5	0.0	0.0	7,930.5	*TOTAL*	7,930.5	0.0	0.0	7,930.5		
	514	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM USH 18 TO IH-94 (2.90 MILES)	HI	*PE*	1,000.0	0.0	0.0	1,000.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	2,400.0	2,400.0	*STATE*	200.0	0.0	2,400.0	2,600.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	800.0	0.0	0.0	800.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	1,000.0	0.0	2,400.0	3,400.0	*TOTAL*	1,000.0	0.0	2,400.0	3,400.0		
	515	RECONSTRUCTION OF STH 164 OVER I-94 RAMPS AND ROADWAY IN THE TOWN OF PEWAUKEE (0.40 MILES)	HI	*PE*	500.0	0.0	0.0	500.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	50.0	0.0	670.0	720.0		
				CONST	0.0	0.0	6,700.0	6,700.0	*FED*	450.0	0.0	6,030.0	6,480.0		
	(522)			*OTHER*	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	500.0	0.0	6,700.0	7,200.0	*TOTAL*	500.0	0.0	6,700.0	7,200.0		
	516	RECONSTRUCTION OF STH 164 WITH ADDITIONAL CAPACITY FROM STH 190 TO CTH VV IN WAUKEHA COUNTY (4.11 MILES)	HI	*PE*	1,000.0	0.0	0.0	1,000.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	500.0	0.0	0.0	500.0	*STATE*	300.0	0.0	0.0	300.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	1,200.0	0.0	0.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	1,500.0	0.0	0.0	1,500.0	*TOTAL*	1,500.0	0.0	0.0	1,500.0		
	518	CONSTRUCTION OF THE CITY OF OCONOMOWOC NORTH BYPASS INCLUDING THE REMAINING STH 16/67 LEG AND STH 16 TO JEFFERSON CO. (7.4 MI)	HE	*PE*	500.0	500.0	500.0	1,500.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	900.0	100.0	0.0	1,000.0	*STATE*	2,100.0	13,100.0	19,200.0	34,400.0		
				CONST	700.0	12,500.0	18,700.0	31,900.0	*FED*	0.0	0.0	0.0	0.0		
	(526)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	2,100.0	13,100.0	19,200.0	34,400.0	*TOTAL*	2,100.0	13,100.0	19,200.0	34,400.0		
WAUKESHA COUNTY	548	RECONSTRUCTION WITH ADDITIONAL LANES OF PEWAUKEE RD (CTH J) FROM ROCKWOOD DR TO CAPITAL DR (STH 190) WAUKESHA CO	HI	*PE*	736.0	0.0	0.0	736.0	*LOCAL*	736.0	1,426.0	373.4	2,535.4	A	NON-EXEMPT
				ROW	0.0	1,426.0	0.0	1,426.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	7,571.0	7,571.0	*FED*	0.0	0.0	7,197.6	7,197.6		
	(562)			*OTHER*	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	736.0	1,426.0	7,571.0	9,733.0	*TOTAL*	736.0	1,426.0	7,571.0	9,733.0		
	549	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH L FROM CTH O TO THE MILWAUKEE COUNTY LINE IN THE CITY OF MUSKEGO	HI	*PE*	621.0	0.0	0.0	621.0	*LOCAL*	621.0	3,600.0	1,700.0	5,921.0	A	NON-EXEMPT
				ROW	0.0	3,600.0	1,700.0	5,300.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
	(563)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	621.0	3,600.0	1,700.0	5,921.0	*TOTAL*	621.0	3,600.0	1,700.0	5,921.0		
	550	RECONSTRUCTION WITH ADDITITONAL LANES OF CTH Q FROM COLGATE TO STH 175 (3.03 MILES)	HI	*PE*	844.0	0.0	0.0	844.0	*LOCAL*	844.0	353.0	0.0	1,197.0	A	NON-EXEMPT
				ROW	0.0	353.0	0.0	353.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	844.0	353.0	0.0	1,197.0	*TOTAL*	844.0	353.0	0.0	1,197.0		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WAUKESHA COUNTY	551	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH X BETWEEN STH 59 AND HARRIS HIGHLANDS (1.80 MILES)	HI	*PE*	0.0	1,079.0	0.0	1,079.0	*LOCAL*	0.0	1,079.0	2,246.8	3,325.8	A	NON-EXEMPT
				ROW	0.0	0.0	174.0	174.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	11,060.0	11,060.0	*FED*	0.0	0.0	8,987.2	8,987.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	1,079.0	11,234.0	12,313.0	*TOTAL*	0.0	1,079.0	11,234.0	12,313.0		
	552	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y BETWEEN CTH L AND CTH I (4.00 MILES)	HI	*PE*	0.0	0.0	1,402.0	1,402.0	*LOCAL*	0.0	0.0	1,402.0	1,402.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	1,402.0	1,402.0	*TOTAL*	0.0	0.0	1,402.0	1,402.0		
	553	CONSTRUCT ADDITIONAL LANES ON CTH TT FROM USH 18 TO NORTH VIEW ROAD (1.00 MILE)	HI	*PE*	0.0	263.0	0.0	263.0	*LOCAL*	0.0	263.0	378.0	641.0	A	NON-EXEMPT
				ROW	0.0	0.0	378.0	378.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	263.0	378.0	641.0	*TOTAL*	0.0	263.0	378.0	641.0		
	554	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH VV FROM CTH Y TO BETTE DRIVE IN THE VILLAGE OF MENOMONEE FALLS	HI	*PE*	0.0	0.0	800.0	800.0	*LOCAL*	0.0	0.0	800.0	800.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
	(564)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	800.0	800.0	*TOTAL*	0.0	0.0	800.0	800.0		
	555	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH YY FROM CTH K TO CTH VV (1.00 MILE)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	3,152.0	0.0	0.0	3,152.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	3,152.0	0.0	0.0	3,152.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	3,152.0	0.0	0.0	3,152.0	*TOTAL*	3,152.0	0.0	0.0	3,152.0		
BROOKFIELD (CITY)	571	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN ROAD FROM WISCONSIN AVENUE TO GEBHARDT ROAD (1.0 MILES)	HI	*PE*	470.0	0.0	0.0	470.0	*LOCAL*	470.0	950.0	940.0	2,360.0	A	NON-EXEMPT
				ROW	0.0	950.0	0.0	950.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	4,700.0	4,700.0	*FED*	0.0	0.0	3,760.0	3,760.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	470.0	950.0	4,700.0	6,120.0	*TOTAL*	470.0	950.0	4,700.0	6,120.0		
	572	CONSTRUCTION OF BROOKFIELD ROAD FROM DAVIDSON ROAD TO GREENFIELD AVENUE IN THE CITY OF BROOKFIELD (0.19 MILES)	HE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	220.0	220.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,100.0	1,100.0	*FED*	0.0	0.0	880.0	880.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
	(592)			*TOTAL*	0.0	0.0	1,100.0	1,100.0	*TOTAL*	0.0	0.0	1,100.0	1,100.0		
MENOMONEE FALLS (VILLAGE)	585	RECONSTRUCTION WITH ADDITIONAL LANES OLD ORCHARD RD (OLD STH 145) FROM W BROWN DEER RD TO 3000' S OF W BROWN DEER RD	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	1,500.0	0.0	0.0	1,500.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	1,500.0	0.0	0.0	1,500.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,500.0	0.0	0.0	1,500.0	*TOTAL*	1,500.0	0.0	0.0	1,500.0		
	586	RECONSTRUCTION WITH ADDITIONAL LANES OF PILGRIM RD FROM MEGAL DR TO CTH Q IN THE VILLAGE OF MENOMONEE FALLS	HI	*PE*	0.0	0.0	265.9	265.9	*LOCAL*	0.0	0.0	79.8	79.8	A	NON-EXEMPT
				ROW	0.0	0.0	133.1	133.1	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	319.2	319.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
	(605)			*TOTAL*	0.0	0.0	399.0	399.0	*TOTAL*	0.0	0.0	399.0	399.0		
NEW BERLIN (CITY)	589	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN ROAD FROM GREENFIELD AVE (STH 59) TO CLEVELAND AVE IN CITY OF NEW BERLIN (1.60 MI)	HI	*PE*	23.0	0.0	0.0	23.0	*LOCAL*	23.0	0.0	0.0	23.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
	(609)			*TOTAL*	23.0	0.0	0.0	23.0	*TOTAL*	23.0	0.0	0.0	23.0		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
WAUKESHA (CITY)	609 (631)	RECONSTRUCTION WITH ADDITIONAL LANES OF E SUNSET DR FROM TENNY AV TO GRAMLING LN IN THE CITY OF WAUKESHA (0.32 MILES)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	760.0	760.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	760.0	760.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	760.0	760.0	*TOTAL*	0.0	0.0	760.0	760.0		

Source: SEWRPC.

Table 10

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

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
KENOSHA COUNTY	672	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y (22ND AVE) FROM 14TH PLACE TO CTH E (12TH ST) (0.42 MILE)	HI	*PE*	304.3	0.0	0.0	304.3	*LOCAL*	60.9	2.0	185.1	248.0	A	NON-EXEMPT
				ROW	0.0	10.0	0.0	10.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	925.6	925.6	*FED*	243.4	8.0	740.5	991.9		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	304.3	10.0	925.6	1,239.9	*TOTAL*	304.3	10.0	925.6	1,239.9		

Source: SEWRPC.

Table 10

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

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	724	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 11 FROM IH 94 TO THE WEST VILLAGE OF STURTEVANT LINE (1.58 MILES)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	550.0	0.0	0.0	550.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	230.0	0.0	0.0	230.0		
				CONST	3,900.0	0.0	0.0	3,900.0	*FED*	3,120.0	0.0	0.0	3,120.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
	(749)			*TOTAL*	3,900.0	0.0	0.0	3,900.0	*TOTAL*	3,900.0	0.0	0.0	3,900.0		
	725	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 11 FROM EASTERN VILLAGE OF STURTEVANT LIMITS TO STH 31 (2.0 MILES)	HI	*PE*	0.0	1,800.0	0.0	1,800.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	360.0	0.0	360.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	1,440.0	0.0	1,440.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
	(750)			*TOTAL*	0.0	1,800.0	0.0	1,800.0	*TOTAL*	0.0	1,800.0	0.0	1,800.0		
	726	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM FIVE MILE RD. TO NORTH COUNTY LINE IN THE TOWN OF CALEDONIA (3.37 MI.)	HI	*PE*	0.0	500.0	0.0	500.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	100.0	0.0	100.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	400.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
	(751)			*TOTAL*	0.0	500.0	0.0	500.0	*TOTAL*	0.0	500.0	0.0	500.0		
	727	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM THREE MILE RD. TO FOUR MILE RD. IN THE TOWN OF CALEDONIA (1.25 MILES)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	6,500.0	0.0	0.0	6,500.0		
				CONST	6,500.0	0.0	0.0	6,500.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(752)			*TOTAL*	6,500.0	0.0	0.0	6,500.0	*TOTAL*	6,500.0	0.0	0.0	6,500.0		
	728	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 36 FROM WEGGE RD. TO TEUT RD. IN THE TOWN OF BURLINGTON (.72 MILES)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	100.0	0.0	0.0	100.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	453.8	0.0	0.0	453.8		
				CONST	2,369.0	0.0	0.0	2,369.0	*FED*	1,815.2	0.0	0.0	1,815.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
	(753)			*TOTAL*	2,369.0	0.0	0.0	2,369.0	*TOTAL*	2,369.0	0.0	0.0	2,369.0		
	729	CONSTRUCTION OF THE CITY OF BURLINGTON BYPASS FOR STH 36 AND STH 11 (11.0 MILES)	HE	*PE*	200.0	200.0	200.0	600.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	4,418.0	0.0	4,418.0	*STATE*	200.0	4,771.0	9,208.0	14,179.0		
				CONST	0.0	153.0	9,008.0	9,161.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(754)			*TOTAL*	200.0	4,771.0	9,208.0	14,179.0	*TOTAL*	200.0	4,771.0	9,208.0	14,179.0		
	730	CONSTRUCTION OF A NEW STATE STREET BRIDGE FROM DODGE STREET TO MAIN STREET IN THE CITY OF BURLINGTON (STH 142)	HE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	700.0	0.0	0.0	700.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	2,200.0	0.0	0.0	2,200.0		
				CONST	2,900.0	0.0	0.0	2,900.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(755)			*TOTAL*	2,900.0	0.0	0.0	2,900.0	*TOTAL*	2,900.0	0.0	0.0	2,900.0		
	733	CONSTRUCTION OF THREE COMMUTER PARK AND RIDE LOTS FROM THE GROUP 'B' SET	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	178.0	0.0	0.0	178.0		
				CONST	890.0	0.0	0.0	890.0	*FED*	712.0	0.0	0.0	712.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
	(757)			*TOTAL*	890.0	0.0	0.0	890.0	*TOTAL*	890.0	0.0	0.0	890.0		
RACINE COUNTY	741	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y FROM CTH KR TO CTH X IN RACINE COUNTY (1.40 MILES)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	504.0	0.0	504.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	2,520.0	0.0	2,520.0	*FED*	0.0	2,016.0	0.0	2,016.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
	(768)			*TOTAL*	0.0	2,520.0	0.0	2,520.0	*TOTAL*	0.0	2,520.0	0.0	2,520.0		

Source: SEWRPC.

Table 10

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

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	827	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM CENTER ST TO EDWARDS BLVD IN THE CITY OF LAKE GENEVA (0.80 MILES)	HI	*PE*	400.0	0.0	0.0	400.0	*LOCAL*	100.0	0.0	0.0	100.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	300.0	0.0	0.0	300.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
	(838)			*TOTAL*	400.0	0.0	0.0	400.0	*TOTAL*	400.0	0.0	0.0	400.0		
	828	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM STH 67 EAST TO GENEVA LAKES RD. IN THE TOWN OF GENEVA (1.70 MILES)	HI	*PE*	50.0	0.0	0.0	50.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	500.0	0.0	0.0	500.0	*STATE*	510.0	0.0	0.0	510.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	*NHS*						
	(839)			*TOTAL*	550.0	0.0	0.0	550.0	*TOTAL*	550.0	0.0	0.0	550.0		
	829	CONSTRUCTION OF THE CITY OF WHITEWATER BYPASS (STH 12) (5.30 MILES)	HE	*PE*	500.0	500.0	500.0	1,500.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	8,500.0	12,500.0	10,500.0	31,500.0		
				CONST	8,000.0	12,000.0	10,000.0	30,000.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(840)			*TOTAL*	8,500.0	12,500.0	10,500.0	31,500.0	*TOTAL*	8,500.0	12,500.0	10,500.0	31,500.0		
	830	CONSTRUCT A RELOCATED STH 120 ALONG THE EAST SIDE OF THE CITY OF LAKE GENEVA FROM WILLOW ROAD TO STH 50 (4.40 MI)	HE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	1,749.4	0.0	0.0	1,749.4	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	5,250.6	0.0	0.0	5,250.6		
				CONST	7,000.0	0.0	0.0	7,000.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(841)			*TOTAL*	7,000.0	0.0	0.0	7,000.0	*TOTAL*	7,000.0	0.0	0.0	7,000.0		

Source: SEWRPC.

Table 11

RECOMMENDED ARTERIAL HIGHWAY CAPACITY IMPROVEMENT AND EXPANSION PROJECTS IN THE REGIONAL TRANSPORTATION SYSTEM PLAN

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2005	Kenosha	Widening	22nd Avenue	CTH L to CTH E	Widen from two to four traffic lanes
2005 [a]	Milwaukee	Widening	CTH U	Rawson Avenue to Puetz Road	Widen from two to four traffic lanes
2005 [a]			CTH ZZ	STH 38 to Pennsylvania Avenue	Widen from two to four traffic lanes
2005 [a]		Expansion	Lake Parkway	Layton Avenue to Pennsylvania Avenue	Construct four lanes on new alignment
2005 [a]			Park East Freeway Removal/Reconstruction [d]	Jefferson Street to N-6th Street	Remove Freeway/Construct 4/6 lane arterial
2005 [a]	Ozaukee	Widening	STH 57	IH 43 to Sheboygan County line	Widen from two to four traffic lanes
2005 [a]			CTH W	STH 167 to Glen Oaks Lane	Widen from two to four traffic lanes
2005 [a]	Racine	Widening	STH 11	IH 94 to CTH H	Widen from two to four traffic lanes
2005 [a]			CTH Y	CTH KR to CTH X	Widen from two to four traffic lanes
2005 [a]		Expansion	State Street/ Adams Street	Calumet Street to STH 11	Construct two lanes on new alignment
2005 [a]	Walworth	Expansion	STH 120 bypass	Townline Road to existing STH 120 at Willow Road	Construct two lanes on existing and new
2005 [a]	Washington	Widening	USH 45	CTH D to Prospect Drive	Widen from two to four traffic lanes
2005 [a]			STH 164	STH 175 to STH 60	Widen from two to four traffic lanes
2005 [a]			CTH Q	Division Road to Pilgrim Road	Widen from two to four traffic lanes
2005 [a]	Waukesha	Widening	STH 59	STH 164 to Poplar Creek	Widen from two to four traffic lanes
2005 [a]			STH 59	Johnson Road to Calhoun Road	Widen from two to four traffic lanes
2005 [a]			STH 83	Mariner Drive to STH 16	Widen from two to four traffic lanes
2005 [a]			STH 83	IH 43 to CTH NN	Widen from two to four traffic lanes
2005 [a]			STH 164	STH 190 to Jay Lane	Widen from two to four traffic lanes
2005 [a]			CTH J	Rockwood Drive to STH 190	Widen from two to four traffic lanes
2005 [a]			CTH L	CTH O to Milwaukee County line	Widen from two to four traffic lanes
2005 [a]			Pilgrim Road	USH 41/USH 45 to Washington County Line	Widen from two to four traffic lanes
2005 [a]			Sunset Drive	Tenny Avenue to STH 59/STH 164	Widen from two to four traffic lanes
2005 [a]	Waukesha	Expansion	Brookfield Road extension	Davidson Road to STH 59	Construct two lanes on new alignment
2007	Kenosha	Widening	STH 50	IH 94/USH 41 to 39th Avenue	Widen from four to six traffic lanes
2007			STH 165	IH 94/USH 41 to a point about one mile west of CTH H	Widen from two to four traffic lanes
2007			Washington Road	39th Avenue to STH 32	Widen from two to four traffic lanes
2007			30th Avenue	27th Street to CTH E	Widen from two to four traffic lanes
2007			39th Avenue	Van Buren Road to STH 50	Widen from two to four traffic lanes
2007			60th Street	39th Avenue to STH 32	Widen from two to four traffic lanes
2007			63rd Street	22nd Avenue to STH 32	Widen from two to four traffic lanes
2007			104th Avenue	STH 50 to STH 158	Widen from two to four traffic lanes
2007		Expansion	IH 94/USH 41	CTH ML	Construct new interchange
2007			CTH ML extension	CTH H to STH 31	Construct two lanes on new alignment
2007 [a]			CTH KD extension	CTH EM to CTH F	Construct two lanes on new alignment
2007			52nd Avenue extension	93rd Street to STH 165	Construct two lanes on new alignment
2007			85th Street extension	Sheridan Road to 7th Avenue	Construct two lanes on new alignment
2007 [a]	Milwaukee	Widening	STH 32	County Line Road to STH 100	Widen from two to four traffic lanes
2007 [a]			STH 100	STH 38 to STH 32	Widen from two to four traffic lanes
2007 [a]			STH 100	STH 36 to 81st Street	Widen from two to four traffic lanes
2007 [a]			STH 100	81st Street to 60th Street	Widen from two to four traffic lanes
2007 [a]			STH 100	60th Street to USH 41	Widen from two to four traffic lanes
2007			Port Washington Road	Bender Road to W. Daphne Road	Widen from two to four traffic lanes
2007			Whitnall Avenue	Nicholson Avenue to Packard Avenue	Widen from two to four traffic lanes
2007			91st Street	STH 100 to Ozaukee County Line	Widen from two to four traffic lanes
2007			107th Street	Good Hope Road to STH 145	Widen from two to four traffic lanes
2007 [a]			124th Street	STH 190 to Hampton Avenue	Widen from two to four traffic lanes
2007 [a]		Expansion	Canal Street extension	USH 41 to 21st Street	Construct two lanes on new alignment
2007			Canal Street extension	6th Street to 2nd Street	Construct two lanes on new alignment
2007	Ozaukee	Widening	STH 33	Progress Drive to Foster Street	Widen from two to four traffic lanes
2007			STH 33	IH 43 to Spring Street	Widen from two to four traffic lanes
2007			STH 60	Wisconsin Avenue to IH 43	Widen from two to four traffic lanes
2007			CTH W	Glen Oaks Road to Highland Road	Widen from two to four traffic lanes
2007			Columbia Road	Bridge Street to Chateau Drive	Widen from two to four traffic lanes
2007			Pioneer Road (CTH C)	STH 181 to Green Bay Road	Widen from two to four traffic lanes
2007			Pioneer Road (CTH C)	Green Bay Road to IH 43	Widen from two to four traffic lanes
2007			Wauwatosa Road (STH 181)	STH 167 to CTH C	Widen from two to four traffic lanes
2007 [a]	Racine	Widening	STH 11	86th Street in the Village of Sturtevant to Willow Road	Widen from two to four traffic lanes
2007 [a]			STH 11	Willow Road to STH 31	Widen from four to six traffic lanes
2007			STH 20	Oakes Road to Sunnyslope Road	Widen from four to six traffic lanes
2007 [a]			STH 32	Milwaukee County to Five Mile Road	Widen from two to four traffic lanes
2007			CTH K	Union Pacific Railway to STH 38	Widen from two to four traffic lanes
2007			Calumet Street	Robert Street to Bridge Street	Widen from two to four traffic lanes
2007			Three Mile Road	STH 32 to CTH G	Widen from two to four traffic lanes
2007 [a]		Expansion	Burlington bypass	(STH 36) Milwaukee Avenue to Walworth County line	Construct four lanes on new alignment

Table 11 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2007	Racine (continued)	Expansion (continued)	Commerce Street/Pine Street	Herman Street to Origen Street	Construct two lanes on new alignment
2007			Memorial Drive extension	Chicory Road to CTH KR	Construct two lanes on new alignment
2007			Oakes Road extension	STH 20 to Airline Road	Construct two lanes on new alignment
2007			Oakes Road extension	Braun Road to STH 11	Construct two lanes on new alignment
2007	Walworth	Widening	USH 14	Proposed STH 67 bypass to McHenry County line	Widen from two to four traffic lanes
2007 [a]			STH 50	STH 67 to Geneva Street	Widen from two to four traffic lanes
2007 [a]			STH 50	CTH H to Edwards Boulevard	Widen from two to four traffic lanes
2007 [a]		Expansion	USH 12 freeway	Cold Spring Road to Howard Road [b]	Construct four lanes on new alignment
2007 [a]			Burlington bypass	STH 11 Racine-Walworth County Line	Construct four lanes on new alignment
2007 [a]	Washington	Widening	STH 60	USH 41 to CTH P	Widen from two to four traffic lanes
2007			CTH Y	CTH Q to USH 41/45	Widen from two to four traffic lanes
2007			Decorah Road	7th Avenue to Indiana Avenue	Widen from two to four traffic lanes
2007			Main Street	Decorah Street to Walnut Street	Widen from two to four traffic lanes
2007 [a]			STH 33	East Branch of the Rock River to USH 41	Widen from two to four traffic lanes
2007 [a]		Expansion	STH 33	Trenton Road to Oak Road	Construct four lanes on new alignment
2007			STH 83	CTH E to Monroe Avenue	Construct two lanes on new alignment
2007			STH 83	Monroe Avenue to Lincoln Avenue	Construct two lanes on new alignment
2007			Arthur Road extension	CTH N to Arthur Road	Construct two lanes on new alignment
2007			Monroe Avenue extension	Monroe Avenue to Pond Road	Construct two lanes on new alignment
2007			N. River Road extension	N. River Road to STH 144	Construct two lanes on new alignment
2007			18th Avenue extension	Jefferson Street to CTH D	Construct two lanes on new alignment
2007 [a]	Waukesha	Widening	STH 83	IH 94 to USH 18	Widen from two to four traffic lanes
2007			STH 164	City of Waukesha north corporate limit to IH 94	Widen from four to six traffic lanes
2007			STH 164	Jay Lane to Washington County line	Widen from two to four traffic lanes
2007			STH 190	CTH Y to Brookfield Road	Widen from four to six traffic lanes
2007			CTH D	Moorland Road to Milwaukee County line	Widen from two to four traffic lanes
2007			CTH L	CTH Y to CTH O	Widen from two to four traffic lanes
2007 [a]			CTH Q	Colgate Road to STH 175	Widen from two to four traffic lanes
2007			CTH X	CTH H to STH 59	Widen from two to four traffic lanes
2007 [a]			CTH X	STH 59 to Moreland Boulevard	Widen from two to four traffic lanes
2007 [a]			CTH Y	CTH L to IH 43	Widen from two to four traffic lanes
2007			CTH Y	USH 18 to North Avenue	Widen from two to four traffic lanes
2007			CTH TT	MacArthur Road to USH 18	Widen from two to four traffic lanes
2007 [a]			CTH VV	CTH Y to Bette Drive	Widen from two to four traffic lanes
2007			Calhoun Road	IH 94 to USH 18	Widen from two to four traffic lanes
2007			Calhoun Road	USH 18 to Gebhardt Road	Widen from two to four traffic lanes
2007 [a]			Calhoun Road	CTH D to STH 59	Widen from two to four traffic lanes
2007			North Avenue	Barker Road to 147th Street	Widen from two to four traffic lanes
2007		Expansion	IH 94	CTH P	Construct new interchange
2007 [a]			STH 16/STH 67 bypass	Wisconsin Avenue to Jefferson County line	Construct four lanes on new alignment
2007			Lake Drive extension	Lapham Street to STH 67	Construct two lanes on new alignment
2007			Valley Road	STH 67 to CTH P	Construct two lanes on new alignment
2010	Kenosha	Widening	STH 32	128th Street to CTH T	Widen from two to four traffic lanes
2010			STH 83	128th Street to STH 50	Widen from two to four traffic lanes
2010			STH 158	104th Avenue to STH 31	Widen from two to four traffic lanes
2010			STH 165	STH 31 to STH 32	Widen from two to four traffic lanes
2010			CTH E	STH 31 to STH 32	Widen from two to four traffic lanes
2010			CTH S	IH 94 to STH 31	Widen from two to four traffic lanes
2010		Expansion	CTH F extension	CTH O to 89th Street	Construct two lanes on new alignment
2010			39th Avenue extension	24th Street to 18th Street	Construct two lanes on new alignment
2010	Milwaukee	Widening	STH 38	County Line Road to Oakwood Road	Widen from two to four traffic lanes
2010			Morgan Avenue	Forest Home Avenue to 43rd Street	Widen from two to four traffic lanes
2010			Pennsylvania Avenue	Drexel Avenue to College Avenue	Widen from two to four traffic lanes
2010			124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes
2010	Ozaukee	Widening	STH 33	Washington County line to Progress Drive	Widen from two to four traffic lanes
2010			STH 57	Milwaukee County line to STH 167	Widen from two to four traffic lanes
2010			STH 60	Washington County line to STH 181	Widen from two to four traffic lanes
2010			STH 60	STH 181 to Wisconsin Avenue	Widen from two to four traffic lanes
2010			STH 167	Washington County line to Wauwatosa Road	Widen from two to four traffic lanes
2010			Wauwatosa Road (STH 181)	CTH C to STH 60	Widen from two to four traffic lanes
2010		Expansion	IH 43	Highland Road	Construct new interchange
2010			Cold Springs Road	CTH O to STH 33	Construct two lanes on new alignment
2010			Maple Road extension	Cedar Creek Road to Rose Street in the Village of Grafton north corporate limits	Construct two lanes on new alignment
2010	Racine	Widening	STH 20	IH 94/USH 41 to Oakes Road	Widen from four to six traffic lanes
2010			STH 38	Milwaukee County to CTH K	Widen from two to four traffic lanes
2010			CTH C	CTH V to Airline Road	Widen from two to four traffic lanes
2010			CTH C	Airline Road to Sunnyslope Road	Widen from two to four traffic lanes
2010			CTH K	IH 94 to CTH H	Widen from two to four traffic lanes
2010			CTH K	CTH H to Union Pacific Railway	Widen from two to four traffic lanes

Table 11 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2010	Racine	Expansion	Five Mile Road extension	STH 32 to Erie Street	Construct two lanes on new alignment
2010			Oakes Road extension	21st Street to 16th Street	Construct two lanes on new alignment
2010			Oakes Road extension	STH 11 to 21st Street	Construct two lanes on new alignment
2010			21st Street extension	STH 31 to Oakes Road	Construct two lanes on new alignment
2010			90th Street extension	STH 20 to CTH C	Construct two lanes on new alignment
2010	Walworth	Widening	STH 11	CTH O to 7th Street	Widen from two to four traffic lanes
2010			USH 14	CTH O to proposed STH 67 bypass	Widen from two to four traffic lanes
2010			USH 14	Rock County line to CTH O	Widen from two to four traffic lanes
2010			STH 50	STH 11 to Wisconsin Street	Widen from two to four traffic lanes
2010			STH 50	IH 43 to STH 67	Widen from two to four traffic lanes
2010			STH 67	IH 43 to the proposed STH 67 bypass at STH 50	Widen from two to four traffic lanes
2010			STH 89	Willis Ray Road to Whitewater Street	Widen from two to four traffic lanes
2010		Expansion	Main Street extension	Frontage Road to Rock County line	Construct two lanes on new alignment
2010			New facility	CTH H east to STH 11	Construct two lanes on new alignment
2010	Washington	Widening	STH 33	Oak Road to Ozaukee County line	Widen from two to four traffic lanes
2010			STH 33	USH 41 to CTH Z	Widen from two to four traffic lanes
2010			STH 60	Wilshire Drive to Ozaukee County line	Widen from two to four traffic lanes
2010			STH 167	Pilgrim Road to Ozaukee County line	Widen from two to four traffic lanes
2010		Expansion	Division Road extension	STH 167 to Freistadt Road	Construct two lanes on new alignment
2010			Jefferson Street extension	Trenton Road to N. River Road	Construct two lanes on new alignment
2010			Maple Road Extension	CTH Q to STH 175	Construct two lanes on new alignment
2010			Pioneer Road extension	CTH J to CTH CC	Construct two lanes on new alignment
2010			Taylor Road extension	Pond Road to STH 60	Construct two lanes on new alignment
2010			Trenton Road extension	STH 33 to Maple Road	Construct two lanes on new alignment
2010	Waukesha	Widening	STH 59	STH 83 to St. Paul Avenue	Widen from two to four traffic lanes
2010			STH 67	CTH B to IH 94	Widen from four to six traffic lanes
2010			STH 83	CTH NN to STH 59	Widen from two to four traffic lanes
2010			STH 190	STH 164 to CTH Y	Widen from four to six traffic lanes
2010			CTH D	STH 59/STH 164 to Moorland Road	Widen from two to four traffic lanes
2010			CTH K	CTH Y to Calhoun Road	Widen from two to four traffic lanes
2010			CTH T	Golf Road to CTH SS	Widen from two to four traffic lanes
2010[a]			CTH Y	IH 43 to Coffee Road	Widen from two to four traffic lanes
2010			CTH Y	STH 59/STH 164 to Coffee Road	Widen from two to four traffic lanes
2010			CTH VV	STH 164 to CTH Y	Widen from two to four traffic lanes
2010			Calhoun Road	STH 59 to IH 94	Widen from two to four traffic lanes
2010			Grandview Boulevard	USH 18 to Northview Road	Widen from two to four traffic lanes
2010			Hampton Road	Lisbon Road to 132nd Street	Widen from two to four traffic lanes
2010			Lisbon Road	Calhoun Road to Hampton Road	Widen from two to four traffic lanes
2010[a]			Meadowbrook Road	Northview Road to IH 94	Widen from two to four traffic lanes
2010			Moorland Road	CTH L to IH 43	Widen from two to four traffic lanes
2010			North Avenue	Lilly Road to 124th Street	Widen from two to four traffic lanes
2010			Old Orchard Road	W. Brown Deer Road to Washington County line	Widen from two to four traffic lanes
2010			Pilgrim Road	North Avenue to Lisbon Road	Widen from two to four traffic lanes
2010			Pilgrim Road	USH 18 to North Avenue	Widen from two to four traffic lanes
2010			Racine Avenue	Downing Drive to STH 59/STH 164	Widen from two to four traffic lanes
2010			Waukesha west bypass	Northview Road to USH 18	Widen from two to four traffic lanes
2010		Expansion	IH 94	Calhoun Road	Construct new interchange
2010	Waukesha	Expansion	CTH KE realignment	CTH K to a point about 800 feet north	Construct two lanes on new alignment
2010			Moorland Road extension	Woods Road to CTH L	Construct two lanes on new alignment
2010			Oconomowoc Parkway	CTH Z to STH 67	Construct two lanes on new alignment
2010			124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes
2020	Kenosha	Widening	Roosevelt Road	39th Avenue to 63rd Street	Widen from two to four traffic lanes
2020			22nd Avenue	CTH E to CTH KR	Widen from two to four traffic lanes
2020		Expansion	CTH Q	184th Street extended to 168th Street	Construct two lanes on new alignment
2020	Milwaukee	Widening	IH 43	Bender Road to Ozaukee County line	Widen from four to six traffic lanes
2020			STH 100	IH 43 to STH 24	Widen from six to eight traffic lanes
2020			CTH ZZ	STH 36 to USH 41	Widen from two to four traffic lanes
2020			Pennsylvania Avenue	STH 100 to Drexel Avenue	Widen from two to four traffic lanes
2020		Expansion	15th Avenue extension	STH 100 to Elm Road	Construct two lanes on new alignment
2020	Ozaukee	Widening	IH 43	Milwaukee County line to Highland Rd	Widen from four to six traffic lanes
2020		Expansion	Granville Road	Highland Road to Freistadt Road	Construct two lanes on new alignment
2020			River Road extension	Bonniwell Road to Highland Road	Construct two lanes on new alignment
2020			River Road extension	Freistadt Road to Grace Avenue	Construct two lanes on new alignment
2020			Walters Street extension	CTH LL to Grant Street	Construct two lanes on new alignment
2020	Racine	Widening	STH 11	71st Street in the Village of Union Grove to IH 94	Widen from two to four traffic lanes
2020			STH 20	USH 45 to a point 0.73 mile west of CTH C	Widen from two to four traffic lanes
2020			STH 31	Four Mile Road to STH 32	Widen from two to four traffic lanes
2020		Expansion	CTH K extension	Britton Road to 108th Street	Construct two lanes on new alignment
2020	Walworth	Widening	STH 50	Pearson Drive to Madison Street	Widen from two to four traffic lanes

Table 11 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2020	Walworth	Widening	STH 120	STH 36 to USH 12	Widen from two to four traffic lanes
2020	(continued)	Expansion	IH 43	CTH O	Construct new interchange
2020			USH 12 freeway[c]	Howard Road to Elkhorn	Construct four lanes on new alignment
2020			USH 12 freeway	CTH H to McHenry County line	Construct four lanes on new alignment
2020			STH 67 bypass (Walworth, Fontana, and Williams Bay)	Existing STH 67 at Village of Walworth south corporate limits to existing STH 67 at STH 50	Construct four lanes generally on new alignment
2020			CTH P realignment	Territorial Road to CTH A	Construct two lanes on new alignment
2020			Willow Road extension	West Side Road to CTH H	Construct two lanes on new alignment
2020			New facility	STH 67 west to STH 11	Construct two lanes on new alignment
2020			New facility	STH 11 north to CTH H	Construct two lanes on new alignment
2020	Washington	Widening	STH 164	CTH Q to STH 175	Widen from two to four traffic lanes
2020		Expansion	USH 45 Relocation	Sandy Ridge Road to CTH V	Construct two lanes on new alignment
2020			Kettleview Road extension	CTH H to STH 28	Construct two lanes on new alignment
2020			Kettleview Road extension	STH 33 to Schuster Drive	Construct two lanes on new alignment
2020			Schuster Drive extension	Schuster Drive to Beaver Dam Rd	Construct two lanes on new alignment
2020			Wacker Drive extension	STH 60 to Lee Road	Construct two lanes on new alignment
2020	Waukesha	Widening	USH 18	STH 83 to CTH TT	Widen from two to four traffic lanes
2020			STH 67	IH 94 to USH 18	Widen from two to four traffic lanes
2020			CTH Y	STH 74 to CTH Q	Widen from two to four traffic lanes
2020			CTH Y	CTH K to STH 74	Widen from two to four traffic lanes
2020			CTH Y	North Avenue to STH 190	Widen from two to four traffic lanes
2020			Calhoun Road	CTH ES to CTH D	Widen from two to four traffic lanes
2020			Calhoun Road	North Avenue to STH 190	Widen from two to four traffic lanes
2020			Johnson Road	Coffee Road to Lincoln Avenue	Widen from two to four traffic lanes
2020			Johnson Road	A point about 2,000 feet south of STH 59 to STH 59	Widen from two to four traffic lanes
2020		Expansion	STH 83	STH 16 to Thompson Lane	Construct two lanes on new alignment
2020			STH 83	Kilbourne Road to CTH CW	Construct two lanes on new alignment
2020			CTH Y extension	STH 190 to CTH K	Construct four lanes on new alignment
2020			Johnson Road extension	A point about 2,000 feet south of STH 59 to Lincoln Avenue	Construct four lanes on new alignment
2020			Johnson Road extension	Coffee Road to CTH Y	Construct four lanes on new alignment
2020			Oconomowoc Parkway	STH 16 to CTH Z	Construct two lanes on new alignment
2020			Sunnyslope Road extension	CTH HH to CTH L	Construct two lanes on new alignment
2020			Waukesha west bypass	CTH X to Macarthur Road	Construct four lanes on new alignment
2020			124th Street extension	Watertown Plank Road to STH 59	Construct two lanes on new alignment

[a] *Transportation improvement project is included in the amended 2002-2004 Transportation Improvement Program.*

[b] *The initial segment of the USH 12 freeway between the City of Whitewater and the City of Elkhorn is anticipated to be the segment bypassing the City of Whitewater from existing USH 12 at approximately Howard Road southeast of the City to existing USH 12 at approximately Cold Spring Road northwest of the City. Initially, only two travel lanes are anticipated to be constructed and are anticipated to be open to traffic by the year 2007.*

[c] *Initial two lanes of four lane freeway proposed to be constructed and open to traffic by the year 2020.*

[d] *Project includes removal of Park East Freeway west of existing terminus at Jefferson Street; construction of new terminus west of Milwaukee River; and construction of connecting 4/6 lane arterial to intersection of E. Knapp Street and N. Water Street, including new E. Knapp Street bridge over the Milwaukee River.*

Source: SEWRPC.

Table 12 presents for the years 2005, 2007, 2010, 2020, and 2025 forecast volatile organic compound emissions from the transportation system within the six county severe ozone nonattainment area under the regional transportation plan and year 2002-2004 transportation improvement program, and compares those forecast emissions to the year 2005 and 2007 transportation system emissions budgets in the State Implementation Plan for the Air Quality. In all cases, the transportation plan and program forecast emissions are less than the emissions budgets in the State Implementation Plan; thus, this conformity criteria is fully met by the regional transportation plan and 2002-2004 transportation improvement program. Table 12 also presents year 2005, 2007, 2010, 2020, and 2025 forecast volatile organic compound and nitrogen oxide emissions from the transportation system within Walworth County under the regional transportation system plan and 2002-2004 amended transportation improvement program and compares those forecast emissions to the year 2007 transportation system emission budgets in the State Implementation Plan for Air Quality. In all cases, the transportation plan and program forecast emissions are less than the emissions budgets in the State Implementation Plan; thus, this conformity criteria is fully met by the regional transportation plan with design year extended to 2025 and 2002-2004 transportation improvement program.

As described earlier in this report, the year 2002-2004 amended transportation improvement program is consistent with the regional transportation system plan and the plan's implementation schedule. All year 2002-2004 transportation improvement program projects, that is, projects with air quality impacts, are included in the plan. Also, the year 2002-2004 transportation improvement program includes all projects essential to implement the regional transportation plan on schedule. The satisfaction of these two tests have been demonstrated in Tables 10 and 11.

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Table 12

COMPARISON OF FORECAST FUTURE AIR POLLUTANT EMISSIONS FROM THE TRANSPORTATION SYSTEM OF SOUTHEASTERN WISCONSIN UNDER THE REGIONAL TRANSPORTATION SYSTEM PLAN AND YEAR 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO THE AIR POLLUTANT TRANSPORTATION SYSTEM EMISSION BUDGETS UNDER THE STATE IMPLEMENTATION PLAN FOR AIR QUALITY (SIP)

	Six County Area[a]		Walworth County	
Forecast Year	Volatile Organic Compounds[b,c] (Tons per Hot Summer Weekday) SIP Budget (36.7 tons - 2005 32.2 tons - 2007) Year 2025 Plan and 2002-2004 TIP Emissions Forecast	Nitrogen Oxides[b,c] (Tons per Hot Summer Weekday) SIP Budget (84.1 tons - 2005 71.4 tons - 2007) Year 2025 Plan and 2002-2004 TIP Emissions Forecast	Volatile Organic Compounds[b] (Tons per Hot Summer Weekday) SIP Budget (5.39 tons – 2007) Year 2025 Plan and 2002-2004 TIP Emissions Forecast	Nitrogen Oxides[b] (Tons per Hot Summer Weekday) SIP Budget (7.20 tons - 2007) Year 2025 Plan and 2002-2004 TIP Emissions Forecast
2005	34.94	81.01	3.43	6.44
2007	29.03	67.46	2.91	5.42
2010	21.35	50.03	2.22	4.16
2020	11.48	16.05	1.34	1.66
2025	10.84	12.71	1.30	1.42

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

[b] *The emissions forecasts under the plan are pursuant to Federal regulations to also assume implementation of the 2002-2004 transportation improvement program, which has been prepared to continue implementation of the plan. Since the plan and program are entirely consistent with respect to "non-exempt" projects, or projects of air quality impact, including highway and transit capacity improvement and expansion, the emissions forecast attendant to the plan are basically the same as the plan and program combined.*

[c] *Estimated 1990 emissions are 145.6 tons of volatile organic compounds and 128.2 tons of nitrogen oxides. Estimated 1999 emissions are 56.4 tons of volatile organic compounds and 110.0 tons of nitrogen oxides.*

Source: Wisconsin Department of Natural Resources and SEWRPC.

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APPENDICES

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Appendix A

CONFORMITY ANALYSIS OF THE REGIONAL TRANSPORTATION PLAN
AND YEAR 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM

- Years for Analysis [Years For Which Projection of Emissions Will Be Made For The Regional Transportation Improvement Program (TIP)/Transportation Plan (RTP)]
    - Proposed years are 2005, 2007, 2010, 2020, and 2025. Emission projections will be based on official SEWRPC intermediate demographic and economic growth forecasts. Year 2025 forecasts will be an extension of current year 2020 forecasts.

- Emission Budget Tests for Conformity
    - Six county area
        - Volatile Organic Compounds (VOC)-State Implementation Plan (SIP) budget per hot summer weekday is 36.7 tons for 2005, and 32.2 tons for 2007.
        - Nitrogen Oxides (NO_X) - State Implementation Plan (SIP) budget per hot summer weekday is 84.1 tons for 2005, and 71.4 tons for 2007.
        - Budget Test-2005 TIP/RTP VOC and NO_X emission forecasts must not exceed the above year 2005 VOC and NO_X budgets, and 2007, 2010, 2020, and 2025 TIP/RTP VOC and NO_X emission forecasts must not exceed the 2007 VOC and NO_X Budgets.

    - Walworth County
        - Year 2007 SIP budgets are 5.39 tons of VOC and 7.20 tons of NO_X per hot summer weekday
        - Budget test - 2007, 2010, 2020, and 2025 TIP/RTP emission forecasts must not exceed the above 2007 budgets.

    - Build-No Build Tests
        - Six county area
            - No test.
        - Walworth county
            - No test

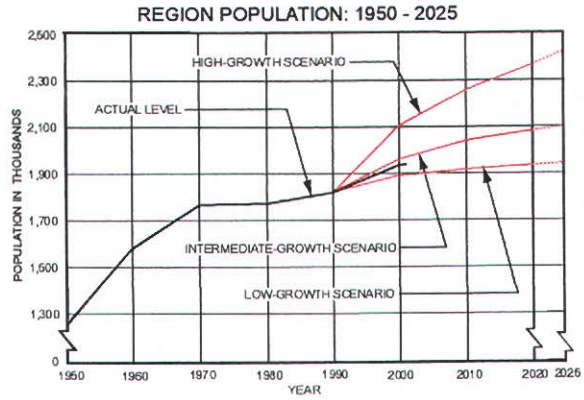
- The conformity analysis will include an updated comparison of the vehicle-miles of travel (VMT) projections in the SIP to current estimates of VMT through 2001 in Southeastern Wisconsin prepared by WisDOT and based on actual traffic counts (HPMS universe counts).

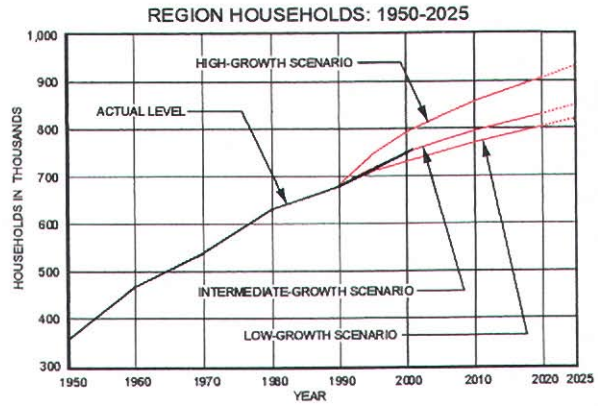
- Emission model will be MOBILE6 with recently updated vehicle fleet composition and age projections prepared by the Wisconsin Department of Natural Resources. Emission factors will be provided by WisDNR for years 2005, 2007, 2010, 2020, and 2025. The conformity analysis report will also include an appendix which will present emission forecasts under the previous USEPA emission model, MOBILE5A.

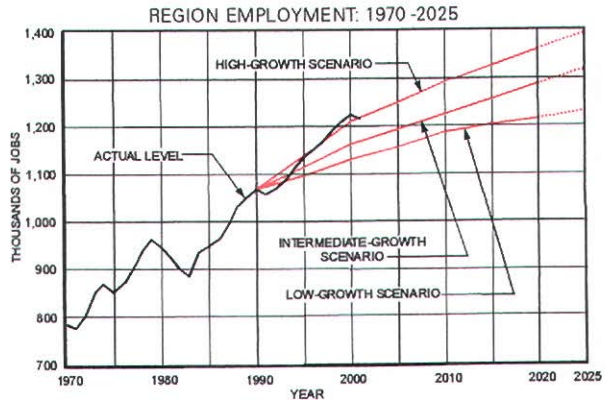
- An appendix to the conformity analysis and determination report will be a validation of the Commission travel simulation models to year 1995 traffic counts. Validation to the year 2000 will occur in late 2003 with review, refinement, and recalibration of models in 2004.

Figure 1

ACTUAL AND PROJECTED REGIONAL AND COUNTY POPULATION, HOUSEHOLD, AND EMPLOYMENT LEVELS: 1950-2025







Discussion

Year 2025 forecasts will be an extension of current year 2020 forecasts. Estimates of population and households have been closely following forecasts. Estimates of employment have exceeded forecasts due to unprecedented 15 years of economic growth without any significant reversal. However, economic downturn of recent years may be expected to bring employment estimates more in line with intermediate growth forecast in the long term, and employment growth over next 20 years may be expected to be slower due to labor force requirements to be met almost entirely by in-migration rather than growth from existing Region population through increased female labor force participation or movement of population into ages of labor force. The Commission staff anticipates a major review of these forecasts to be initiated in 2003 and preparation of new population, household, and employment forecasts, which will be used for transportation system planning by late 2004.

Source: SEWRPC

Appendix B

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

Table B-1: The TIP for the Milwaukee Transportation Management Area

Table B-2: The TIP for the Kenosha County, Racine County, And Walworth County Transportation Management Area.

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

An explanation of the abbreviations used in the Appendix follows:

Source of Funds (federal and state fund codes)

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

Project No.

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

Project Description

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

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

Project Type

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

G29 Approval	Review of a project under Gubernatorial Executive Order No. 29, which replaces the previous A-95 review process.
P	Review of the project could not be conducted at this time due to a lack of complete information, and the approval is pending a more detailed project description.
A	Review of the project has been completed, and the project is approved.

Cost

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

Air Quality Status

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

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	1	INTELLIGENT TRANSPORTATION SYSTEM FOR SOUTHEASTERN WISCONSIN	HP	PE	500.0	500.0	500.0	1,500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,000.0	1,000.0	1,000.0	3,000.0		
				CONST	2,000.0	2,000.0	2,000.0	6,000.0	FED	4,000.0	4,000.0	4,000.0	12,000.0		
				OTHER	2,500.0	2,500.0	2,500.0	7,500.0	STP-O						
	(1)			TOTAL	5,000.0	5,000.0	5,000.0	15,000.0	TOTAL	5,000.0	5,000.0	5,000.0	15,000.0		
	2	INTELLIGENT TRANSPORTATION SYSTEM: TEA 21 EARMARK ADMINISTRATION AND TECHNICAL SUPPORT	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	120.0	0.0	120.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	480.0	0.0	480.0		
				OTHER	0.0	600.0	0.0	600.0	STP-O						
	(2)			TOTAL	0.0	600.0	0.0	600.0	TOTAL	0.0	600.0	0.0	600.0		
	3	INTELLIGENT TRANSPORTATION SYSTEM: GARY CHICAGO MILWAUKEE CORRIDOR PROGRAM SUPPORT IN WISCONSIN DEPARTMENT OF TRANSPORTATION DISTRICT 2	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	30.0	0.0	0.0	30.0		
				CONST	0.0	0.0	0.0	0.0	FED	120.0	0.0	0.0	120.0		
				OTHER	150.0	0.0	0.0	150.0	STP-O						
	(3)			TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		
	4	INTELLIGENT TRANSPORTATION SYSTEM: OVERHEIGHT DETECTION AND WARNING SYSTEM	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	20.0	0.0	0.0	20.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0		
				OTHER	100.0	0.0	0.0	100.0	STP-O						
	(4)			TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	5	INTELLIGENT TRANSPORTATION SYSTEM: SPECIAL EVENTS DATABASE AND PRE-TRIP ADVANCED TRAVELER INFORMATION SYSTEM DESIGN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	40.0	0.0	0.0	40.0		
				CONST	0.0	0.0	0.0	0.0	FED	160.0	0.0	0.0	160.0		
				OTHER	200.0	0.0	0.0	200.0	STP-O						
	(5)			TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	6	INTELLIGENT TRANSPORTATION SYSTEM: SPECIAL EVENTS DATABASE AND PRE-TRIP ADVANCED TRAVELER INFORMATION SYSTEM DEPLOYMENT	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	100.0	0.0	100.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	400.0	0.0	400.0		
				OTHER	0.0	500.0	0.0	500.0	STP-O						
	(6)			TOTAL	0.0	500.0	0.0	500.0	TOTAL	0.0	500.0	0.0	500.0		
	7	INTELLIGENT TRANSPORTATION SYSTEM: TRANSPORTATION AND EMERGENCY SERVICES COMMUNICATION NETWORK INTERCAD PHASE 3,4	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	0.0	0.0	200.0		
				CONST	0.0	0.0	0.0	0.0	FED	800.0	0.0	0.0	800.0		
				OTHER	1,000.0	0.0	0.0	1,000.0	STP-O						
	(7)			TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	8	INTELLIGENT TRANSPORTATION SYSTEM: FREEWAY CORRIDOR ADVANCED TRAFFIC MANAGEMENT SYSTEM MAINTENANCE AND INTEGRATION	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	400.0	0.0	0.0	400.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,600.0	0.0	0.0	1,600.0		
				OTHER	2,000.0	0.0	0.0	2,000.0	STP-O						
	(8)			TOTAL	2,000.0	0.0	0.0	2,000.0	TOTAL	2,000.0	0.0	0.0	2,000.0		
	9	INTELLIGENT TRANSPORTATION SYSTEM: FREEWAY CORRIDOR ADVANCED TRAFFIC MANAGEMENT SYSTEM MAINTENANCE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	400.0	0.0	400.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	1,600.0	0.0	1,600.0		
				OTHER	0.0	2,000.0	0.0	2,000.0	STP-O						
	(9)			TOTAL	0.0	2,000.0	0.0	2,000.0	TOTAL	0.0	2,000.0	0.0	2,000.0		
	10	INTELLIGENT TRANSPORTATION SYSTEM: FREEWAY CORRIDOR ADVANCED TRAFFIC MANAGEMENT SYSTEM MAINTENANCE AND INTEGRATION	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	400.0	400.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	1,600.0	1,600.0		
				OTHER	0.0	0.0	2,000.0	2,000.0	STP-O						
	(10)			TOTAL	0.0	0.0	2,000.0	2,000.0	TOTAL	0.0	0.0	2,000.0	2,000.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	11	INTELLIGENT TRANSPORTATION SYSTEM: TRANSPORTATION AND EMERGENCY SERVICES COMMUNICATION NETWORK BACKBONE FIXED PLANT DESIGN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	0.0	0.0	100.0		
				CONST	0.0	0.0	0.0	0.0	FED	400.0	0.0	0.0	400.0		
				OTHER	500.0	0.0	0.0	500.0	STP-O						
	(11)			TOTAL	500.0	0.0	0.0	500.0	TOTAL	500.0	0.0	0.0	500.0		
	12	INTELLIGENT TRANSPORTATION SYSTEM: TIME PROGRAM TECHNICAL SUPPORT 2003	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	120.0	0.0	120.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	480.0	0.0	480.0		
				OTHER	0.0	600.0	0.0	600.0	STP-O						
	(12)			TOTAL	0.0	600.0	0.0	600.0	TOTAL	0.0	600.0	0.0	600.0		
	13	INTELLIGENT TRANSPORTATION SYSTEM: TIME PROGRAM TECHNICAL SUPPORT 2004	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	60.0	60.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	240.0	240.0		
				OTHER	0.0	0.0	300.0	300.0	STP-O						
	(13)			TOTAL	0.0	0.0	300.0	300.0	TOTAL	0.0	0.0	300.0	300.0		
	14	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR SOFTWARE UPDATE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	200.0	200.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	800.0	800.0		
				OTHER	0.0	0.0	1,000.0	1,000.0	STP-O						
	(14)			TOTAL	0.0	0.0	1,000.0	1,000.0	TOTAL	0.0	0.0	1,000.0	1,000.0		
	15	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR SOFTWARE UPGRADE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	200.0	0.0	200.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	800.0	0.0	800.0		
				OTHER	0.0	1,000.0	0.0	1,000.0	STP-O						
	(15)			TOTAL	0.0	1,000.0	0.0	1,000.0	TOTAL	0.0	1,000.0	0.0	1,000.0		
	16	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR STAGE 6B CONSTRUCTION 2002	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,000.0	0.0	0.0	1,000.0		
				CONST	5,000.0	0.0	0.0	5,000.0	FED	4,000.0	0.0	0.0	4,000.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(16)			TOTAL	5,000.0	0.0	0.0	5,000.0	TOTAL	5,000.0	0.0	0.0	5,000.0		
	17	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR STAGE 6B CONSTRUCTION 2003	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	450.0	0.0	450.0		
				CONST	0.0	2,250.0	0.0	2,250.0	FED	0.0	1,800.0	0.0	1,800.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(17)			TOTAL	0.0	2,250.0	0.0	2,250.0	TOTAL	0.0	2,250.0	0.0	2,250.0		
	18	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR STAGE 6B CONSTRUCTION 2004	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	400.0	400.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	1,600.0	1,600.0		
				OTHER	0.0	0.0	2,000.0	2,000.0	STP-O						
	(18)			TOTAL	0.0	0.0	2,000.0	2,000.0	TOTAL	0.0	0.0	2,000.0	2,000.0		
	19	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR STAGE 6B MAINTENANCE 2003	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	25.0	0.0	25.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	100.0	0.0	100.0		
				OTHER	0.0	125.0	0.0	125.0	STP-O						
	(19)			TOTAL	0.0	125.0	0.0	125.0	TOTAL	0.0	125.0	0.0	125.0		
	20	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR STAGE 6B MAINTENANCE 2004	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	50.0	50.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	200.0	200.0		
				OTHER	0.0	0.0	250.0	250.0	STP-O						
	(20)			TOTAL	0.0	0.0	250.0	250.0	TOTAL	0.0	0.0	250.0	250.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	21	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR MARQUETTE INTERCHANGE DESIGN	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	200.0	0.0	0.0	200.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	800.0	0.0	0.0	800.0		
				OTHER	1,000.0	0.0	0.0	1,000.0	*STP-O*						
	(21)			*TOTAL*	1,000.0	0.0	0.0	1,000.0	*TOTAL*	1,000.0	0.0	0.0	1,000.0		
	22	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR MARQUETTE INTERCHANGE CONSTRUCTION 2003	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	200.0	0.0	200.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	800.0	0.0	800.0		
				OTHER	0.0	1,000.0	0.0	1,000.0	*STP-O*						
	(22)			*TOTAL*	0.0	1,000.0	0.0	1,000.0	*TOTAL*	0.0	1,000.0	0.0	1,000.0		
	23	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR MARQUETTE INTERCHANGE CONSTRUCTION 2004	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	400.0	400.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	1,600.0	1,600.0		
				OTHER	0.0	0.0	2,000.0	2,000.0	*STP-O*						
	(23)			*TOTAL*	0.0	0.0	2,000.0	2,000.0	*TOTAL*	0.0	0.0	2,000.0	2,000.0		
	24	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR IH 894/USH 45 AND IH 43/IH 894 DESIGN	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	200.0	200.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	800.0	800.0		
				OTHER	0.0	0.0	1,000.0	1,000.0	*STP-O*						
	(24)			*TOTAL*	0.0	0.0	1,000.0	1,000.0	*TOTAL*	0.0	0.0	1,000.0	1,000.0		
	25	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR IH 894/USH 45 DEPLOYMENT	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	600.0	600.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	2,400.0	2,400.0		
				OTHER	0.0	0.0	3,000.0	3,000.0	*STP-O*						
	(25)			*TOTAL*	0.0	0.0	3,000.0	3,000.0	*TOTAL*	0.0	0.0	3,000.0	3,000.0		
	26	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR IH 894/USH 45 MAINTENANCE	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	25.0	25.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	100.0	100.0		
				OTHER	0.0	0.0	125.0	125.0	*STP-O*						
	(26)			*TOTAL*	0.0	0.0	125.0	125.0	*TOTAL*	0.0	0.0	125.0	125.0		
	27	IMPLEMENTATION OF THE AREAWIDE FREEWAY MGMT. SYSTEM	HP	*PE*	1,802.0	0.0	0.0	1,802.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	1,151.9	457.4	0.0	1,609.3		
				CONST	5,495.0	4,573.8	0.0	10,068.8	*FED*	7,045.1	4,116.4	0.0	11,161.5		
				OTHER	900.0	0.0	0.0	900.0	*FAI(4R)*						
	(27)			*TOTAL*	8,197.0	4,573.8	0.0	12,770.8	*TOTAL*	8,197.0	4,573.8	0.0	12,770.8		
	28	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE INTERSTATE SYSTEM IN SOUTHEASTERN WISCONSIN	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	500.0	500.0	500.0	1,500.0		
				CONST	500.0	500.0	500.0	1,500.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(28)			*TOTAL*	500.0	500.0	500.0	1,500.0	*TOTAL*	500.0	500.0	500.0	1,500.0		
	29	EXPLORATION OF PUBLIC/ PRIVATE PARTNERSHIPS AS A POSSIBLE MEANS OF DEVELOPING INTELLIGENT TRANSPORTATION SYSTEMS IN WISCONSIN	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	40.0	0.0	0.0	40.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	160.0	0.0	0.0	160.0		
				OTHER	200.0	0.0	0.0	200.0	*GCM*						
	(29)			*TOTAL*	200.0	0.0	0.0	200.0	*TOTAL*	200.0	0.0	0.0	200.0		
	30	PAVEMENT MARKING FOR VARIOUS STH AND USH IN SOUTHEASTERN WISCONSIN	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	250.0	250.0	250.0	750.0		
				CONST	250.0	250.0	250.0	750.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(30)			*TOTAL*	250.0	250.0	250.0	750.0	*TOTAL*	250.0	250.0	250.0	750.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	31 (31)	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE STH SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	200.0	200.0	600.0		
				CONST	200.0	200.0	200.0	600.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	200.0	200.0	200.0	600.0	TOTAL	200.0	200.0	200.0	600.0		
	32 (32)	TECHNICAL & PLANNING SUPPORT FOR INTELLIGENT TRANSPORTATION SYSTEM DEVELOPMENT	HP	PE	625.0	625.0	0.0	1,250.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	625.0	625.0	0.0	1,250.0		
				OTHER	0.0	0.0	0.0	0.0	GCM						
				TOTAL	625.0	625.0	0.0	1,250.0	TOTAL	625.0	625.0	0.0	1,250.0		
	33 (33)	BRIDGE REHABILITATION VARIOUS LOCATIONS ON STH IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	200.0	200.0	600.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	FED	800.0	800.0	800.0	2,400.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	1,000.0	1,000.0	1,000.0	3,000.0	TOTAL	1,000.0	1,000.0	1,000.0	3,000.0		
	34 (34)	BRIDGE REHABILITATION VARIOUS LOCATIONS WITHIN SOUTHEASTERN WISCONSIN INTERSTATE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	100.0	100.0	300.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	FED	900.0	900.0	900.0	2,700.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	1,000.0	1,000.0	1,000.0	3,000.0	TOTAL	1,000.0	1,000.0	1,000.0	3,000.0		
	35 (35)	INSPECTION OF VARIOUS BRIDGES IN MILWAUKEE, WAUKESHA, KENOSHA, RACINE, WALWORTH, AND WASHINGTON COUNTIES	HP	PE	1,000.0	1,000.0	1,000.0	3,000.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	200.0	200.0	600.0		
				CONST	0.0	0.0	0.0	0.0	FED	800.0	800.0	800.0	2,400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,000.0	1,000.0	1,000.0	3,000.0	TOTAL	1,000.0	1,000.0	1,000.0	3,000.0		
	36 (36)	LIGHTING REHABILITATION AT VARIOUS LOCATIONS ON THE STH SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	100.0	100.0	300.0		
				CONST	500.0	500.0	500.0	1,500.0	FED	400.0	400.0	400.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	500.0	500.0	500.0	1,500.0	TOTAL	500.0	500.0	500.0	1,500.0		
	37 (37)	MAINTENANCE PROJECTS-- REPAIR-- AT VARIOUS LOCATIONS ON THE INTERSTATE HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,000.0	1,000.0	1,000.0	3,000.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	1,000.0	1,000.0	1,000.0	3,000.0	TOTAL	1,000.0	1,000.0	1,000.0	3,000.0		
	38 (38)	MAINTENANCE PROJECTS-- REPAIR-- AT VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	500.0	500.0	500.0	1,500.0		
				CONST	500.0	500.0	500.0	1,500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	500.0	500.0	1,500.0	TOTAL	500.0	500.0	500.0	1,500.0		
	39 (39)	REPAIR OR REPLACEMENT OF SIGN BRIDGES ON MILWAUKEE COUNTY FREEWAYS	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	250.0	250.0	250.0	750.0		
				CONST	250.0	250.0	250.0	750.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	250.0	250.0	250.0	750.0	TOTAL	250.0	250.0	250.0	750.0		
	40 (40)	INSTALL TRAFFIC SIGNALS AND RECONFIGURE INTERSECTIONS ON STATE TRUNK HIGHWAYS IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	500.0	500.0	500.0	1,500.0		
				CONST	500.0	500.0	500.0	1,500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	500.0	500.0	1,500.0	TOTAL	500.0	500.0	500.0	1,500.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	41	TRAFFIC OPERATIONS CENTER (MONITOR) OPERATION AND MAINTENANCE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	220.0	298.5	298.5	817.0		
				CONST	0.0	0.0	0.0	0.0	FED	880.0	1,194.0	1,194.0	3,268.0		
				OTHER	1,100.0	1,492.5	1,492.5	4,085.0	STP-O						
	(41)			TOTAL	1,100.0	1,492.5	1,492.5	4,085.0	TOTAL	1,100.0	1,492.5	1,492.5	4,085.0		
	42	INTEGRATION OF MILW AREA FWY TRAFFIC MGT SYSTEM WITH OTHER ELEMENTS OF THE GARY- CHICAGO-MILWAUKEE FWY MGT SYSTEM (GCM FUNDED)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	38.0	20.2	0.0	58.2		
				CONST	0.0	0.0	0.0	0.0	FED	151.0	81.0	0.0	232.0		
				OTHER	189.0	101.2	0.0	290.2	GCM						
	(42)			TOTAL	189.0	101.2	0.0	290.2	TOTAL	189.0	101.2	0.0	290.2		
	43	STAFFING OF A POSITION TO ACT AS FACILITATOR, LIASION, & TRAINER IN JOINT WISDOT/ MILW CO SHERIFF IMPLEMENTATION OF FWY TRAFF MGT SYST	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	15.0	15.0	0.0	30.0		
				CONST	0.0	0.0	0.0	0.0	FED	60.0	60.0	0.0	120.0		
				OTHER	75.0	75.0	0.0	150.0	GCM						
	(43)			TOTAL	75.0	75.0	0.0	150.0	TOTAL	75.0	75.0	0.0	150.0		
	44	MULTIMODAL TRAVELLER INFORMATION SYSTEM IN GARY-CHICAGO-MILWAUKEE FREEWAY CORRIDOR	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	75.0	0.0	0.0	75.0		
				CONST	0.0	0.0	0.0	0.0	FED	375.0	0.0	0.0	375.0		
				OTHER	450.0	0.0	0.0	450.0	GCM						
	(44)			TOTAL	450.0	0.0	0.0	450.0	TOTAL	450.0	0.0	0.0	450.0		
	45	SUPPORT OF SEWRPC TRANSPORTATION PLANNING PROGRAM	HP	PE	0.0	0.0	0.0	0.0	LOCAL	57.8	57.8	72.3	187.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	42.2	42.2	52.7	137.1		
				CONST	0.0	0.0	0.0	0.0	FED	400.0	400.0	500.0	1,300.0		
				OTHER	500.0	500.0	625.0	1,625.0	STP-M						
	(45)			TOTAL	500.0	500.0	625.0	1,625.0	TOTAL	500.0	500.0	625.0	1,625.0		
	46	CONTINUING REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE SEWRPC	HP	PE	0.0	0.0	0.0	0.0	LOCAL	353.4	353.4	353.4	1,060.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	253.4	253.4	253.4	760.2		
				CONST	0.0	0.0	0.0	0.0	FED	2,427.3	2,427.3	2,427.3	7,281.9		
				OTHER	3,034.1	3,034.1	3,034.1	9,102.3	COMB						
	(46)			TOTAL	3,034.1	3,034.1	3,034.1	9,102.3	TOTAL	3,034.1	3,034.1	3,034.1	9,102.3		
	47	SEWRPC TRAVEL HABITS AND PATTERNS SURVEYS	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	120.0	0.0	0.0	120.0		
				CONST	0.0	0.0	0.0	0.0	FED	480.0	0.0	0.0	480.0		
				OTHER	600.0	0.0	0.0	600.0	STP-O						
	(47)			TOTAL	600.0	0.0	0.0	600.0	TOTAL	600.0	0.0	0.0	600.0		
	48	REGIONAL FREEWAY RECONSTRUCTION STUDY BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	20.0	0.0	0.0	20.0		
				CONST	0.0	0.0	0.0	0.0	FED	180.0	0.0	0.0	180.0		
				OTHER	200.0	0.0	0.0	200.0	IH-M						
	(48)			TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	49	SPECIAL TRAFFIC OPERATIONS ACTIVITIES; SIGN BRIDGES, ELECTRIC AND SIGNING MAINTENANCE - DISTRICT WIDE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,000.0	1,000.0	1,000.0	3,000.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(49)			TOTAL	1,000.0	1,000.0	1,000.0	3,000.0	TOTAL	1,000.0	1,000.0	1,000.0	3,000.0		
	50	TRAVEL DATA COLLECTION PROGRAM FOR ARTERIAL STREETS AND HIGHWAYS IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	485.0	0.0	0.0	485.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	485.0	0.0	0.0	485.0							
	(50)			TOTAL	485.0	0.0	0.0	485.0	TOTAL	485.0	0.0	0.0	485.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	51	ROUT AND SEAL VARIOUS FREEWAY ASPHALT SURFACES IN DISTRICT 2	HP	PE	25.0	25.0	25.0	75.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	72.5	72.5	72.5	217.5		
				CONST	700.0	700.0	700.0	2,100.0	FED	652.5	652.5	652.5	1,957.5		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
	(51)			TOTAL	725.0	725.0	725.0	2,175.0	TOTAL	725.0	725.0	725.0	2,175.0		
	52	PAVEMENT MAINTENANCE OF IH 43 AND IH 894-- ROUTING AND SEALING OF JOINTS FROM S. 20TH ST. TO NATIONAL AVE (8.63 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	68.0	68.0		
				CONST	0.0	0.0	680.0	680.0	FED	0.0	0.0	612.0	612.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
	(52)			TOTAL	0.0	0.0	680.0	680.0	TOTAL	0.0	0.0	680.0	680.0		
	53	RECONDITIONING OF IH 43/IH 94 FROM 13TH ST. TO NATIONAL AVE. IN THE CITY OF MILWAUKEE (4.58 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	2,147.0	0.0	0.0	2,147.0		
				CONST	21,470.0	0.0	0.0	21,470.0	FED	19,323.0	0.0	0.0	19,323.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
	(53)			TOTAL	21,470.0	0.0	0.0	21,470.0	TOTAL	21,470.0	0.0	0.0	21,470.0		
	54	RECONDITIONING OF IH 43 FROM NORTH AVENUE TO LEXINGTON BOULEVARD (3.80 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,720.0	0.0	0.0	1,720.0		
				CONST	17,200.0	0.0	0.0	17,200.0	FED	15,480.0	0.0	0.0	15,480.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
	(54)			TOTAL	17,200.0	0.0	0.0	17,200.0	TOTAL	17,200.0	0.0	0.0	17,200.0		
	55	RESURFACING OF IH 43 (ROCK FREEWAY) BETWEEN BELOIT ROAD AND HALE INTERCHANGE (3.80 MILES)	HP	PE	500.0	400.0	0.0	900.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	80.0	1,050.0	1,230.0		
				CONST	0.0	0.0	10,500.0	10,500.0	FED	400.0	320.0	9,450.0	10,170.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
	(853)			TOTAL	500.0	400.0	10,500.0	11,400.0	TOTAL	500.0	400.0	10,500.0	11,400.0		
	56	BRIDGE REPLACEMENT ON IH 43 (PORT WASHINGTON ROAD) OVER MILWAUKEE RIVER B-40-0969	HP	PE	190.0	0.0	0.0	190.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	19.0	172.2	0.0	191.2		
				CONST	0.0	1,722.0	0.0	1,722.0	FED	171.0	1,549.8	0.0	1,720.8		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
	(55)			TOTAL	190.0	1,722.0	0.0	1,912.0	TOTAL	190.0	1,722.0	0.0	1,912.0		
	57	RECONFIGURATION AND RECONSTRUCTION OF THE MARQUETTE INTERCHANGE AND APPROACHES ON IH-94, IH-43, AND IH-794 IN MILWAUKEE COUNTY	HP	PE	15,000.0	15,000.0	15,000.0	45,000.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	40,000.0	0.0	0.0	40,000.0	STATE	5,500.0	1,500.0	21,500.0	28,500.0		
				CONST	0.0	0.0	200,000.0	200,000.0	FED	49,500.0	13,500.0	193,500.0	256,500.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
	(56)			TOTAL	55,000.0	15,000.0	215,000.0	285,000.0	TOTAL	55,000.0	15,000.0	215,000.0	285,000.0		
	58	RECONDITIONING OF IH-894 FROM THE BELTON OVERPASS TO MITCHELL INTERCHANGE (8.6 MILES)	HP	PE	1,000.0	0.0	0.0	1,000.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	0.0	0.0	200.0		
				CONST	0.0	0.0	0.0	0.0	FED	800.0	0.0	0.0	800.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
	(57)			TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	59	RESURFACING OF IH-894 FROM THE BELTON OVERPASS TO MITCHELL INTERCHANGE (8.59 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	6,000.0	0.0	6,000.0		
				CONST	0.0	30,000.0	0.0	30,000.0	FED	0.0	24,000.0	0.0	24,000.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(58)			TOTAL	0.0	30,000.0	0.0	30,000.0	TOTAL	0.0	30,000.0	0.0	30,000.0		
	60	RESURFACING WITH OF BLUE MOUND RD. (USH 18) FROM 124TH ST. TO MAYFAIR RD. (STH 100) IN THE CITY OF WAUWATOSA (1.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	80.0	0.0	0.0	80.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	140.0	0.0	0.0	140.0		
				CONST	1,100.0	0.0	0.0	1,100.0	FED	880.0	0.0	0.0	880.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
	(59)			TOTAL	1,100.0	0.0	0.0	1,100.0	TOTAL	1,100.0	0.0	0.0	1,100.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	61	RECONDITIONING OF USH 18 FROM N. 66TH ST TO N. STORY PARKWAY	HP	*PE*	0.0	0.0	200.0	200.0	*LOCAL*	0.0	0.0	50.0	50.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	150.0	150.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(60)			*TOTAL*	0.0	0.0	200.0	200.0	*TOTAL*	0.0	0.0	200.0	200.0		
	62	RECONDITIONING OF USH 18 (STATE ST) FROM OLD WORLD 3RD ST. TO 17 TH ST. IN THE CITY OF MILWAUKEE (1.07 MILES)	HP	*PE*	0.0	55.0	0.0	55.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	13.0	0.0	13.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	42.0	0.0	42.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
	(61)			*TOTAL*	0.0	55.0	0.0	55.0	*TOTAL*	0.0	55.0	0.0	55.0		
	63	RECONSTRUCTION WITH NO ADDITIONAL LANES OF USH 18 (W. STATE ST) BRIDGE OVER MILWAUKEE RIVER IN THE CITY OF MILWAUKEE (0.09 MILES)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	655.8	655.8		
				CONST	0.0	0.0	3,279.0	3,279.0	*FED*	0.0	0.0	2,623.2	2,623.2		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
	(62)			*TOTAL*	0.0	0.0	3,279.0	3,279.0	*TOTAL*	0.0	0.0	3,279.0	3,279.0		
	64	RECONDITIONING OF STATE ST. (USH 18) FROM N. EDISON ST. TO PROSPECT AVE. IN THE CITY OF MILWAUKEE (0.44 MILES)	HP	*PE*	0.0	28.0	0.0	28.0	*LOCAL*	0.0	7.0	21.9	28.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	21.0	86.9	107.9		
				CONST	0.0	0.0	544.0	544.0	*FED*	0.0	0.0	435.2	435.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
	(63)			*TOTAL*	0.0	28.0	544.0	572.0	*TOTAL*	0.0	28.0	544.0	572.0		
	65	REPLACEMENT OF USH 41 RAMP TO THE VETERANS MEDICAL CENTER	HP	*PE*	20.0	100.0	0.0	120.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	100.0	0.0	0.0	100.0	*STATE*	120.0	100.0	0.0	220.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(64)			*TOTAL*	120.0	100.0	0.0	220.0	*TOTAL*	120.0	100.0	0.0	220.0		
	66	RESURFACING OF USH 41 FROM OKLAHOMA AVE. TO LINCOLN AVE. AND FOREST HOME AVE. FROM 31ST ST. TO 27TH ST. IN THE CITY OF MILWAUKEE (0.70 MILES)	HP	*PE*	200.0	0.0	0.0	200.0	*LOCAL*	0.0	0.0	326.4	326.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	40.0	0.0	183.6	223.6		
				CONST	0.0	0.0	2,550.0	2,550.0	*FED*	160.0	0.0	2,040.0	2,200.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
	(65)			*TOTAL*	200.0	0.0	2,550.0	2,750.0	*TOTAL*	200.0	0.0	2,550.0	2,750.0		
	67	RESURFACING OF W FOREST HOME AVE. (STH 24) FROM 42ND ST. TO 35TH ST. IN THE CITY OF MILWAUKEE (0.90 MILE)	HP	*PE*	100.0	0.0	0.0	100.0	*LOCAL*	25.0	0.0	92.2	117.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	30.8	30.8		
				CONST	0.0	0.0	615.0	615.0	*FED*	75.0	0.0	492.0	567.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
	(66)			*TOTAL*	100.0	0.0	615.0	715.0	*TOTAL*	100.0	0.0	615.0	715.0		
	68	REPLACEMENT OF CANADIAN PACIFIC RR. BRIDGE OVER S. KINNICKINNIC AVENUE (STH 32)	HP	*PE*	0.0	0.0	500.0	500.0	*LOCAL*	0.0	0.0	100.0	100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	400.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
	(67)			*TOTAL*	0.0	0.0	500.0	500.0	*TOTAL*	0.0	0.0	500.0	500.0		
	69	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM E. DEAN RD. TO UNION PACIFIC RR BRIDGE (0.80 MILE)	HP	*PE*	150.0	0.0	0.0	150.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	30.0	0.0	254.6	284.6		
				CONST	0.0	0.0	1,273.0	1,273.0	*FED*	120.0	0.0	1,018.4	1,138.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
	(68)			*TOTAL*	150.0	0.0	1,273.0	1,423.0	*TOTAL*	150.0	0.0	1,273.0	1,423.0		
	70	REPLACEMENT OF THE STH 38 (CHASE AVE.) BRIDGE OVER THE KINNICKINNIC RIVER IN THE CITY OF MILWAUKEE	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	263.8	0.0	0.0	263.8		
				CONST	1,319.0	0.0	0.0	1,319.0	*FED*	1,055.2	0.0	0.0	1,055.2		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
	(69)			*TOTAL*	1,319.0	0.0	0.0	1,319.0	*TOTAL*	1,319.0	0.0	0.0	1,319.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	71	RECONDITIONING OF STH 38 FROM S.CHASE AVE TO W. MAPLE ST	HP	PE	200.0	0.0	0.0	200.0	LOCAL	50.0	0.0	0.0	50.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	150.0	0.0	0.0	150.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(70)			TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	72	REHABILITATE N GREEN BAY AVE (STH 57) STRUCTURE OVER LINCOLN CREEK AND APPROACHES IN THE CITY OF MILWAUKEE (0.20 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	380.8	0.0	380.8		
				CONST	0.0	1,904.0	0.0	1,904.0	FED	0.0	1,523.2	0.0	1,523.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
	(71)			TOTAL	0.0	1,904.0	0.0	1,904.0	TOTAL	0.0	1,904.0	0.0	1,904.0		
	73	RECONDITIONING OF STH 57 FROM W. LAWN AVENUE TO W. SILVER SPRING DRIVE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	40.0	0.0	40.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	120.0	0.0	120.0		
				CONST	0.0	800.0	0.0	800.0	FED	0.0	640.0	0.0	640.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(72)			TOTAL	0.0	800.0	0.0	800.0	TOTAL	0.0	800.0	0.0	800.0		
	74	RESURFACING OF STH 57 FROM TEUTONIA AVE. TO GOOD HOPE RD. (2.00 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	146.0	0.0	0.0	146.0		
				CONST	730.0	0.0	0.0	730.0	FED	584.0	0.0	0.0	584.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(73)			TOTAL	730.0	0.0	0.0	730.0	TOTAL	730.0	0.0	0.0	730.0		
	75	RECONDITIONING OF STH 59 FROM I-894 TO S 92ND ST IN THE CITY OF WEST ALLIS (0.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	48.0	0.0	0.0	48.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	0.0	0.0	100.0		
				CONST	548.0	0.0	0.0	548.0	FED	400.0	0.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
	(74)			TOTAL	548.0	0.0	0.0	548.0	TOTAL	548.0	0.0	0.0	548.0		
	76	RESURFACING OF THE AIRPORT SPUR (STH 119) FROM IH 94 TO HOWELL AVENUE (1.89 MILES)	HP	PE	600.0	0.0	0.0	600.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	120.0	0.0	1,600.0	1,720.0		
				CONST	0.0	0.0	8,000.0	8,000.0	FED	480.0	0.0	6,400.0	6,880.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(855)			TOTAL	600.0	0.0	8,000.0	8,600.0	TOTAL	600.0	0.0	8,000.0	8,600.0		
	77	REMOVE PARK EAST FWY (STH 145) WEST OF JEFFERSON ST. AND CONSTRUCT NEW TERMINUS WEST OF MILWAUKEE RIVER IN CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	1,930.5	0.0	0.0	1,930.5	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	960.5	0.0	0.0	960.5		
				CONST	19,273.0	0.0	0.0	19,273.0	FED	16,382.0	0.0	0.0	16,382.0		
				OTHER	0.0	0.0	0.0	0.0	IH-C/S						
	(75)			TOTAL	19,273.0	0.0	0.0	19,273.0	TOTAL	19,273.0	0.0	0.0	19,273.0		
	78	RESURFACING OF STH 145 FROM E. KILBOURNE AVE. TO E. OGDEN AVE. IN THE CITY OF MILWAUKEE (0.40 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	71.2	0.0	71.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	475.0	0.0	475.0	FED	0.0	403.8	0.0	403.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
	(76)			TOTAL	0.0	475.0	0.0	475.0	TOTAL	0.0	475.0	0.0	475.0		
	79	RECONDITIONING OF STH 181 (N. 76TH ST) FROM W. FLORIST AVE. TO THE NO. COUNTY LINE IN THE CITY OF MILW (4.54 MI)	HP	PE	0.0	0.0	3,500.0	3,500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	3,500.0	3,500.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(77)			TOTAL	0.0	0.0	3,500.0	3,500.0	TOTAL	0.0	0.0	3,500.0	3,500.0		
	80	REPLACEMENT OF THE STH 190 BRIDGE OVER THE MENOMONEE RIVER IN THE CITY OF WAUWATOSA	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,350.0	0.0	0.0	1,350.0		
				CONST	1,350.0	0.0	0.0	1,350.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(78)			TOTAL	1,350.0	0.0	0.0	1,350.0	TOTAL	1,350.0	0.0	0.0	1,350.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	81 (79)	RECONDITIONING OF STH 190 FROM N. 60TH ST TO N. GREEN BAY AVENUE	HP	PE	800.0	0.0	0.0	800.0	LOCAL	200.0	900.0	0.0	1,100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	600.0	300.0	0.0	900.0		
				CONST	0.0	6,000.0	0.0	6,000.0	FED	0.0	4,800.0	0.0	4,800.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	800.0	6,000.0	0.0	6,800.0	TOTAL	800.0	6,000.0	0.0	6,800.0		
	82 (80)	RECONSTRUCTION WITH NO ADDITIONAL TRAVEL LANES OF LAYTON AVE. FROM THE WEST COUNTY LINE TO STH 100 IN THE CITY OF GREENFIELD (1.0 MI)	HP	PE	375.0	0.0	0.0	375.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	500.0	0.0	0.0	500.0	STATE	875.0	0.0	500.0	1,375.0		
				CONST	0.0	0.0	2,500.0	2,500.0	FED	0.0	0.0	2,000.0	2,000.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	875.0	0.0	2,500.0	3,375.0	TOTAL	875.0	0.0	2,500.0	3,375.0		
	83 (81)	RECONDITIONING OF N. PORT WASHINGTON RD. FROM W. HAMPTON AVE. TO W. DAPHNE RD. (2.10 MILES)	HP	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	50.0	2,500.0	0.0	2,550.0		
				CONST	0.0	2,500.0	0.0	2,500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	50.0	2,500.0	0.0	2,550.0	TOTAL	50.0	2,500.0	0.0	2,550.0		
	84 (82)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N. PORT WASHINGTON RD. FROM LARAMIE LN. TO THE OZAUKEE COUNTY LINE IN THE VILLAGE OF BAYSIDE (0.40 MILE)	HP	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	20.0	240.0	0.0	260.0		
				CONST	0.0	1,200.0	0.0	1,200.0	FED	80.0	960.0	0.0	1,040.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	100.0	1,200.0	0.0	1,300.0	TOTAL	100.0	1,200.0	0.0	1,300.0		
	85 (83)	REPLACEMENT OF THE CTH PP BRIDGE DECK OVER STH 145 IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	20.8	0.0	0.0	20.8		
				CONST	104.0	0.0	0.0	104.0	FED	83.2	0.0	0.0	83.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	104.0	0.0	0.0	104.0	TOTAL	104.0	0.0	0.0	104.0		
	86 (84)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE ATKINSON AVE BRIDGE OVER IH-43 IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	98.2	0.0	0.0	98.2		
				CONST	982.0	0.0	0.0	982.0	FED	883.8	0.0	0.0	883.8		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	982.0	0.0	0.0	982.0	TOTAL	982.0	0.0	0.0	982.0		
	87 (85)	CONSTRUCTION OF A BRIDGE DECK REPLACEMENT ON GREEN BAY AVE OVER IH 43 IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	124.4	0.0	0.0	124.4		
				CONST	1,244.0	0.0	0.0	1,244.0	FED	1,119.6	0.0	0.0	1,119.6		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	1,244.0	0.0	0.0	1,244.0	TOTAL	1,244.0	0.0	0.0	1,244.0		
	88 (86)	ACQUIRE HARDSHIP ROW ONLY FOR RECONSTRUCTION WITH ADDITIONAL LANES OF IH 43 FROM BENDER RD TO DEAN ROAD IN MILW CO. (2.79 MI)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	336.0	0.0	0.0	336.0	STATE	33.6	0.0	0.0	33.6		
				CONST	0.0	0.0	0.0	0.0	FED	302.4	0.0	0.0	302.4		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	336.0	0.0	0.0	336.0	TOTAL	336.0	0.0	0.0	336.0		
	89 (87)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM S. CO. LINE TO STH 100 IN THE CITY OF OAK CREEK (1.75 MI.)	HI	PE	0.0	350.0	0.0	350.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	70.0	0.0	70.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	280.0	0.0	280.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	350.0	0.0	350.0	TOTAL	0.0	350.0	0.0	350.0		
	90 (88)	CONSTRUCTION OF SECOND STH 100 BRIDGE OVER THE C&NW RR	HI	PE	0.0	0.0	60.0	60.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	12.0	12.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	48.0	48.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	0.0	60.0	60.0	TOTAL	0.0	0.0	60.0	60.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	91 (89)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 100 FROM HOWELL AVE. (STH 38) TO STH 32 IN THE CITY OF OAK CREEK (2.75 MILES)	HI	PE	140.0	0.0	0.0	140.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	200.0	0.0	200.0	STATE	28.0	200.0	0.0	228.0		
				CONST	0.0	0.0	0.0	0.0	FED	112.0	0.0	0.0	112.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	140.0	200.0	0.0	340.0	TOTAL	140.0	200.0	0.0	340.0		
	92 (90)	RECONSTRUCTION OF RYAN RD. (STH 100) WITH ADDITIONAL LANES FROM STH 36 TO USH 41 IN THE CITY OF FRANKLIN (5.0 MILES)	HI	PE	100.0	200.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	1,700.0	0.0	0.0	1,700.0	STATE	1,800.0	200.0	0.0	2,000.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,800.0	200.0	0.0	2,000.0	TOTAL	1,800.0	200.0	0.0	2,000.0		
	93 (91)	CONSTRUCTION OF THE PENNSYLVANIA AVE. CONNECTOR TO THE LAKE PARKWAY (STH 794) IN THE CITY OF CUDAHY (0.50 MILE)	HE	PE	0.0	0.0	200.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	200.0	200.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	200.0	200.0	TOTAL	0.0	0.0	200.0	200.0		
	94 (92)	JOB ACCESS SEC 3037 TRANSIT PROJECT 2000- UWM INTERNET TRIP PLANNER AND EMPLOYMENT WEB SITE DESIGN	TP	PE	0.0	0.0	0.0	0.0	LOCAL	94.0	0.0	0.0	94.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	61.5	0.0	0.0	61.5		
				CONST	0.0	0.0	0.0	0.0	FED	155.6	0.0	0.0	155.6		
				OTHER	311.1	0.0	0.0	311.1	FTA 3037						
				TOTAL	311.1	0.0	0.0	311.1	TOTAL	311.1	0.0	0.0	311.1		
	95 (93)	ELDERLY/DISABLED TRANSPORTATION SEC 5310 CURATIVE REHAB SERVICES 5 SM BUSES EACH YEAR 2002-2004	TP	PE	0.0	0.0	0.0	0.0	LOCAL	40.3	41.6	42.8	124.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	161.4	166.2	171.2	498.8		
				OTHER	201.7	207.8	214.0	623.5	FTA 5310						
				TOTAL	201.7	207.8	214.0	623.5	TOTAL	201.7	207.8	214.0	623.5		
	96 (94)	ELDERLY/DISABLED TRANS SEC 5310 GOODWILL INDUSTRIES OF SOUTHEASTERN WISCONSIN; 9 VEH 2002, 8 VEH 2003, 8 VEH 2004	TP	PE	0.0	0.0	0.0	0.0	LOCAL	92.4	90.0	92.6	275.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	369.6	360.0	370.5	1,100.1		
				OTHER	462.0	450.0	463.1	1,375.1	FTA 5310						
				TOTAL	462.0	450.0	463.1	1,375.1	TOTAL	462.0	450.0	463.1	1,375.1		
	97 (95)	ELDERLY/DISABLED TRANSPORTATION SEC 5310 JEWISH COMMUNITY CENTER OF MILWAUKEE ONE SMALL MODIFIED BUS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	7.9	0.0	7.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	31.4	0.0	31.4		
				OTHER	0.0	39.3	0.0	39.3	FTA 5310						
				TOTAL	0.0	39.3	0.0	39.3	TOTAL	0.0	39.3	0.0	39.3		
	98 (96)	ELDERLY/DISABLED TRANSPORTATION SEC 5310 THE RED BUS MILWAUKEE COUNTY ONE LARGE BUS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	13.6	0.0	0.0	13.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	54.6	0.0	0.0	54.6		
				OTHER	68.2	0.0	0.0	68.2	FTA 5310						
				TOTAL	68.2	0.0	0.0	68.2	TOTAL	68.2	0.0	0.0	68.2		
	99 (97)	ELDERLY/DISABLED TRANS SEC 5310 UNITED COMMUNITY CENTER: 1 SM MODIFIED BUS, 1 MED MODIFIED BUS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	16.7	0.0	0.0	16.7		
				CONST	0.0	0.0	0.0	0.0	FED	66.7	0.0	0.0	66.7		
				OTHER	83.4	0.0	0.0	83.4	FTA 5310						
				TOTAL	83.4	0.0	0.0	83.4	TOTAL	83.4	0.0	0.0	83.4		
	100 (98)	ELDERLY/DISABLED TRANS SEC 5310 WOMAN UNITED FOR ACTION: 1 MINI-VAN 2002, 1 MINI-VAN 2003, 1 MINI-VAN 2004	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	5.8	5.8	5.8	17.4		
				CONST	0.0	0.0	0.0	0.0	FED	23.2	23.2	23.2	69.6		
				OTHER	29.0	29.0	29.0	87.0	FTA 5310						
				TOTAL	29.0	29.0	29.0	87.0	TOTAL	29.0	29.0	29.0	87.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	101	ELDERLY/DISABLED TRANSPORTATION SEC 5310 MILWAUKEE CENTER FOR INDEPENDENCE INC 2 FULLY MOD VAN 2002 7/1 1 STD VAN 15 PASS 2002	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	20.8	0.0	0.0	20.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	83.1	0.0	0.0	83.1		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
	(99)			*OTHER*	103.9	0.0	0.0	103.9	*FTA 5310*						
				TOTAL	103.9	0.0	0.0	103.9	*TOTAL*	103.9	0.0	0.0	103.9		
	102	IMPLEMENTATION OF THE PARK AND RIDE SYSTEM PLAN (STAFFING COSTS)	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	17.5	0.0	0.0	17.5		
				CONST	0.0	0.0	0.0	0.0	*FED*	70.0	0.0	0.0	70.0		
	(100)			*OTHER*	87.5	0.0	0.0	87.5	*STP-M*						
				TOTAL	87.5	0.0	0.0	87.5	*TOTAL*	87.5	0.0	0.0	87.5		
	103	RECONDITIONING OF W. LOOMIS RD. PARK AND RIDE LOT (IH 894 AT W. LOOMIS RD.) IN THE CITY OF GREENFIELD	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	400.0	0.0	0.0	400.0		
				CONST	400.0	0.0	0.0	400.0	*FED*	0.0	0.0	0.0	0.0		
	(101)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	400.0	0.0	0.0	400.0	*TOTAL*	400.0	0.0	0.0	400.0		
	104	CONTINUED AND IMPROVED OPERATION OF THE "HIAWATHA" INTERCITY FROM MILWAUKEE TO CHICAGO	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	814.3	1,026.0	1,000.0	2,840.3		
				CONST	0.0	0.0	0.0	0.0	*FED*	3,257.0	4,104.0	4,000.0	11,361.0		
	(102)			*OTHER*	4,071.3	5,130.0	5,000.0	14,201.3	*CMAQ*						
				TOTAL	4,071.3	5,130.0	5,000.0	14,201.3	*TOTAL*	4,071.3	5,130.0	5,000.0	14,201.3		
	105	CORRIDOR ALTERNATIVES STUDY OF COMMUTER PASSENGER TRAIN SERVICE IN THE MILWAUKEE-RACINE-KENOSHA CORRIDOR	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	165.0	0.0	0.0	165.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	160.0	0.0	0.0	160.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	500.0	0.0	0.0	500.0		
	(103)			*OTHER*	825.0	0.0	0.0	825.0	*FTA 5309*						
				TOTAL	825.0	0.0	0.0	825.0	*TOTAL*	825.0	0.0	0.0	825.0		
	106	PRELIMINARY ENGINEERING: IH 43 NORTH, IH 94 WEST, USH 45	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	1,000.0	2,000.0	3,000.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
	(104)			*OTHER*	0.0	1,000.0	2,000.0	3,000.0							
				TOTAL	0.0	1,000.0	2,000.0	3,000.0	*TOTAL*	0.0	1,000.0	2,000.0	3,000.0		
	107[a]	CONSTRUCTION OF THREE COMMUTER PARK AND RIDE LOTS FROM THE GROUP 'A' SET	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	263.0	0.0	0.0	263.0		
				CONST	1,315.0	0.0	0.0	1,315.0	*FED*	1,052.0	0.0	0.0	1,052.0		
	(105)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	1,315.0	0.0	0.0	1,315.0	*TOTAL*	1,315.0	0.0	0.0	1,315.0		
	108	DESIGN/CONSTRUCTION OF AN INTERMODAL TRAIN STATION AT GENERAL MITCHELL INTERNATIONAL AIRPORT	TE	*PE*	100.0	0.0	0.0	100.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	100.0	0.0	0.0	100.0		
				CONST	2,500.0	0.0	0.0	2,500.0	*FED*	2,500.0	0.0	0.0	2,500.0		
	(106)			*OTHER*	0.0	0.0	0.0	0.0	*OTHER FE*						
				TOTAL	2,600.0	0.0	0.0	2,600.0	*TOTAL*	2,600.0	0.0	0.0	2,600.0		
	109	PRELIMINARY ENGINEERING FOR POSSIBLE EXTENSION OF INTERCITY RAIL SERVICE FROM MILWAUKEE TO MADISON	TE	*PE*	2,200.0	0.0	0.0	2,200.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	2,200.0	0.0	0.0	2,200.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
	(107)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	2,200.0	0.0	0.0	2,200.0	*TOTAL*	2,200.0	0.0	0.0	2,200.0		
	110[b]	FINAL DESIGN FOR EXTENSION OF INTERCITY RAIL SERVICE FROM MILWAUKEE TO MADISON	TE	*PE*	1,700.0	0.0	0.0	1,700.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	850.0	0.0	0.0	850.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	850.0	0.0	0.0	850.0		
	(108)			*OTHER*	0.0	0.0	0.0	0.0	*OTHER FE*						
				TOTAL	1,700.0	0.0	0.0	1,700.0	*TOTAL*	1,700.0	0.0	0.0	1,700.0		

[a] The location of the three commuter park-ride lots will be selected from a set of four potential locations: USH 12 and STH 50; IH 894 and W. National Avenue; IH 43 and STH 33; and STH 31 and STH 20.

[b] The source of Federal funding is a Federal Railroad Administration earmark of $850,000.

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	111	DESIGN, CONSTRUCTION, AND MAINTENANCE OF A PARK RIDE LOT IN THE VICINITY OF IH 94 AND STH 100	TE	*PE*	50.0	0.0	0.0	50.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	75.0	0.0	75.0	*STATE*	10.0	15.0	80.0	105.0		
				CONST	0.0	0.0	400.0	400.0	*FED*	40.0	60.0	320.0	420.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
	(109)			*TOTAL*	50.0	75.0	400.0	525.0	*TOTAL*	50.0	75.0	400.0	525.0		
	112	TRAIN CONTROL SIGNAL UPGRADES AT 4 LOCATIONS ON CP RAIL MAINLINE SOUTH OF MILWAUKEE TO SUPPORT IMPROVED INTERCITY RAIL SERVICE	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	125.0	0.0	125.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	500.0	0.0	500.0		
				OTHER	0.0	625.0	0.0	625.0	*OTHER FE*						
	(110)			*TOTAL*	0.0	625.0	0.0	625.0	*TOTAL*	0.0	625.0	0.0	625.0		
	113	REDEVELOPMENT OF DOWNTOWN MILWAUKEE INTERMODAL STATION	TE	*PE*	600.0	0.0	0.0	600.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	600.0	0.0	0.0	600.0		
				CONST	0.0	2,000.0	0.0	2,000.0	*FED*	0.0	2,000.0	0.0	2,000.0		
				OTHER	0.0	0.0	0.0	0.0	*FTA 5309*						
	(111)			*TOTAL*	600.0	2,000.0	0.0	2,600.0	*TOTAL*	600.0	2,000.0	0.0	2,600.0		
	114	TURN LANE AND MEDIAN CHANGES TO IMPROVE SAFETY ALONG GREENFIELD AVE (STH 59) FROM 116TH STREET TO 101ST STREET IN CITY OF WEST ALLIS	HS	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	75.0	0.0	0.0	75.0		
				CONST	750.0	0.0	0.0	750.0	*FED*	675.0	0.0	0.0	675.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
	(112)			*TOTAL*	750.0	0.0	0.0	750.0	*TOTAL*	750.0	0.0	0.0	750.0		
	115	IMPROVEMENT OF HAZARDOUS LOCATIONS ALONG THE STH SYSTEM IN DISTRICT 2	HS	*PE*	10.0	20.0	20.0	50.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	21.0	27.0	27.0	75.0		
				CONST	200.0	250.0	250.0	700.0	*FED*	189.0	243.0	243.0	675.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
	(113)			*TOTAL*	210.0	270.0	270.0	750.0	*TOTAL*	210.0	270.0	270.0	750.0		
	116	CONSTRUCTION OF VARIOUS SMALL HAZARD ELIMINATION MEASURES IN DISTRICT 2	HS	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	5.0	5.0	5.0	15.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	50.0	50.0	50.0	150.0	*FED*	45.0	45.0	45.0	135.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
	(114)			*TOTAL*	50.0	50.0	50.0	150.0	*TOTAL*	50.0	50.0	50.0	150.0		
	117	RAILROAD CROSSING PROTECTION PROJECTS ORDERED BY THE TRANSPORTATION COMMISSION IN KEN, MILW, OZ, RAC, WAL, WASH, AND WAUK COUNTIES	HS	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	200.0	200.0	200.0	600.0		
				OTHER	200.0	200.0	200.0	600.0	*STP-S*						
	(115)			*TOTAL*	200.0	200.0	200.0	600.0	*TOTAL*	200.0	200.0	200.0	600.0		
	118	IMPROVEMENT & MODERNIZATION OF LIGHTING SYSTEMS ON VARIOUS INTERSTATE HIGHWAYS REGIONWIDE	HS	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	75.0	75.0	75.0	225.0		
				CONST	750.0	750.0	750.0	2,250.0	*FED*	675.0	675.0	675.0	2,025.0		
				OTHER	0.0	0.0	0.0	0.0	*COMB*						
	(116)			*TOTAL*	750.0	750.0	750.0	2,250.0	*TOTAL*	750.0	750.0	750.0	2,250.0		
	119	PURCHASE AND INSTALLATION OF UPGRADED DYNAMOMETERS FOR EMISSION INSPECTION FACILITIES	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	88.0	0.0	0.0	88.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	352.0	0.0	0.0	352.0		
				OTHER	440.0	0.0	0.0	440.0	*CMAQ*						
	(117)			*TOTAL*	440.0	0.0	0.0	440.0	*TOTAL*	440.0	0.0	0.0	440.0		
	120	CONSTRUCTION OF LAKESHORE WALKWAY NEAR HARBOR DRIVE IN CITY OF MILWAUKEE	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	300.0	0.0	0.0	300.0		
				CONST	2,000.0	0.0	0.0	2,000.0	*FED*	1,700.0	0.0	0.0	1,700.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-C/S*						
	(118)			*TOTAL*	2,000.0	0.0	0.0	2,000.0	*TOTAL*	2,000.0	0.0	0.0	2,000.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	121 (119)	IMPLEMENTATION OF SPEED INCIDENT PREVENTION PROJECT AT TWO LOCATIONS IN THE VICINITY OF THE MITCHELL INTERCHANGE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	120.0	0.0	0.0	120.0		
				CONST	600.0	0.0	0.0	600.0	FED	480.0	0.0	0.0	480.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	600.0	0.0	0.0	600.0	TOTAL	600.0	0.0	0.0	600.0		
	122 (120)	DESIGN OF FREEWAY CRASH INVESTIGATION SITES	EE	PE	300.0	0.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	60.0	0.0	0.0	60.0		
				CONST	0.0	0.0	0.0	0.0	FED	240.0	0.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	123 (121)	CONSTRUCTION OF FREEWAY CRASH INVESTIGATION SITES	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	340.0	0.0	0.0	340.0		
				CONST	1,700.0	0.0	0.0	1,700.0	FED	1,360.0	0.0	0.0	1,360.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	1,700.0	0.0	0.0	1,700.0	TOTAL	1,700.0	0.0	0.0	1,700.0		
	124 (122)	SPOT SAFETY IMPROVEMENT OF VARIOUS BIKEWAYS ON STATE HIGHWAYS AND CONNECTING HIGHWAYS IN SOUTHEASTERN WISCONSIN	EE	PE	15.0	15.0	15.0	45.0	LOCAL	30.0	30.0	30.0	90.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	135.0	135.0	135.0	405.0	FED	120.0	120.0	120.0	360.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	150.0	150.0	150.0	450.0	TOTAL	150.0	150.0	150.0	450.0		
	125 (123)	CONSTRUCTION OF SIDEWALKS ALONG VARIOUS EXISTING STATE TRUNK CONNECTING HIGHWAYS IN SOUTHEASTERN WISCONSIN	EE	PE	12.0	19.0	19.0	50.0	LOCAL	24.0	38.0	38.0	100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	108.0	171.0	171.0	450.0	FED	96.0	152.0	152.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	120.0	190.0	190.0	500.0	TOTAL	120.0	190.0	190.0	500.0		
	126 (124)	COMPREHENSIVE STUDY OF EXISTING AND FUTURE PARK & RIDE FACILITY NEEDS IN DOT DISTRICT 2 AND ADMINISTRATION OF VARIOUS SPOT IMPROVEMTS	EE	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	15.0	0.0	0.0	15.0		
				CONST	0.0	0.0	0.0	0.0	FED	35.0	0.0	0.0	35.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	127 (125)	EXPANSION OF THE LOCAL GOVERNMENT ALTERNATIVE FUEL VEHICLE FACILITATION AND MONITORING PROGRAM BY THE UNIV OF WI-MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	250.0	0.0	0.0	250.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,000.0	0.0	0.0	1,000.0		
				OTHER	1,250.0	0.0	0.0	1,250.0	CMAQ						
				TOTAL	1,250.0	0.0	0.0	1,250.0	TOTAL	1,250.0	0.0	0.0	1,250.0		
	128 (126)	IMPLEMENTATION OF FREEWAY SAFETY PATROLS	EE	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	280.0	160.0	0.0	440.0		
				CONST	550.0	0.0	0.0	550.0	FED	1,120.0	640.0	0.0	1,760.0		
				OTHER	800.0	800.0	0.0	1,600.0	CMAQ						
				TOTAL	1,400.0	800.0	0.0	2,200.0	TOTAL	1,400.0	800.0	0.0	2,200.0		
	129 (127)	ENHANCED FREEWAY SAFETY PATROLS DISTRICT 2 NONATTAINMENT COUNTIES	EE	PE	0.0	0.0	0.0	0.0	LOCAL	600.0	0.0	0.0	600.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	2,400.0	0.0	0.0	2,400.0		
				OTHER	3,000.0	0.0	0.0	3,000.0	CMAQ						
				TOTAL	3,000.0	0.0	0.0	3,000.0	TOTAL	3,000.0	0.0	0.0	3,000.0		
	130 (128)	WISCONSIN PARTNERS FOR CLEAN AIR TECHNICAL ASSITANCE AND OUTREACH	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	42.0	0.0	0.0	42.0		
				CONST	0.0	0.0	0.0	0.0	FED	336.0	0.0	0.0	336.0		
				OTHER	378.0	0.0	0.0	378.0	CMAQ						
				TOTAL	378.0	0.0	0.0	378.0	TOTAL	378.0	0.0	0.0	378.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	131	ENHANCED MOTOR VEHICLE INSPECTION/MAINTENANCE PROGRAM	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	632.0	713.7	0.0	1,345.7		
				CONST	0.0	0.0	0.0	0.0	*FED*	2,528.0	2,854.8	0.0	5,382.8		
	(129)			*OTHER*	3,160.0	3,568.5	0.0	6,728.5	*CMAQ*						
				TOTAL	3,160.0	3,568.5	0.0	6,728.5	*TOTAL*	3,160.0	3,568.5	0.0	6,728.5		
	132	CONTINUATION OF SOUTHEAST WISCONSIN RIDESHARE RIDE MATCHING SERVICE AND MARKETING 2000	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	11.4	6.3	6.3	24.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	45.4	25.0	25.0	95.4		
	(130)			*OTHER*	56.8	31.3	31.3	119.4	*STP-M*						
				TOTAL	56.8	31.3	31.3	119.4	*TOTAL*	56.8	31.3	31.3	119.4		
	133	ESTABLISHMENT OF AN EMERGENCY RIDE HOME PROGRAM FOR SOUTHEAST WISCONSIN RIDESHARE PROGRAM PARTICIPANTS: 2000	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	3.0	3.0	3.0	9.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	12.0	12.0	12.0	36.0		
	(131)			*OTHER*	15.0	15.0	15.0	45.0	*STP-M*						
				TOTAL	15.0	15.0	15.0	45.0	*TOTAL*	15.0	15.0	15.0	45.0		
	134	DESIGN OF NOISE BARRIERS ON INTERSTATE HIGHWAYS	EE	*PE*	100.0	100.0	100.0	300.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	20.0	20.0	20.0	60.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	80.0	80.0	80.0	240.0		
	(132)			*OTHER*	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	100.0	100.0	100.0	300.0	*TOTAL*	100.0	100.0	100.0	300.0		
	135	CONSTRUCTION OF NOISE BARRIER OFF OF IH 94 COLLEGE AVE NB RAMP IN MILWAUKEE COUNTY	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	248.0	0.0	0.0	248.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	1,240.0	0.0	0.0	1,240.0	*FED*	992.0	0.0	0.0	992.0		
	(133)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	1,240.0	0.0	0.0	1,240.0	*TOTAL*	1,240.0	0.0	0.0	1,240.0		
	136	LANDSCAPING OF NOISE BARRIERS ON VARIOUS INTERSTATE HIGHWAYS	EE	*PE*	25.0	0.0	0.0	25.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	15.0	12.5	12.5	40.0		
				CONST	125.0	125.0	125.0	375.0	*FED*	135.0	112.5	112.5	360.0		
	(134)			*OTHER*	0.0	0.0	0.0	0.0	*COMB*						
				TOTAL	150.0	125.0	125.0	400.0	*TOTAL*	150.0	125.0	125.0	400.0		
	137	DESIGN OF NOISE BARRIERS ON NON-INTERSTATE FREEWAYS	EE	*PE*	25.0	25.0	25.0	75.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	5.0	5.0	5.0	15.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	20.0	20.0	20.0	60.0		
	(135)			*OTHER*	0.0	0.0	0.0	0.0	*NHS*						
				TOTAL	25.0	25.0	25.0	75.0	*TOTAL*	25.0	25.0	25.0	75.0		
	138	WETLAND MITIGATION BANKING SITES FOR VARIOUS HIGHWAYS IN SOUTHEASTERN WISCONSIN	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	200.0	100.0	100.0	400.0		
				CONST	200.0	100.0	100.0	400.0	*FED*	0.0	0.0	0.0	0.0		
	(136)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	200.0	100.0	100.0	400.0	*TOTAL*	200.0	100.0	100.0	400.0		
	139	IMPROVE SIGNAGE, BUS SHELTERS, LIGHTING, AND OTHER USER AMENITIES AT VARIOUS PARK AND RIDE LOTS IN SOUTHEASTERN WISCONSIN	EE	*PE*	9.8	9.8	9.8	29.4	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	13.3	13.3	13.3	39.9		
				CONST	56.9	56.9	56.9	170.7	*FED*	53.4	53.4	53.4	160.2		
	(137)			*OTHER*	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	66.7	66.7	66.7	200.1	*TOTAL*	66.7	66.7	66.7	200.1		
	140	DESIGN AND CONSTRUCTION OF BAYVIEW BIKEWAY FROM BAYVIEW TO DOWNTOWN MILWAUKEE	EE	*PE*	250.0	0.0	0.0	250.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	50.0	185.8	0.0	235.8		
				CONST	0.0	929.0	0.0	929.0	*FED*	200.0	743.2	0.0	943.2		
	(138)			*OTHER*	0.0	0.0	0.0	0.0	*COMB*						
				TOTAL	250.0	929.0	0.0	1,179.0	*TOTAL*	250.0	929.0	0.0	1,179.0		

Source: SEWRPC.

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WISCONSIN DNR	141	CONDUCT OF INSPECTION OF STAGE 2 FUEL VAPOR RECOVERY SYSTEMS	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	13.0	13.0	0.0	26.0		
				CONST	0.0	0.0	0.0	0.0	FED	52.0	52.0	0.0	104.0		
	(139)			OTHER	65.0	65.0	0.0	130.0	CMAQ						
				TOTAL	65.0	65.0	0.0	130.0	TOTAL	65.0	65.0	0.0	130.0		
	142	ONBOARD VAPOR RECOVERY ENHANCEMENT PROJECT 1 WRENCHES AND OUTREACH CAMPAIGN FY 2002 AND FY 2003	EE	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	20.0	0.0	40.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	80.0	0.0	160.0		
	(140)			OTHER	100.0	100.0	0.0	200.0	CMAQ						
				TOTAL	100.0	100.0	0.0	200.0	TOTAL	100.0	100.0	0.0	200.0		
	143	HANK AARON STATE TRAIL 6TH ST BIKE RAMP CONSTRUCTION MILWAUKEE COUNTY CMAQ	EE	PE	106.0	45.1	0.0	151.1	LOCAL	21.2	176.7	0.0	197.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	838.2	0.0	838.2	FED	84.8	706.6	0.0	791.4		
	(141)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	106.0	883.3	0.0	989.3	TOTAL	106.0	883.3	0.0	989.3		
	144	COMMUTER CHOICES ADD UP TO CLEANER AIR-MASS MEDIA PUBLIC INFO CAMPAIGN EDUCATE YOUTH AGES 14-24 AND EVALUATE PROJECT CMAQ	EE	PE	0.0	0.0	0.0	0.0	LOCAL	75.0	75.0	75.0	225.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	299.9	299.9	299.9	899.7		
	(142)			OTHER	374.9	374.9	374.9	1,124.7	CMAQ						
				TOTAL	374.9	374.9	374.9	1,124.7	TOTAL	374.9	374.9	374.9	1,124.7		
MILWAUKEE COUNTY	145	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN MILWAUKEE COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	10.0	0.0	0.0	10.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
	(143)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	146	REHABILITATE W SILVER SPRING DR BRIDGE OVER THE LITTLE MENOMONEE RIVER B-40-0162 IN MILWAUKEE COUNTY	HP	PE	0.0	0.0	122.0	122.0	LOCAL	0.0	0.0	24.4	24.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	97.6	97.6		
	(144)			OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	122.0	122.0	TOTAL	0.0	0.0	122.0	122.0		
	147	REHABILITATE W SILVER SPRING DR BRIDGE OVER THE LITTLE MENOMONEE RIVER B-40-0247 IN MILWAUKEE COUNTY	HP	PE	0.0	0.0	122.0	122.0	LOCAL	0.0	0.0	24.4	24.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	97.6	97.6		
	(145)			OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	122.0	122.0	TOTAL	0.0	0.0	122.0	122.0		
	148	REHABILITATION OF W SILVER SPRING AVE FROM N. 69TH ST. TO N. 124TH ST. (4.50 MILES)	HP	PE	939.0	0.0	0.0	939.0	LOCAL	469.5	0.0	5,230.5	5,700.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	469.5	0.0	1,030.0	1,499.5		
				CONST	0.0	0.0	6,260.5	6,260.5	FED	0.0	0.0	0.0	0.0		
	(146)			OTHER	0.0	0.0	0.0	0.0	LRIP						
				TOTAL	939.0	0.0	6,260.5	7,199.5	TOTAL	939.0	0.0	6,260.5	7,199.5		
	149	REPLACEMENT WITH NO ADDITIONAL LANES AND INTER. IMPROVEMENT OF W. MILL RD (CTH S) BRIDGE OVER LITTLE MENOMONEE RIVER IN THE C/ MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	300.0	300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,500.0	1,500.0	FED	0.0	0.0	1,200.0	1,200.0		
	(147)			OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	1,500.0	1,500.0	TOTAL	0.0	0.0	1,500.0	1,500.0		
	150	REPLACEMENT OF W BELOIT RD (CTH T) BRIDGE P-40-0727 OVER THE ROOT RIVER	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	160.0	0.0	160.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	800.0	0.0	800.0	FED	0.0	640.0	0.0	640.0		
	(148)			OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	800.0	0.0	800.0	TOTAL	0.0	800.0	0.0	800.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE COUNTY	151	RECONSTRUCTION WITH AUXILIARY LANES OF BELOIT RD (CTH T) FROM S 102ND TO S 108TH ST IN THE CITY OF GREENFIELD	HP	PE	0.0	0.0	0.0	0.0	LOCAL	570.0	0.0	0.0	570.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,850.0	0.0	0.0	2,850.0	FED	2,280.0	0.0	0.0	2,280.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
	(149)			TOTAL	2,850.0	0.0	0.0	2,850.0	TOTAL	2,850.0	0.0	0.0	2,850.0		
	152	REPLACEMENT OF S 76TH STREET (CTH U) BRIDGE B-40-0934 OVER RYAN CREEK	HP	PE	0.0	0.0	0.0	0.0	LOCAL	170.0	0.0	0.0	170.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	850.0	0.0	0.0	850.0	FED	680.0	0.0	0.0	680.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
	(150)			TOTAL	850.0	0.0	0.0	850.0	TOTAL	850.0	0.0	0.0	850.0		
	153	REHABILITATE BRIDGE ON S 76TH STREET OVER W FOREST HOME AVENUE MILWAUKEE COUNTY LOCAL BRIDGE B-40-0164	HP	PE	165.0	0.0	0.0	165.0	LOCAL	33.0	0.0	350.0	383.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,750.0	1,750.0	FED	132.0	0.0	1,400.0	1,532.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
	(151)			TOTAL	165.0	0.0	1,750.0	1,915.0	TOTAL	165.0	0.0	1,750.0	1,915.0		
	154	MAJOR REHABILITATION S. 76TH (CTH U) FROM W. COLDSPRING RD. TO W. OKLAHOMA AVE. (1.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	1,306.2	0.0	1,306.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	1,068.8	0.0	1,068.8		
				CONST	0.0	2,375.0	0.0	2,375.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	LRIP						
	(152)			TOTAL	0.0	2,375.0	0.0	2,375.0	TOTAL	0.0	2,375.0	0.0	2,375.0		
	155	RECONSTRUCTION OF S 13 ST FROM W RAWSON AVE TO W COLLEGE AVE IN OAK CREEK AND MILWAUKEE TO A 4-LANE UNDIVIDED ROADWAY (1.0 MILES)	HP	PE	639.1	0.0	0.0	639.1	LOCAL	127.8	120.0	852.1	1,099.9	A	EXEMPT
				ROW	0.0	600.0	0.0	600.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	4,260.9	4,260.9	FED	511.3	480.0	3,408.8	4,400.1		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
	(153)			TOTAL	639.1	600.0	4,260.9	5,500.0	TOTAL	639.1	600.0	4,260.9	5,500.0		
	156	RESURFACING OF CTH Y FROM S 81ST ST TO CTH U AND CTH U FROM GRANGE AVE TO COLD SPRING RD AND OVERLAY CTH U BRIDGE IN MILWAUKEE CO(2.0 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	1,511.6	0.0	0.0	1,511.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,288.4	0.0	0.0	1,288.4		
				CONST	2,800.0	0.0	0.0	2,800.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	LRIP						
	(154)			TOTAL	2,800.0	0.0	0.0	2,800.0	TOTAL	2,800.0	0.0	0.0	2,800.0		
	157	RECONSTRUCTION WITH IMPROVED SHOULDERS ON CTH W (N. PORT WASHINGTON RD) FROM GOOD HOPE ROAD TO WEST LARAMIE	HP	PE	577.0	0.0	0.0	577.0	LOCAL	165.4	1,114.6	0.0	1,280.0	A	EXEMPT
				ROW	250.0	0.0	0.0	250.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	5,573.0	0.0	5,573.0	FED	661.6	4,458.4	0.0	5,120.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
	(155)			TOTAL	827.0	5,573.0	0.0	6,400.0	TOTAL	827.0	5,573.0	0.0	6,400.0		
	158	RECONSTRUCTION OF W. RAWSON AVENUE (CTH BB) FROM ASH STREET TO S. 27TH STREET (2.00 MILES)	HP	PE	300.0	0.0	0.0	300.0	LOCAL	60.0	0.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	240.0	0.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
	(851)			TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	159	REPLACEMENT OF W HAMPTON AVENUE BRIDGE OVER THE LITTLE MENOMONEE RIVER B-40-0342 IN MILWAUKEE COUNTY	HP	PE	166.0	0.0	0.0	166.0	LOCAL	33.2	184.0	0.0	217.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	920.0	0.0	920.0	FED	132.8	736.0	0.0	868.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
	(156)			TOTAL	166.0	920.0	0.0	1,086.0	TOTAL	166.0	920.0	0.0	1,086.0		
	160	REPLACEMENT OF W HAMPTON AVENUE BRIDGE OVER THE LITTLE MENOMONEE RIVER B-40-0343 IN MILWAUKEE COUNTY	HP	PE	166.0	0.0	0.0	166.0	LOCAL	33.2	184.0	0.0	217.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	920.0	0.0	920.0	FED	132.8	736.0	0.0	868.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
	(157)			TOTAL	166.0	920.0	0.0	1,086.0	TOTAL	166.0	920.0	0.0	1,086.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE COUNTY	161 (158)	REPLACEMENT OF W.HAMPTON AVENUE BRIDGE OVER THE UNION PACIFIC RR B-40-0382 IN MILWAUKEE COUNTY	HP	PE	0.0	160.0	0.0	160.0	LOCAL	0.0	32.0	0.0	32.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	128.0	0.0	128.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	160.0	0.0	160.0	TOTAL	0.0	160.0	0.0	160.0		
	162 (159)	REPLACEMENT OF W.HAMPTON AVENUE BRIDGE OVER THE UNION PACIFIC RR B-40-0383 IN MILWAUKEE COUNTY	HP	PE	0.0	160.0	0.0	160.0	LOCAL	0.0	32.0	0.0	32.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	128.0	0.0	128.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	160.0	0.0	160.0	TOTAL	0.0	160.0	0.0	160.0		
	163 (160)	REPLACEMENT OF WEST FOREST HOME AVE (CTH OO) BRIDGE B-40-0030 OVER A BRANCH OF ROOT RIVER	HP	PE	165.0	0.0	0.0	165.0	LOCAL	41.2	0.0	170.0	211.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	850.0	850.0	FED	123.8	0.0	680.0	803.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	165.0	0.0	850.0	1,015.0	TOTAL	165.0	0.0	850.0	1,015.0		
	164 (161)	RESURFACING OF W. GOOD HOPE RD. (CTH PP) FROM N. 107TH ST. TO N. PORT WASHINGTON RD. IN MILWAUKEE COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	450.0	1,430.0	0.0	1,880.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,250.0	7,150.0	0.0	9,400.0	FED	1,800.0	5,720.0	0.0	7,520.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	2,250.0	7,150.0	0.0	9,400.0	TOTAL	2,250.0	7,150.0	0.0	9,400.0		
	165 (162)	RECONSTRUCTION WITH AUXILIARY LANES OF S. 92ND ST. FROM W. FOREST HOME AVE. TO W. HOWARD AVE. IN THE CITY OF GREENFIELD (1.50 MILES)	HP	PE	630.0	0.0	0.0	630.0	LOCAL	126.0	20.0	980.0	1,126.0	P	EXEMPT
				ROW	0.0	100.0	0.0	100.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	4,900.0	4,900.0	FED	504.0	80.0	3,920.0	4,504.0		
				OTHER	0.0	0.0	0.0	0.0	LRIP						
				TOTAL	630.0	100.0	4,900.0	5,630.0	TOTAL	630.0	100.0	4,900.0	5,630.0		
	166 (163)	RECONSTRUCTION WITH ADDITIONAL LANES OF S 76TH ST (CTH U) FROM PUETZ RD TO IMPERIAL DR IN THE CITY OF FRANKLIN	HI	PE	500.0	0.0	0.0	500.0	LOCAL	100.0	50.0	1,140.0	1,290.0	A	NON-EXEMPT
				ROW	0.0	250.0	0.0	250.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	6,150.0	6,150.0	FED	400.0	200.0	5,010.0	5,610.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	500.0	250.0	6,150.0	6,900.0	TOTAL	500.0	250.0	6,150.0	6,900.0		
	167 (164)	RECONSTRUCTION WITH ADDITIONAL LANES OF E. COLLEGE AVE (CTH ZZ) FROM S. HOWELL AVE. TO S PENNSYLVANIA AVE INC. BRIDGE OVER THE C&NW RR	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	1,600.0	1,600.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	8,000.0	8,000.0	FED	0.0	0.0	6,400.0	6,400.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	0.0	8,000.0	8,000.0	TOTAL	0.0	0.0	8,000.0	8,000.0		
	168 (165)	CAPITALIZATION OF TRANSIT VEHICLE MAINTENANCE ACTIVITIES	TP	PE	0.0	0.0	0.0	0.0	LOCAL	2,950.0	2,950.0	2,950.0	8,850.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	11,800.0	11,800.0	11,800.0	35,400.0		
				OTHER	14,750.0	14,750.0	14,750.0	44,250.0	FTA 5307						
				TOTAL	14,750.0	14,750.0	14,750.0	44,250.0	TOTAL	14,750.0	14,750.0	14,750.0	44,250.0		
	169 (166)	PURCHASE AND INSTALL SCHEDULING/RUN CUTTING SOFTWARE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	240.0	0.0	0.0	240.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	960.0	0.0	0.0	960.0		
				OTHER	1,200.0	0.0	0.0	1,200.0	FTA 5307						
				TOTAL	1,200.0	0.0	0.0	1,200.0	TOTAL	1,200.0	0.0	0.0	1,200.0		
	170 (167)	ROOF REPAIRS FOR MILWAUKEE COUNTY TRANSIT SYSTEM KINNICKINNIC GARAGE (GRANT WI-90-X340)	TP	PE	19.2	0.0	0.0	19.2	LOCAL	35.8	0.0	0.0	35.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	160.0	0.0	0.0	160.0	FED	143.4	0.0	0.0	143.4		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	179.2	0.0	0.0	179.2	TOTAL	179.2	0.0	0.0	179.2		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE COUNTY	171	PURCHASE OF TWO-COLOR PRINTING PRESS FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (GRANT WI-90-X340)	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	122.1	0.0	0.0	122.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	488.3	0.0	0.0	488.3		
	(168)			*OTHER*	610.4	0.0	0.0	610.4	*FTA 5307*						
				TOTAL	610.4	0.0	0.0	610.4	*TOTAL*	610.4	0.0	0.0	610.4		
	172	ADA ASSESSMENT AND MODIFICATIONS TO MILWAUKEE COUNTY TRANSIT SYSTEM ADMINISTRATION BUILDING (GRANT WI-90-X340)	TP	*PE*	18.0	0.0	0.0	18.0	*LOCAL*	33.6	0.0	0.0	33.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	150.0	0.0	0.0	150.0	*FED*	134.4	0.0	0.0	134.4		
	(169)			*OTHER*	0.0	0.0	0.0	0.0	*FTA 5307*						
				TOTAL	168.0	0.0	0.0	168.0	*TOTAL*	168.0	0.0	0.0	168.0		
	173	STUDY OF EXISTING SOFTWARE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (GRANT WI-90-X340)	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	40.3	0.0	0.0	40.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	161.3	0.0	0.0	161.3		
	(170)			*OTHER*	201.6	0.0	0.0	201.6	*FTA 5307*						
				TOTAL	201.6	0.0	0.0	201.6	*TOTAL*	201.6	0.0	0.0	201.6		
	174	PURCHASE OF MISCELLANEOUS SUPPORT SERVICE AND MAINTENANCE EQUIPMENT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	180.0	100.0	100.0	380.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	720.0	400.0	400.0	1,520.0		
	(171)			*OTHER*	900.0	500.0	500.0	1,900.0	*FTA 5307*						
				TOTAL	900.0	500.0	500.0	1,900.0	*TOTAL*	900.0	500.0	500.0	1,900.0		
	175	DEVELOPMENT OF THE DISADVANTAGED BUSINESS ENTERPRISE CAPACITY BUILDING PROGRAM (GRANT WI-90-X340)	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	60.0	0.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	240.0	0.0	0.0	240.0		
	(172)			*OTHER*	300.0	0.0	0.0	300.0	*FTA 5307*						
				TOTAL	300.0	0.0	0.0	300.0	*TOTAL*	300.0	0.0	0.0	300.0		
	176	TRANSIT VEHICLE TIRE LEASING SERVICES	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	84.0	88.0	92.0	264.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	336.0	352.0	368.0	1,056.0		
	(173)			*OTHER*	420.0	440.0	460.0	1,320.0	*FTA 5307*						
				TOTAL	420.0	440.0	460.0	1,320.0	*TOTAL*	420.0	440.0	460.0	1,320.0		
	177	PURCHASE REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	2,700.0	2,360.0	2,000.0	7,060.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	13,100.0	11,440.0	8,000.0	32,540.0		
	(174)			*OTHER*	15,800.0	13,800.0	10,000.0	39,600.0	*FTA 5309*						
				TOTAL	15,800.0	13,800.0	10,000.0	39,600.0	*TOTAL*	15,800.0	13,800.0	10,000.0	39,600.0		
	178	RENOVATIONS/REPAIRS AT THE FIEBRANTZ OPERATING GARAGE	TP	*PE*	150.0	0.0	0.0	150.0	*LOCAL*	300.0	0.0	0.0	300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	1,350.0	0.0	0.0	1,350.0	*FED*	1,200.0	0.0	0.0	1,200.0		
	(175)			*OTHER*	0.0	0.0	0.0	0.0	*FTA 5307*						
				TOTAL	1,500.0	0.0	0.0	1,500.0	*TOTAL*	1,500.0	0.0	0.0	1,500.0		
	179	RENOVATIONS/REPAIRS AT THE FOND DU LAC OPERATING GARAGE	TP	*PE*	50.0	0.0	0.0	50.0	*LOCAL*	100.0	0.0	0.0	100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	450.0	0.0	0.0	450.0	*FED*	400.0	0.0	0.0	400.0		
	(176)			*OTHER*	0.0	0.0	0.0	0.0	*FTA 5307*						
				TOTAL	500.0	0.0	0.0	500.0	*TOTAL*	500.0	0.0	0.0	500.0		
	180	RENOVATIONS/REPAIRS AT THE KINNICKINNIC OPERATING GARAGE	TP	*PE*	80.0	0.0	0.0	80.0	*LOCAL*	160.0	0.0	0.0	160.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	720.0	0.0	0.0	720.0	*FED*	640.0	0.0	0.0	640.0		
	(177)			*OTHER*	0.0	0.0	0.0	0.0	*FTA 5307*						
				TOTAL	800.0	0.0	0.0	800.0	*TOTAL*	800.0	0.0	0.0	800.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
MILWAUKEE COUNTY	181	PURCHASE OF REPLACEMENT BUS HOISTS FOR MCTS GARAGES	TP	PE	0.0	0.0	0.0	0.0	LOCAL	200.0	0.0	0.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	800.0	0.0	0.0	800.0		
				OTHER	1,000.0	0.0	0.0	1,000.0	FTA 5307						
	(178)			TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	182	PARKING LOT IMPROVEMENTS AT THE SUMMERFEST STAGING AREA	TP	PE	30.0	0.0	0.0	30.0	LOCAL	60.0	0.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	270.0	0.0	0.0	270.0	FED	240.0	0.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
	(179)			TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	183	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	21,000.0	21,000.0	21,000.0	63,000.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	59,000.0	59,000.0	59,000.0	177,000.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	80,000.0	80,000.0	80,000.0	240,000.0							
	(180)			TOTAL	80,000.0	80,000.0	80,000.0	240,000.0	TOTAL	80,000.0	80,000.0	80,000.0	240,000.0		
	184	BUS VACUUM SYSTEM FOR MCTS KINNICKINNIC GARAGE (GRANT WI-90-X323)	TI	PE	6.0	0.0	0.0	6.0	LOCAL	76.0	0.0	0.0	76.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	340.0	0.0	0.0	340.0	FED	304.0	0.0	0.0	304.0		
				OTHER	34.0	0.0	0.0	34.0	FTA 5307						
	(181)			TOTAL	380.0	0.0	0.0	380.0	TOTAL	380.0	0.0	0.0	380.0		
	185	BUS VACUUM SYSTEM FOR MCTS FOND DU LAC GARAGE (GRANT WI-90-X323)	TI	PE	5.0	0.0	0.0	5.0	LOCAL	57.0	0.0	0.0	57.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	255.0	0.0	0.0	255.0	FED	228.0	0.0	0.0	228.0		
				OTHER	25.0	0.0	0.0	25.0	FTA 5307						
	(182)			TOTAL	285.0	0.0	0.0	285.0	TOTAL	285.0	0.0	0.0	285.0		
	186	TRANSIT SERVICE WITHIN MILWAUKEE COUNTY TO AND FROM UW/MILWAUKEE	TI	PE	0.0	0.0	0.0	0.0	LOCAL	60.0	60.0	60.0	180.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	240.0	240.0	240.0	720.0		
				OTHER	300.0	300.0	300.0	900.0	CMAQ						
	(183)			TOTAL	300.0	300.0	300.0	900.0	TOTAL	300.0	300.0	300.0	900.0		
	187	SOUTHEASTERN WISCONSIN MARKETING PARTNERSHIP TO IMPROVE PUBLIC AWARENESS MILWAUKEE COUNTY CMAQ	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	521.4	521.4	1,042.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	2,085.6	2,085.6	4,171.2		
				OTHER	0.0	2,607.0	2,607.0	5,214.0	CMAQ						
	(184)			TOTAL	0.0	2,607.0	2,607.0	5,214.0	TOTAL	0.0	2,607.0	2,607.0	5,214.0		
	188	TRANSIT PLANNING MILWAUKEE COUNTY SHORT RANGE PLANNING AND PROGRAMMING STUDIES	TI	PE	0.0	0.0	0.0	0.0	LOCAL	80.0	80.0	80.0	240.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	320.0	320.0	320.0	960.0		
				OTHER	400.0	400.0	400.0	1,200.0	FTA 5307						
	(185)			TOTAL	400.0	400.0	400.0	1,200.0	TOTAL	400.0	400.0	400.0	1,200.0		
	189	SUPPORT OF SEWRPC TRANSIT PLANNING PROGRAM	TI	PE	0.0	0.0	0.0	0.0	LOCAL	37.5	37.5	37.5	112.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	150.0	150.0	150.0	450.0		
				OTHER	187.5	187.5	187.5	562.5	FTA 5307						
	(186)			TOTAL	187.5	187.5	187.5	562.5	TOTAL	187.5	187.5	187.5	562.5		
	190	DESIGN AND INSTALLATION OF A MAINTENANCE TIMEKEEPING SYSTEM	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	60.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	240.0	0.0	240.0		
				OTHER	0.0	300.0	0.0	300.0	FTA 5307						
	(187)			TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE COUNTY	191 (188)	PURCHASE OF MOBILE DATA TERMINALS FOR PARATRANSIT VEHICLES	TI	PE	0.0	0.0	0.0	0.0	LOCAL	200.0	0.0	0.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	800.0	0.0	0.0	800.0		
				OTHER	1,000.0	0.0	0.0	1,000.0	FTA 5307						
				TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	192 (189)	OPERATION OF TROLLEY BUSES	TE	PE	0.0	0.0	0.0	0.0	LOCAL	448.3	461.8	0.0	910.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,793.4	1,847.2	0.0	3,640.6		
				OTHER	2,241.7	2,309.0	0.0	4,550.7	CMAQ						
				TOTAL	2,241.7	2,309.0	0.0	4,550.7	TOTAL	2,241.7	2,309.0	0.0	4,550.7		
	193 (190)	FREEWAY FLYER SERVICE TO ETHNIC FESTIVALS	TE	PE	0.0	0.0	0.0	0.0	LOCAL	16.2	0.0	0.0	16.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	64.6	0.0	0.0	64.6		
				OTHER	80.8	0.0	0.0	80.8	CMAQ						
				TOTAL	80.8	0.0	0.0	80.8	TOTAL	80.8	0.0	0.0	80.8		
	194[c] (191)	MILWAUKEE DOWNTOWN TRANSIT CONNECTOR STUDY LOCALLY PREFERRED ALTERNATIVE	TE	PE	10,000.0	0.0	0.0	10,000.0	LOCAL	1,500.0	0.0	0.0	1,500.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	8,500.0	0.0	0.0	8,500.0		
				OTHER	0.0	0.0	0.0	0.0	COMB						
				TOTAL	10,000.0	0.0	0.0	10,000.0	TOTAL	10,000.0	0.0	0.0	10,000.0		
	195 (192)	REHABILITATE BRIDGE ON HONEY CREEK PARKWAY OVER HONEY CREEK MILWAUKEE COUNTY LOCAL BRIDGE (P-40-0780)	OH	PE	120.0	0.0	0.0	120.0	LOCAL	24.0	0.0	80.0	104.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	400.0	400.0	FED	96.0	0.0	320.0	416.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	120.0	0.0	400.0	520.0	TOTAL	120.0	0.0	400.0	520.0		
	196 (193)	REHABILITATE BRIDGE ON MILWAUKEE RIVER PARKWAY OVER N FORK OF MILWAUKEE RIVER MILWAUKEE COUNTY LOCAL BRIDGE B-40-0646	OH	PE	150.0	0.0	0.0	150.0	LOCAL	30.0	180.0	0.0	210.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	900.0	0.0	900.0	FED	120.0	720.0	0.0	840.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	150.0	900.0	0.0	1,050.0	TOTAL	150.0	900.0	0.0	1,050.0		
	197 (194)	BRIDGE REPLACEMENT ON W COLLEGE AVE OVER ROOT RIVER MILWAUKEE COUNTY LOCAL BRIDGE P-40-0562	OH	PE	110.0	0.0	0.0	110.0	LOCAL	22.0	80.0	0.0	102.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	400.0	0.0	400.0	FED	88.0	320.0	0.0	408.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	110.0	400.0	0.0	510.0	TOTAL	110.0	400.0	0.0	510.0		
	198 (195)	REPLACE BRIDGE WHITNALL PARK DR OVER BRANCH OF ROOT RIVER MILWAUKEE COUNTY LOCAL BRIDGE P-40-0721	OH	PE	110.0	0.0	0.0	110.0	LOCAL	22.0	80.0	0.0	102.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	400.0	0.0	400.0	FED	88.0	320.0	0.0	408.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	110.0	400.0	0.0	510.0	TOTAL	110.0	400.0	0.0	510.0		
	199 (196)	BRIDGE REPLACEMENT ON JACKSON PARK DR OVER N BRANCH OF THE KINNICKINNIC RIVER MILWAUKEE COUNTY LOCAL BRIDGE P-40-0568	OH	PE	100.0	0.0	0.0	100.0	LOCAL	20.0	80.0	0.0	100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	400.0	0.0	400.0	FED	80.0	320.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	100.0	400.0	0.0	500.0	TOTAL	100.0	400.0	0.0	500.0		
	200 (197)	REPLACE BRIDGE ON HONEY CREEK PARKWAY OVER HONEY CREEK MILWAUKEE COUNTY LOCAL BRIDGE P-40-0779	OH	PE	120.0	0.0	0.0	120.0	LOCAL	24.0	80.0	0.0	104.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	400.0	0.0	400.0	FED	96.0	320.0	0.0	416.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	120.0	400.0	0.0	520.0	TOTAL	120.0	400.0	0.0	520.0		

[c] The Federal funding sources include $2,500,000 of Interstate Cost Estimate funds and $6,000,000 of Interstate Substitute Transit funds.

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE COUNTY	201 (198)	REPLACEMENT OF MILWAUKEE RIVER PARKWAY BRIDGE OVER THE MILWAUKEE RIVER B-40-0647 IN MILWAUKEE COUNTY	OH	PE	0.0	0.0	140.0	140.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	35.0	35.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	105.0	105.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	140.0	140.0	TOTAL	0.0	0.0	140.0	140.0		
	202 (199)	BRIDGE REPLACEMENT OAK CREEK PARKWAY OAK CREEK BRIDGE CITY OF SOUTH MILWAUKEE BRIDGE P-40-0741	OH	PE	0.0	0.0	115.0	115.0	LOCAL	0.0	0.0	23.0	23.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	92.0	92.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	115.0	115.0	TOTAL	0.0	0.0	115.0	115.0		
	203 (200)	REPLACEMENT OF THE OAK CREEK PARKWAY BRIDGE OVER OAK CREEK EAST OF 9TH AVE. IN THE CITY OF SOUTH MILWAUKEE BRIDGE P-40-0559	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	80.0	80.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	400.0	400.0	FED	0.0	0.0	320.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	400.0	400.0	TOTAL	0.0	0.0	400.0	400.0		
	204 (201)	UPGRADE TRAFFIC SIGNALS AT W OKLAHOMA AVE AND CTH NN AND W BELOIT RD AND CTH T AND S 92ND AND CTH N MILWAUKEE COUNTY HES	HS	PE	16.8	20.0	0.0	36.8	LOCAL	1.7	8.3	21.4	31.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	15.1	75.0	192.6	282.7		
				OTHER	0.0	63.3	214.0	277.3	STP-S						
				TOTAL	16.8	83.3	214.0	314.1	TOTAL	16.8	83.3	214.0	314.1		
	205 (202)	UPGRADE TRAFFIC SIGNALS ON W COLLEGE AVE (CTH ZZ) E OF S 27TH ST TO S 13TH ST MILWAUKEE COUNTY HES	HS	PE	25.0	0.0	0.0	25.0	LOCAL	18.3	0.0	0.0	18.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	164.9	0.0	0.0	164.9		
				OTHER	158.2	0.0	0.0	158.2	STP-S						
				TOTAL	183.2	0.0	0.0	183.2	TOTAL	183.2	0.0	0.0	183.2		
	206 (203)	UPGRADE SIGNAL EQUIPMENT AND SIGNAGE ON W SILVER SPRING DR (CTH EE) N 91ST TO N 124TH ST MILWAUKEE COUNTY HES	HS	PE	30.0	0.0	0.0	30.0	LOCAL	4.5	18.5	6.4	29.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.2	166.7	57.8	264.7		
				OTHER	14.7	185.2	64.2	264.1	STP-S						
				TOTAL	44.7	185.2	64.2	294.1	TOTAL	44.7	185.2	64.2	294.1		
	207 (204)	INSTALL NEW SIGNAL INTERCONNECT ON W LAYTON AVE FROM S 27TH ST TO 92ND ST MILWAUKEE COUNTY HES	HS	PE	20.0	0.0	0.0	20.0	LOCAL	20.0	27.2	0.0	47.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	180.0	244.8	0.0	424.8		
				OTHER	180.0	272.0	0.0	452.0	STP-S						
				TOTAL	200.0	272.0	0.0	472.0	TOTAL	200.0	272.0	0.0	472.0		
	208 (205)	TRAFFIC SAFETY IMPROVEMENTS ON W SILVER SPRING DRIVE FROM N 91ST STREET TO N 124TH STREET	HS	PE	0.0	47.0	0.0	47.0	LOCAL	0.0	4.7	24.7	29.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	247.0	247.0	FED	0.0	42.3	222.3	264.6		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	47.0	247.0	294.0	TOTAL	0.0	47.0	247.0	294.0		
	209 (206)	UPGRADE MAST ARMS AND SIGNALS ON W BRADLEY RD AND N TEUTONIA AND 43RD CITY OF MILWAUKEE HES	HS	PE	10.0	0.0	0.0	10.0	LOCAL	2.5	0.0	0.0	2.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	22.5	0.0	0.0	22.5		
				OTHER	15.0	0.0	0.0	15.0	STP-S						
				TOTAL	25.0	0.0	0.0	25.0	TOTAL	25.0	0.0	0.0	25.0		
	210 (207)	TRAFFIC SAFETY IMPROVEMENTS ON W. BELOIT RD., W. OAKLAHOMA AVE., AND S. 92ND ST.	HS	PE	0.0	16.8	15.0	31.8	LOCAL	0.0	1.7	29.8	31.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	283.1	283.1	FED	0.0	15.1	268.3	283.4		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	16.8	298.1	314.9	TOTAL	0.0	16.8	298.1	314.9		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
MILWAUKEE COUNTY	211 (208)	IMPROVE SIGNAL TIMING USING COMPUTER SIMULATION ON S 76TH ST CTH U FROM COLD SPRING TO EDGERTON CITY OF MILWAUKEE HES	HS	PE	60.0	0.0	0.0	60.0	LOCAL	20.0	0.0	0.0	20.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	180.0	0.0	0.0	180.0		
				OTHER	140.0	0.0	0.0	140.0	STP-S						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	212 (209)	TRAFFIC SAFETY IMPROVEMENTS ON S. 76TH ST. (CTH U) FROM W. MORGAN AVE. TO W. GRANGE AVE.	HS	PE	40.0	0.0	0.0	40.0	LOCAL	4.0	16.0	0.0	20.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	160.0	0.0	160.0	FED	36.0	144.0	0.0	180.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	40.0	160.0	0.0	200.0	TOTAL	40.0	160.0	0.0	200.0		
	213 (210)	SOUTH 13TH ST (CTH V) AT 7100 SOUTH BOX CULVERT REPLACEMENT AT OAK CREEK TRIBUTARY IN THE CITY OF OAK CREEK	HS	PE	37.5	0.0	0.0	37.5	LOCAL	37.5	150.0	0.0	187.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	25.0	0.0	25.0		
				CONST	0.0	175.0	0.0	175.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	37.5	175.0	0.0	212.5	TOTAL	37.5	175.0	0.0	212.5		
	214 (211)	SOUTH 13TH ST (CTH V) AT 7500 SOUTH BOX CULVERT REPLACEMENT AT OAK CREEK TRIBUTARY IN THE CITY OF OAK CREEK	HS	PE	37.5	0.0	0.0	37.5	LOCAL	37.5	150.0	0.0	187.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	25.0	0.0	25.0		
				CONST	0.0	175.0	0.0	175.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	37.5	175.0	0.0	212.5	TOTAL	37.5	175.0	0.0	212.5		
	215 (212)	TRAFFIC SAFETY IMPROVEMENTS ON W LAYTON AVENUE FROM S 27TH ST TO S 92ND ST	HS	PE	30.0	10.0	0.0	40.0	LOCAL	20.0	27.6	0.0	47.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	170.0	262.0	0.0	432.0	FED	180.0	244.4	0.0	424.4		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	200.0	272.0	0.0	472.0	TOTAL	200.0	272.0	0.0	472.0		
	216 (213)	IMPROVE SIGNAL TIMING USING COMPUTER SIMULATION ON CTH W FROM GREEN TREE TO DEAN RD CITY OF MILWAUKEE HES	HS	PE	25.0	0.0	0.0	25.0	LOCAL	5.5	0.0	0.0	5.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	49.5	0.0	0.0	49.5		
				OTHER	30.0	0.0	0.0	30.0	STP-S						
				TOTAL	55.0	0.0	0.0	55.0	TOTAL	55.0	0.0	0.0	55.0		
	217 (214)	TRAFFIC SAFETY IMPROVEMENTS ON N PORT WASHINGTON RD FROM E GREEN TREE RD TO E DEAN RD(1.50 MILES)	HS	PE	5.5	0.0	0.0	5.5	LOCAL	5.5	0.0	0.0	5.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	49.5	0.0	0.0	49.5	FED	49.5	0.0	0.0	49.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	55.0	0.0	0.0	55.0	TOTAL	55.0	0.0	0.0	55.0		
	218 (215)	TRAFFIC SAFETY IMPROVEMENTS N. PORT WASHINGTON RD (CTH W) - BROWN DEER RD	HS	PE	0.0	35.0	0.0	35.0	LOCAL	0.0	35.0	0.0	35.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	315.0	0.0	315.0	FED	0.0	315.0	0.0	315.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	350.0	0.0	350.0	TOTAL	0.0	350.0	0.0	350.0		
	219 (216)	IMPROVE SIGNAL TIMING USING COMPUTER SIMULATION ON W GOOD HOPE RD (CTH PP) FROM TEUTONIA AVE TO N 99TH ST CITY OF MILWAUKEE HES	HS	PE	50.0	0.0	0.0	50.0	LOCAL	12.0	0.0	0.0	12.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	108.0	0.0	0.0	108.0		
				OTHER	70.0	0.0	0.0	70.0	STP-S						
				TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0		
	220 (217)	TRAFFIC SAFETY IMPROVEMENTS ON W GOOD HOPE RD (CTH PP) VARIOUS LOCATIONS	HS	PE	12.0	0.0	0.0	12.0	LOCAL	12.0	0.0	0.0	12.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	108.0	0.0	0.0	108.0	FED	108.0	0.0	0.0	108.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
MILWAUKEE COUNTY	221	TRAFFIC SAFETY IMPROVEMENTS ON W. COLLEGE AVE. FROM S. 27TH ST. TO S. 13TH ST.	HS	*PE*	0.0	27.5	0.0	27.5	*LOCAL*	0.0	18.3	0.0	18.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	155.7	0.0	155.7	*FED*	0.0	164.9	0.0	164.9		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
	(218)			*TOTAL*	0.0	183.2	0.0	183.2	*TOTAL*	0.0	183.2	0.0	183.2		
	222	TRAFFIC SAFETY IMPROVEMENTS ON W BRADLEY ROAD, N TEUTONIA AVE, AND N 43RD STREET	HS	*PE*	3.5	0.0	0.0	3.5	*LOCAL*	2.5	0.0	0.0	2.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	21.5	0.0	0.0	21.5	*FED*	22.5	0.0	0.0	22.5		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
	(219)			*TOTAL*	25.0	0.0	0.0	25.0	*TOTAL*	25.0	0.0	0.0	25.0		
	223	TRANSIT MARKETING PROGRAM SPONSORED BY A CONSORTIUM OF PUBLIC TRANSIT OPERATORS	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	432.0	432.0	0.0	864.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	1,728.0	1,728.0	0.0	3,456.0		
				OTHER	2,160.0	2,160.0	0.0	4,320.0	*CMAQ*						
	(220)			*TOTAL*	2,160.0	2,160.0	0.0	4,320.0	*TOTAL*	2,160.0	2,160.0	0.0	4,320.0		
	224	RECONSTRUCTION OF PEDSTRIAN/BICYCLE PATH ON SEAWALL SEPARATING THE MILWAUKEE ART MUSEUM AND LAKE MICHIGAN	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	300.0	0.0	0.0	300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	1,500.0	0.0	0.0	1,500.0	*FED*	1,200.0	0.0	0.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
	(221)			*TOTAL*	1,500.0	0.0	0.0	1,500.0	*TOTAL*	1,500.0	0.0	0.0	1,500.0		
	225	REPLACE BRADY STREET PEDESTRIAN BRIDGE EAST SIDE OF THE CITY OF MILWAUKEE MILWAUKEE COUNTY CMAQ	EE	*PE*	99.0	0.0	0.0	99.0	*LOCAL*	19.8	202.0	0.0	221.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	981.7	0.0	981.7	*FED*	79.2	807.8	0.0	887.0		
				OTHER	0.0	28.1	0.0	28.1	*CMAQ*						
	(222)			*TOTAL*	99.0	1,009.8	0.0	1,108.8	*TOTAL*	99.0	1,009.8	0.0	1,108.8		
	226	REDEVELOP EXISTING OAK LEAF TRAIL ESTABROOK PARK SEGMENT CAPITOL DR TO HAMPTON AVE MILWAUKEE COUNTY CMAQ	EE	*PE*	279.5	0.0	0.0	279.5	*LOCAL*	55.9	146.6	0.0	202.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	733.0	0.0	733.0	*FED*	223.6	586.4	0.0	810.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
	(223)			*TOTAL*	279.5	733.0	0.0	1,012.5	*TOTAL*	279.5	733.0	0.0	1,012.5		
	227	DESIGN AND CONSTRUCTION OF ACCESS RAMP TO THE OAK LEAF BIKE TRAIL AT OAKLAND AVENUE AND NORTH AVENUE	EE	*PE*	75.1	0.0	0.0	75.1	*LOCAL*	93.7	0.0	0.0	93.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	393.6	0.0	0.0	393.6	*FED*	375.0	0.0	0.0	375.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
	(224)			*TOTAL*	468.7	0.0	0.0	468.7	*TOTAL*	468.7	0.0	0.0	468.7		
	228	CONSTRUCTION OF BICYCLE PATH FROM INTERSECTION OF PROSPECT AV (STH 32) AND BRADY ST DOWN THE BLUFF TO LINCOLN MEM DR (OAK LEAF TR) IN C/MILW	EE	*PE*	66.3	0.0	0.0	66.3	*LOCAL*	66.3	0.0	0.0	66.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	265.0	0.0	0.0	265.0	*FED*	265.0	0.0	0.0	265.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
	(225)			*TOTAL*	331.3	0.0	0.0	331.3	*TOTAL*	331.3	0.0	0.0	331.3		
	229	OAK LEAF TRAIL - SOUTH SHORE PARK TO BAY VIEW PARK (1.00 MILE)	EE	*PE*	0.0	0.0	26.4	26.4	*LOCAL*	0.0	0.0	37.7	37.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	132.0	132.0	*FED*	0.0	0.0	120.7	120.7		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
	(226)			*TOTAL*	0.0	0.0	158.4	158.4	*TOTAL*	0.0	0.0	158.4	158.4		
	230	OAK LEAF TRAIL - CITY OF ST. FRANICS SEGMENT (1.50 MILES)	EE	*PE*	0.0	39.6	0.0	39.6	*LOCAL*	0.0	47.5	0.0	47.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	198.0	0.0	198.0	*FED*	0.0	190.1	0.0	190.1		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
	(227)			*TOTAL*	0.0	237.6	0.0	237.6	*TOTAL*	0.0	237.6	0.0	237.6		

Source: SEWRPC.

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE COUNTY	231 (228)	DESIGN AND CONSTN OF A PED/ BIKEE PATH BETWEEN FROEMMING PARK AND THE MILW CO SPORTS COMPLEX AND BETWEEN THE MILW CO SPORT COMPLEX AND STH 100 (0.75 MILE)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	18.0	0.0	18.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	90.0	0.0	90.0	FED	0.0	72.0	0.0	72.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	90.0	0.0	90.0	TOTAL	0.0	90.0	0.0	90.0		
	232 (229)	DESIGN AND CONSTRUCTION OF THE FORESTRY YARD SEGMENT OF THE HOYT BICYCLE/PEDESTRIAN PATH	EE	PE	3.4	0.0	0.0	3.4	LOCAL	16.5	0.0	0.0	16.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	79.1	0.0	0.0	79.1	FED	66.0	0.0	0.0	66.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	82.5	0.0	0.0	82.5	TOTAL	82.5	0.0	0.0	82.5		
	233 (230)	CONSTRUCTION OF A GRADE SEPARATION BETWEEN THE FORMER NORTH SHORE RR BICYCLE PATH AND RYAN ROAD (STH 100) IN THE CITY OF OAK CREEK	EE	PE	47.0	0.0	0.0	47.0	LOCAL	18.8	0.0	90.4	109.2	A	EXEMPT
				ROW	47.0	0.0	0.0	47.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	452.0	452.0	FED	75.2	0.0	361.6	436.8		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	94.0	0.0	452.0	546.0	TOTAL	94.0	0.0	452.0	546.0		
	234 (231)	FORMER NORTH SHORE RAILROAD RIGHT-OF-WAY BIKEPATH - MARSHALL AVE AT HOWELL AVE TO 3000' TO THE EAST COUNTY LINE	EE	PE	45.8	180.2	0.0	226.0	LOCAL	46.0	180.0	0.0	226.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	183.2	720.8	0.0	904.0	FED	183.0	721.0	0.0	904.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	229.0	901.0	0.0	1,130.0	TOTAL	229.0	901.0	0.0	1,130.0		
	235 (232)	CONSTRUCTION OF THE NORTHWEST BIKEWAY FROM DRETZKA PARK AND BRADLEY ROAD SOUTHERLY TO NEW INTERCHANGE AT 124TH ST. AND FOND DU LAC AVE.	EE	PE	0.0	0.0	0.0	0.0	LOCAL	25.6	0.0	0.0	25.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	128.0	0.0	0.0	128.0	FED	102.4	0.0	0.0	102.4		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	128.0	0.0	0.0	128.0	TOTAL	128.0	0.0	0.0	128.0		
	236 (233)	NORTHWEST BIKEWAY- BRADLEY ROAD TO 124TH AND FOND DU LAC	EE	PE	0.0	19.0	0.0	19.0	LOCAL	0.0	25.6	0.0	25.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	109.0	0.0	109.0	FED	0.0	102.4	0.0	102.4		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	128.0	0.0	128.0	TOTAL	0.0	128.0	0.0	128.0		
	237 (234)	NORTHWEST BIKEWAY WEST GOOD HOPE ROAD TO NORTH 124TH ST (1.20 MILES)	EE	PE	0.0	0.0	34.0	34.0	LOCAL	0.0	0.0	45.0	45.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	191.0	191.0	FED	0.0	0.0	180.0	180.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	225.0	225.0	TOTAL	0.0	0.0	225.0	225.0		
	238 (235)	NORTHWEST BIKEWAY WEST MILL ROAD TO WEST GOOD HOPE ROAD (1.33 MILES)	EE	PE	0.0	0.0	30.0	30.0	LOCAL	0.0	0.0	50.8	50.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	224.0	224.0	FED	0.0	0.0	203.2	203.2		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	254.0	254.0	TOTAL	0.0	0.0	254.0	254.0		
	239 (236)	ROOT RIVER BIKEWAY ROOT RIVER PARKWAY AT LOOMIS RD TO 6200 WEST DREXEL AVE	EE	PE	0.0	0.0	70.0	70.0	LOCAL	0.0	0.0	56.0	56.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	210.0	210.0	FED	0.0	0.0	224.0	224.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	280.0	280.0	TOTAL	0.0	0.0	280.0	280.0		
	240 (237)	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH IN THE MENOMONEE RIVER CORRIDOR BETWEEN SWAN BLVD AND STH 100 (4.00 MILES)	EE	PE	0.0	0.0	125.0	125.0	LOCAL	0.0	0.0	150.0	150.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	625.0	625.0	FED	0.0	0.0	600.0	600.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	750.0	750.0	TOTAL	0.0	0.0	750.0	750.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
BROWN DEER (VILLAGE)	241 (238)	RECONDITIONING OF N 60TH ST FROM W BRADLEY RD TO W BROWN DEER RD IN THE VILLAGE OF BROWN DEER (1.00 MILE)	HP	PE	0.0	0.0	221.4	221.4	LOCAL	0.0	0.0	357.7	357.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,566.9	1,566.9	FED	0.0	0.0	1,430.6	1,430.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	1,788.3	1,788.3	TOTAL	0.0	0.0	1,788.3	1,788.3		
CUDAHY (CITY)	242 (239)	RECONSTRUCTION WITH ADDITIONAL LANES OF SOUTH WHITNALL AVENUE FROM NICHOLSON AVE TO LAYTON AVE IN THE CITY OF CUDAHY (0.40 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	272.0	0.0	0.0	272.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,360.2	0.0	0.0	1,360.2	FED	1,088.2	0.0	0.0	1,088.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,360.2	0.0	0.0	1,360.2	TOTAL	1,360.2	0.0	0.0	1,360.2		
	243 (240)	ACQUSITION OF ALTERNATIVE-FUEL (CNG) MUNICIPAL VEHICLES FOR THE CITY OF CUDAHY: 1995	EE	PE	0.0	0.0	0.0	0.0	LOCAL	49.0	0.0	0.0	49.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	196.0	0.0	0.0	196.0		
				OTHER	245.0	0.0	0.0	245.0	CMAQ						
				TOTAL	245.0	0.0	0.0	245.0	TOTAL	245.0	0.0	0.0	245.0		
FOX POINT (VILLAGE)	244 (241)	BRIDGE REPLACEMENT ON DEAN ROAD OVER INDIAN CREEK IN THE VILLAGE OF FOX POINT LOCAL BRIDGE P-40-0702 MILWAUKEE COUNTY	OH	PE	41.4	0.0	0.0	41.4	LOCAL	8.3	35.8	0.0	44.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	179.0	0.0	179.0	FED	33.1	143.2	0.0	176.3		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	41.4	179.0	0.0	220.4	TOTAL	41.4	179.0	0.0	220.4		
	245 (242)	REHABILITATE BRIDGE ON N POINT DRIVE OVER INDIAN CREEK MILWAUKEE COUNTY LOCAL BRIDGE (P-40-0707)	OH	PE	41.4	0.0	0.0	41.4	LOCAL	8.3	35.8	0.0	44.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	179.0	0.0	179.0	FED	33.1	143.2	0.0	176.3		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	41.4	179.0	0.0	220.4	TOTAL	41.4	179.0	0.0	220.4		
	246 (243)	BRIDGE REPLACEMENT ON REGENT RD OVER INDIAN CREEK VILLAGE OF FOX POINT LOCAL BRIDGE P-40-0703 MILWAUKEE COUNTY	OH	PE	41.4	0.0	0.0	41.4	LOCAL	8.3	35.8	0.0	44.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	179.0	0.0	179.0	FED	33.1	143.2	0.0	176.3		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	41.4	179.0	0.0	220.4	TOTAL	41.4	179.0	0.0	220.4		
	247 (244)	CONSTRUCTION OF A BIKE/PED PATH ALONG PORT WASHINGTON RD VILLAGE OF FOX POINT MILWAUKEE COUNTY CMAQ	EE	PE	40.3	0.0	0.0	40.3	LOCAL	8.1	23.0	39.1	70.2	A	EXEMPT
				ROW	0.0	115.0	0.0	115.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	195.5	195.5	FED	32.2	92.0	156.4	280.6		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	40.3	115.0	195.5	350.8	TOTAL	40.3	115.0	195.5	350.8		
GLENDALE (CITY)	248 (245)	RECONSTRUCTION WITH NO ADDITIONAL LANES W. MILL RD.(CTH S) FROM THE WEST CITY LIMIT TO GREEN BAY AVE. (CTH 57) C/GLENDALE (0.81 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	202.2	0.0	202.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,011.0	0.0	1,011.0	FED	0.0	808.8	0.0	808.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	1,011.0	0.0	1,011.0	TOTAL	0.0	1,011.0	0.0	1,011.0		
	249 (246)	CONSTRUCT MILL RD PED/BIKE PATH CITY OF GLENDALE MILWAUKEE COUNTY CMAQ	EE	PE	28.0	0.0	0.0	28.0	LOCAL	5.6	44.8	0.0	50.4	A	EXEMPT
				ROW	0.0	22.5	0.0	22.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	188.4	0.0	188.4	FED	22.4	179.2	0.0	201.6		
				OTHER	0.0	13.1	0.0	13.1	CMAQ						
				TOTAL	28.0	224.0	0.0	252.0	TOTAL	28.0	224.0	0.0	252.0		
GREENDALE (VILLAGE)	250 (247)	RESURFACING OF W GRANGE AVE FROM S 84TH ST TO STH 36 (W LOOMIS RD) AND S 60TH ST TO FROM W GRANGE AVE TO 1500' N OF W GRANGE AVE IN THE VILLAGE OF GREENDALE (1.95 MILE)	HP	PE	0.0	0.0	240.0	240.0	LOCAL	0.0	0.0	488.0	488.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,200.0	2,200.0	FED	0.0	0.0	1,952.0	1,952.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	2,440.0	2,440.0	TOTAL	0.0	0.0	2,440.0	2,440.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
GREENDALE (VILLAGE)	251 (248)	CONSTRUCTION OF APROX. 1200 FEET OF SIDEWALK ALONG THE EAST SIDE OF LOOMIS RD (STH36) FROM RAMSEY AVE NORTHEAST IN VILLAGE OF GREENDALE	EE	PE	20.0	0.0	0.0	20.0	LOCAL	4.0	11.0	0.0	15.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	55.0	0.0	55.0	FED	16.0	44.0	0.0	60.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	20.0	55.0	0.0	75.0	TOTAL	20.0	55.0	0.0	75.0		
GREENFIELD (CITY)	252 (249)	RECONSTRUCTION WITH AUXILIARY LANES OF 35TH ST FROM LOOMIS RD TO LAYTON AVE IN THE CITY OF GREENFIELD (0.90 MILE)	HP	PE	414.0	0.0	0.0	414.0	LOCAL	476.6	0.0	0.0	476.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,968.8	0.0	0.0	1,968.8	FED	1,906.2	0.0	0.0	1,906.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	2,382.8	0.0	0.0	2,382.8	TOTAL	2,382.8	0.0	0.0	2,382.8		
HALES CORNERS (VILLAGE)	253 (250)	RECONSTRUCTION WITH AUXILIARY LANES OF W. GRANGE AVE. FROM NEW BERLIN RD. TO 108TH STREET IN VILLAGE OF HALES CORNERS (1.0 MI)	HP	PE	92.0	0.0	0.0	92.0	LOCAL	18.4	116.0	0.0	134.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	580.0	0.0	580.0	FED	73.6	464.0	0.0	537.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	92.0	580.0	0.0	672.0	TOTAL	92.0	580.0	0.0	672.0		
	254 (251)	LANDSCAPING OF MEDIANS IN STH 100 AND STH 24 IN THE VILLAGE OF HALES CORNERS	EE	PE	13.5	0.0	0.0	13.5	LOCAL	32.0	0.0	0.0	32.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	32.1	0.0	0.0	32.1		
				OTHER	50.6	0.0	0.0	50.6	STP-E						
				TOTAL	64.1	0.0	0.0	64.1	TOTAL	64.1	0.0	0.0	64.1		
MILWAUKEE (CITY)	255 (252)	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	100.0	125.0	130.0	355.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	100.0	125.0	130.0	355.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	100.0	125.0	130.0	355.0	TOTAL	100.0	125.0	130.0	355.0		
	256 (253)	INSTALLATION OF TRAFFIC SIGNING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	210.0	215.0	220.0	645.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	210.0	215.0	220.0	645.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	210.0	215.0	220.0	645.0	TOTAL	210.0	215.0	220.0	645.0		
	257 (254)	INTERCONNECTION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	10.0	10.0	10.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	10.0	10.0	10.0	30.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	10.0	10.0	10.0	30.0	TOTAL	10.0	10.0	10.0	30.0		
	258 (255)	RECONDITIONING OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	165.0	165.0	165.0	495.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	165.0	165.0	165.0	495.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	165.0	165.0	165.0	495.0	TOTAL	165.0	165.0	165.0	495.0		
	259 (256)	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	50.0	50.0	50.0	150.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	50.0	50.0	50.0	150.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	50.0	50.0	50.0	150.0	TOTAL	50.0	50.0	50.0	150.0		
	260 (257)	RECONSTRUCTION AND RESURFACING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF MILWAUKEE	HP	PE	95.0	75.0	125.0	295.0	LOCAL	535.0	350.0	600.0	1,485.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	440.0	275.0	475.0	1,190.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	535.0	350.0	600.0	1,485.0	TOTAL	535.0	350.0	600.0	1,485.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
MILWAUKEE (CITY)	261	LOCAL STREET IMPROVEMENTS AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	1,102.4	0.0	1,102.4	2,204.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	1,102.4	0.0	1,102.4	2,204.8		
				CONST	2,204.8	0.0	2,204.8	4,409.6	*FED*	0.0	0.0	0.0	0.0		
	(258)			*OTHER*	0.0	0.0	0.0	0.0	*LRIP*						
				TOTAL	2,204.8	0.0	2,204.8	4,409.6	*TOTAL*	2,204.8	0.0	2,204.8	4,409.6		
	262	RECONSTRUCTION OF THE W BRADLEY RD STRUCTURE OVER LITTLE MENOMONEE RIVER INCL. APPROACHES IN THE CITY OF MILWAUKEE (0.15 MILE)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	97.0	0.0	0.0	97.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	485.0	0.0	0.0	485.0	*FED*	388.0	0.0	0.0	388.0		
	(259)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	485.0	0.0	0.0	485.0	*TOTAL*	485.0	0.0	0.0	485.0		
	263	RECONSTRUCT BRIDGE ON WEST BROWN ST OVER CANADIAN PACIFIC RR MILWAUKEE COUNTY LOCAL BRIDGE (P-40-0859)	HP	*PE*	230.0	0.0	0.0	230.0	*LOCAL*	46.0	0.0	241.6	287.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,208.0	1,208.0	*FED*	184.0	0.0	966.4	1,150.4		
	(260)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	230.0	0.0	1,208.0	1,438.0	*TOTAL*	230.0	0.0	1,208.0	1,438.0		
	264	BRIDGE REPLACEMENT OF W CAMERON AVE OVER LINCOLN CREEK CITY OF MILWAUKEE MILWAUKEE COUNTY LOCAL BRIDGE P-40-0636	HP	*PE*	91.0	0.0	0.0	91.0	*LOCAL*	18.2	0.0	86.6	104.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	433.0	433.0	*FED*	72.8	0.0	346.4	419.2		
	(261)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	91.0	0.0	433.0	524.0	*TOTAL*	91.0	0.0	433.0	524.0		
	265	RESURFACING OF W. CENTER ST. FROM N. 76TH ST. TO N. 92ND ST. IN THE CITY OF MILWAUKEE (1.00 MILE)	HP	*PE*	325.0	0.0	0.0	325.0	*LOCAL*	65.0	193.0	0.0	258.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	920.0	0.0	920.0	*FED*	260.0	772.0	0.0	1,032.0		
	(262)			*OTHER*	0.0	45.0	0.0	45.0	*STP-M*						
				TOTAL	325.0	965.0	0.0	1,290.0	*TOTAL*	325.0	965.0	0.0	1,290.0		
	266	PAVEMENT REPLACEMENT OF E AND W CENTER ST FROM N HUMBOLDT BLVD TO N DR MARTIN LUTHER KING JR DR IN THE CITY OF MILWAUKEE (0.82 MILES)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	327.4	0.0	0.0	327.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	1,570.0	0.0	0.0	1,570.0	*FED*	1,309.6	0.0	0.0	1,309.6		
	(263)			*OTHER*	67.0	0.0	0.0	67.0	*STP-M*						
				TOTAL	1,637.0	0.0	0.0	1,637.0	*TOTAL*	1,637.0	0.0	0.0	1,637.0		
	267	BRIDGE RENOVATION P-40-0864 W. CHERRY ST. (LOC RD) CHERRY ST. BASCULE BRIDGE/MILW RVR BRIDGE P-40-0864 CITY OF MILWAUKEE	HP	*PE*	286.0	0.0	0.0	286.0	*LOCAL*	57.2	0.0	217.4	274.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,087.0	1,087.0	*FED*	228.8	0.0	869.6	1,098.4		
	(264)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	286.0	0.0	1,087.0	1,373.0	*TOTAL*	286.0	0.0	1,087.0	1,373.0		
	268	RESURFACING OF S CLEMENT AVE FROM E HOWARD AVE TO S WHITNALL AVE IN MILWAUKEE COUNTY (.51 MILES)	HP	*PE*	0.0	40.0	0.0	40.0	*LOCAL*	0.0	8.0	54.0	62.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	250.0	250.0	*FED*	0.0	32.0	216.0	248.0		
	(265)			*OTHER*	0.0	0.0	20.0	20.0	*STP-M*						
				TOTAL	0.0	40.0	270.0	310.0	*TOTAL*	0.0	40.0	270.0	310.0		
	269	RESURFACING OF W EDGERTON AVE FROM S 20TH ST TO S 13TH ST IN THE CITY OF MILWAUKEE (0.49 MILES)	HP	*PE*	0.0	0.0	60.0	60.0	*LOCAL*	0.0	0.0	12.0	12.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	48.0	48.0		
	(266)			*OTHER*	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	60.0	60.0	*TOTAL*	0.0	0.0	60.0	60.0		
	270	RECONSTRUCTION WITHOUT ADDITIONAL LANES OF W. FOND DU LAC AVE. FROM N. 107TH ST. TO N. 91ST ST. IN THE CITY OF MILWAUKEE (1.44 MILES)	HP	*PE*	0.0	0.0	600.0	600.0	*LOCAL*	0.0	0.0	120.0	120.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	480.0	480.0		
	(267)			*OTHER*	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	600.0	600.0	*TOTAL*	0.0	0.0	600.0	600.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE (CITY)	271 (268)	RESURFACING OF W GREENFIELD AVE FROM S 4TH ST TO S 16TH ST IN THE CITY OF MILWAUKEE (1.10 MILES)	HP	PE	0.0	140.0	0.0	140.0	LOCAL	0.0	28.0	157.0	185.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	725.0	725.0	FED	0.0	112.0	628.0	740.0		
				OTHER	0.0	0.0	60.0	60.0	STP-M						
				TOTAL	0.0	140.0	785.0	925.0	TOTAL	0.0	140.0	785.0	925.0		
	272 (269)	PAVEMENT REPLACEMENT OF N HAWLEY RD FROM HAWLEY RD VIADUCT TO W VLIET ST IN THE CITY OF MILWAUKEE (0.70 MILES)	HP	PE	0.0	75.0	0.0	75.0	LOCAL	0.0	15.0	88.5	103.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	417.5	417.5	FED	0.0	60.0	354.0	414.0		
				OTHER	0.0	0.0	25.0	25.0	STP-M						
				TOTAL	0.0	75.0	442.5	517.5	TOTAL	0.0	75.0	442.5	517.5		
	273 (270)	REHABILITATION OF NORTH HAWLEY RD VIADUCT FROM W VALLEY FORGE DR TO W RODER CIRCLE	HP	PE	227.2	0.0	0.0	227.2	LOCAL	499.9	0.0	0.0	499.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,272.0	0.0	0.0	2,272.0	FED	1,999.3	0.0	0.0	1,999.3		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	2,499.2	0.0	0.0	2,499.2	TOTAL	2,499.2	0.0	0.0	2,499.2		
	274 (271)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE N HAWLEY RD BRIDGE OVER THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.20 MILES)	HP	PE	72.0	0.0	0.0	72.0	LOCAL	14.4	0.0	95.6	110.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	478.0	478.0	FED	57.6	0.0	382.4	440.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	72.0	0.0	478.0	550.0	TOTAL	72.0	0.0	478.0	550.0		
	275 (272)	RECONSTRUCTION OF THE W HIGHLAND BLVD VIADUCT OVER C.P. RR CO ROW IN THE CITY OF MILWAUKEE (0.06 MILES)	HP	PE	144.0	0.0	0.0	144.0	LOCAL	28.8	416.2	0.0	445.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,081.0	0.0	2,081.0	FED	115.2	1,664.8	0.0	1,780.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	144.0	2,081.0	0.0	2,225.0	TOTAL	144.0	2,081.0	0.0	2,225.0		
	276 (273)	PAVEMENT REPLACEMENT OF W. HOWARD AVE. FROM S. 13TH ST. TO S. 27TH ST. IN THE CITY OF MILWAUKEE (1.00 MILE)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	408.9	0.0	0.0	408.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,000.5	0.0	0.0	2,000.5	FED	1,635.6	0.0	0.0	1,635.6		
				OTHER	44.0	0.0	0.0	44.0	STP-M						
				TOTAL	2,044.5	0.0	0.0	2,044.5	TOTAL	2,044.5	0.0	0.0	2,044.5		
	277 (274)	PAVEMENT REPLACEMENT OF SOUTH HOWELL AVE FROM E. WILBUR AVE TO OKLAHOMA AVE (EXCLUDING STRUCTURE) IN THE CITY OF MILWAUKEE (0.80 MI)	HP	PE	204.0	0.0	0.0	204.0	LOCAL	40.8	282.0	0.0	322.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,360.0	0.0	1,360.0	FED	163.2	1,128.0	0.0	1,291.2		
				OTHER	0.0	50.0	0.0	50.0	STP-M						
				TOTAL	204.0	1,410.0	0.0	1,614.0	TOTAL	204.0	1,410.0	0.0	1,614.0		
	278 (275)	RENOVATION AND DECK REPLACEMENT OF THE N HUMBOLT AVE-COMMERCE STREET BRIDGE IN THE CITY OF MILWAUKEE (0.01 MILE)	HP	PE	36.7	0.0	0.0	36.7	LOCAL	7.4	39.2	0.0	46.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	196.0	0.0	196.0	FED	29.3	156.8	0.0	186.1		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	36.7	196.0	0.0	232.7	TOTAL	36.7	196.0	0.0	232.7		
	279 (276)	RENOVATION AND DECK REPLACEMENT OF THE NORTH HUMBOLT AVE BRIDGE OVER MILWAUKEE RIVER IN THE CITY OF MILWAUKEE (0.09 MILE)	HP	PE	120.0	0.0	0.0	120.0	LOCAL	24.0	132.0	0.0	156.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	660.0	0.0	660.0	FED	96.0	528.0	0.0	624.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	120.0	660.0	0.0	780.0	TOTAL	120.0	660.0	0.0	780.0		
	280 (277)	RESURFACING OF W KILBOURN AVE FROM N 6TH ST TO MILWAUKEE RIVER IN THE CITY OF MILWAUKEE (0.30 MILE)	HP	PE	0.0	84.0	0.0	84.0	LOCAL	0.0	16.8	121.0	137.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	555.0	555.0	FED	0.0	67.2	484.0	551.2		
				OTHER	0.0	0.0	50.0	50.0	STP-M						
				TOTAL	0.0	84.0	605.0	689.0	TOTAL	0.0	84.0	605.0	689.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
MILWAUKEE (CITY)	281	PAVEMENT REPLACEMENT OF E KENWOOD BLVD FROM N DOWNER AVE TO N OAKLAND AVE IN THE CITY OF MILWAUKEE (0.50 MILES)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	190.8	0.0	0.0	190.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	916.0	0.0	0.0	916.0	*FED*	763.2	0.0	0.0	763.2		
	(278)			*OTHER*	38.0	0.0	0.0	38.0	*STP-M*						
				TOTAL	954.0	0.0	0.0	954.0	*TOTAL*	954.0	0.0	0.0	954.0		
	282	RENOVATION OF THE WEST KILBOURN AVE-MILWAUKEE RIVER BRIDGE IN THE CITY OF MILWAUKEE (0.04 MILE)	HP	*PE*	336.0	0.0	0.0	336.0	*LOCAL*	67.2	288.2	0.0	355.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	1,441.0	0.0	1,441.0	*FED*	268.8	1,152.8	0.0	1,421.6		
	(279)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	336.0	1,441.0	0.0	1,777.0	*TOTAL*	336.0	1,441.0	0.0	1,777.0		
	283	RESURFACING OF E LINCOLN AVE FROM S LINCOLN MEMORIAL DRIVE TO E BAY ST (EXCLUDING STRUCTURE) IN THE CITY OF MILWAUKEE (0.32 MILE)	HP	*PE*	75.0	0.0	0.0	75.0	*LOCAL*	15.0	88.0	0.0	103.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	440.0	0.0	440.0	*FED*	60.0	352.0	0.0	412.0		
	(280)			*OTHER*	0.0	0.0	0.0	0.0	*NHS*						
				TOTAL	75.0	440.0	0.0	515.0	*TOTAL*	75.0	440.0	0.0	515.0		
	284	RESURFACING OF W LOCUST ST FROM N DR MARTIN LUTHER KING DR TO N 15TH ST IN THE CITY OF MILWAUKEE (0.83 MILES)	HP	*PE*	0.0	0.0	172.0	172.0	*LOCAL*	0.0	0.0	34.4	34.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	137.6	137.6		
	(281)			*OTHER*	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	172.0	172.0	*TOTAL*	0.0	0.0	172.0	172.0		
	285	RENOVATION AND DECK REPLACEMENT P-40-0840 E LINCOLN AVE(LOC RD) E. LINCOLN AVE/UNION PACIFIC RR BRIDGE P-40-0804 CITY OF MILWAUKEE	HP	*PE*	0.0	392.0	0.0	392.0	*LOCAL*	0.0	78.4	674.0	752.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	3,370.0	3,370.0	*FED*	0.0	313.6	2,696.0	3,009.6		
	(282)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	0.0	392.0	3,370.0	3,762.0	*TOTAL*	0.0	392.0	3,370.0	3,762.0		
	286	RESURFACING OF E LINCOLN AVE FROM S 1ST ST TO S KINNICKINNIC AVE IN THE CITY OF MILWAUKEE (0.36 MILES)	HP	*PE*	0.0	0.0	52.0	52.0	*LOCAL*	0.0	0.0	10.4	10.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	41.6	41.6		
	(283)			*OTHER*	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	52.0	52.0	*TOTAL*	0.0	0.0	52.0	52.0		
	287	PAVEMENT REPLACEMENT OF W LISBON AVE FROM N 40TH ST TO SOO LINE RAILROAD IN THE CITY OF MILWAUKEE (0.62 MILES)	HP	*PE*	0.0	0.0	110.0	110.0	*LOCAL*	0.0	0.0	22.0	22.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	88.0	88.0		
	(284)			*OTHER*	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	110.0	110.0	*TOTAL*	0.0	0.0	110.0	110.0		
	288	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE W MILL RD BRIDGE OVER THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE	HP	*PE*	30.0	0.0	0.0	30.0	*LOCAL*	131.0	0.0	0.0	131.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	625.0	0.0	0.0	625.0	*FED*	524.0	0.0	0.0	524.0		
	(285)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	655.0	0.0	0.0	655.0	*TOTAL*	655.0	0.0	0.0	655.0		
	289	RESURFACING OF W. ST. PAUL AVE. FROM N. 5TH ST. TO N. 13TH ST. IN THE CITY OF MILWAUKEE (0.52 MILES)	HP	*PE*	82.0	0.0	0.0	82.0	*LOCAL*	16.4	111.4	0.0	127.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	547.0	0.0	547.0	*FED*	65.6	445.6	0.0	511.2		
	(286)			*OTHER*	0.0	10.0	0.0	10.0	*STP-M*						
				TOTAL	82.0	557.0	0.0	639.0	*TOTAL*	82.0	557.0	0.0	639.0		
	290	RESURFACING OF W SILVER SPRING DR FROM N 27TH ST TO N 68TH ST IN THE CITY OF MILWAUKEE (2.5 MILES)	HP	*PE*	0.0	570.0	0.0	570.0	*LOCAL*	0.0	114.0	776.0	890.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	3,800.0	3,800.0	*FED*	0.0	456.0	3,104.0	3,560.0		
	(287)			*OTHER*	0.0	0.0	80.0	80.0	*STP-M*						
				TOTAL	0.0	570.0	3,880.0	4,450.0	*TOTAL*	0.0	570.0	3,880.0	4,450.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE (CITY)	291 (288)	RENOVATION AND CATHODIC PROTECTION OF THE NORTH TEUTONIA AVE-WEST SILVER SPRING DRIVE BRIDGE IN THE CITY OF MILWAUKEE (0.01 MILE)	HP	PE	46.0	0.0	0.0	46.0	LOCAL	9.2	0.0	62.4	71.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	312.0	312.0	FED	36.8	0.0	249.6	286.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	46.0	0.0	312.0	358.0	TOTAL	46.0	0.0	312.0	358.0		
	292 (289)	RECONSTRUCTION OF THE TEUTONIA AVENUE BRIDGE OVER THE UNION PACIFIC RR B-40-0035 IN THE CITY OF MILWAUKEE	HP	PE	413.0	0.0	0.0	413.0	LOCAL	82.6	0.0	550.6	633.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,753.0	2,753.0	FED	330.4	0.0	2,202.4	2,532.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	413.0	0.0	2,753.0	3,166.0	TOTAL	413.0	0.0	2,753.0	3,166.0		
	293 (290)	RENOVATION OF THE N. TEUTONIA AVE. BRIDGE OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (0.15 MILE)	HP	PE	50.0	0.0	0.0	50.0	LOCAL	60.0	0.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	250.0	0.0	0.0	250.0	FED	240.0	0.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	294 (291)	PAVEMENT REPLACEMENT WITH NO ADDITIONAL LANES OF N. TEUTONIA AVE. FROM W. RUBY AVE. TO W. VILLARD AVE. IN THE CITY OF MILWAUKEE (0.94 MILES)	HP	PE	50.0	0.0	0.0	50.0	LOCAL	30.0	610.0	0.0	640.0	A	EXEMPT
				ROW	100.0	0.0	0.0	100.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	3,000.0	0.0	3,000.0	FED	120.0	2,440.0	0.0	2,560.0		
				OTHER	0.0	50.0	0.0	50.0	STP-M						
				TOTAL	150.0	3,050.0	0.0	3,200.0	TOTAL	150.0	3,050.0	0.0	3,200.0		
	295 (292)	RESURFACING OF W VILLARD AVE FROM N GREEN BAY AVE TO N TEUTONIA AVE IN THE CITY OF MILWAUKEE (0.90 MILES)	HP	PE	0.0	120.0	0.0	120.0	LOCAL	0.0	24.0	153.0	177.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	750.0	750.0	FED	0.0	96.0	612.0	708.0		
				OTHER	0.0	0.0	15.0	15.0	STP-M						
				TOTAL	0.0	120.0	765.0	885.0	TOTAL	0.0	120.0	765.0	885.0		
	296 (293)	RESURFACING OF W WASHINGTON BLVD FROM N 47TH ST TO N 60TH ST IN THE CITY OF MILWAUKEE (0.77 MILE)	HP	PE	0.0	120.0	0.0	120.0	LOCAL	0.0	24.0	163.0	187.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	800.0	800.0	FED	0.0	96.0	652.0	748.0		
				OTHER	0.0	0.0	15.0	15.0	STP-M						
				TOTAL	0.0	120.0	815.0	935.0	TOTAL	0.0	120.0	815.0	935.0		
	297 (294)	PAVEMENT REPLACEMENT WITH NO ADDITIONAL LANES OF W WISCONSIN AVE FROM A POINT EAST OF N 89TH ST TO N 95TH ST IN THE CITY OF MILWAUKEE (.55)	HP	PE	120.0	0.0	0.0	120.0	LOCAL	24.0	162.0	0.0	186.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	810.0	0.0	810.0	FED	96.0	648.0	0.0	744.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	120.0	810.0	0.0	930.0	TOTAL	120.0	810.0	0.0	930.0		
	298 (295)	RESURFACING OF W WISCONSIN AVE FROM N 11TH ST TO N 20TH ST IN THE CITY OF MILWAUKEE (0.49 MILE)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	160.0	0.0	0.0	160.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	800.0	0.0	0.0	800.0	FED	640.0	0.0	0.0	640.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	800.0	0.0	0.0	800.0	TOTAL	800.0	0.0	0.0	800.0		
	299 (296)	RESURFACING OF S 1ST ST FROM S KINNICKINNIC AVE TO E LINCOLN AVE IN THE CITY OF MILWAUKEE (0.70 MILES)	HP	PE	0.0	0.0	200.0	200.0	LOCAL	0.0	0.0	40.0	40.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	160.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	200.0	200.0	TOTAL	0.0	0.0	200.0	200.0		
	300 (297)	RESURFACING OF S 2ND ST FROM W NATIONAL AVE TO MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.63 MILE)	HP	PE	125.0	0.0	0.0	125.0	LOCAL	25.0	158.0	0.0	183.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	750.0	0.0	750.0	FED	100.0	632.0	0.0	732.0		
				OTHER	0.0	40.0	0.0	40.0	STP-M						
				TOTAL	125.0	790.0	0.0	915.0	TOTAL	125.0	790.0	0.0	915.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
MILWAUKEE (CITY)	301	RESURFACING OF S 6TH ST FROM W OHIO AVE. TO W HAYES AVE IN THE CITY OF MILWAUKEE (1.30 MILES)	HP	PE	136.5	0.0	0.0	136.5	LOCAL	27.3	0.0	189.4	216.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	910.0	910.0	FED	109.2	0.0	757.6	866.8		
	(298)			OTHER	0.0	0.0	37.0	37.0	STP-M						
				TOTAL	136.5	0.0	947.0	1,083.5	TOTAL	136.5	0.0	947.0	1,083.5		
	302	RESURFACING OF S 11TH ST FROM W WINDLAKE AVE TO W BRUCE ST IN THE CITY OF MILWAUKEE (1.28 MILES)	HP	PE	0.0	180.0	0.0	180.0	LOCAL	0.0	36.0	250.6	286.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,185.0	1,185.0	FED	0.0	144.0	1,002.4	1,146.4		
	(299)			OTHER	0.0	0.0	68.0	68.0	STP-M						
				TOTAL	0.0	180.0	1,253.0	1,433.0	TOTAL	0.0	180.0	1,253.0	1,433.0		
	303	PAVEMENT REPLACEMENT/ RESURFACING OF N 12TH ST FROM W WISCONSIN AVE TO W HIGHLAND BLVD IN THE CITY OF MILWAUKEE (0.39 MILE)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	101.0	0.0	0.0	101.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	460.0	0.0	0.0	460.0	FED	404.0	0.0	0.0	404.0		
	(300)			OTHER	45.0	0.0	0.0	45.0	STP-M						
				TOTAL	505.0	0.0	0.0	505.0	TOTAL	505.0	0.0	0.0	505.0		
	304	RESURFACING OF N.16TH STREET FROM W.CLYBOURN STREET TO W.WISCONSIN AVENUE IN THE CITY OF MILWAUKEE (0.18 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	31.8	0.0	0.0	31.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	159.0	0.0	0.0	159.0	FED	127.2	0.0	0.0	127.2		
	(301)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	159.0	0.0	0.0	159.0	TOTAL	159.0	0.0	0.0	159.0		
	305	PAVEMENT REPLACEMENT WITH NO ADDITIONAL LANES OF S. 20TH ST FROM W. HOWARD AVE TO W. MORGAN AVE IN THE CITY MILWAUKEE (0.50 MILES)	HP	PE	125.0	0.0	0.0	125.0	LOCAL	25.0	148.0	0.0	173.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	697.0	0.0	697.0	FED	100.0	592.0	0.0	692.0		
	(302)			OTHER	0.0	43.0	0.0	43.0	STP-M						
				TOTAL	125.0	740.0	0.0	865.0	TOTAL	125.0	740.0	0.0	865.0		
	306	RESURFACING OF S 20TH ST FROM W LAYTON AVE TO W GRANGE AVE IN THE CITY OF MILWAUKEE (1.00 MILES)	HP	PE	0.0	0.0	150.0	150.0	LOCAL	0.0	0.0	30.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	120.0	120.0		
	(303)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	150.0	150.0	TOTAL	0.0	0.0	150.0	150.0		
	307	RENOVATION OF THE NORTH 35TH STREET BRIDGE OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (0.06 MILE)	HP	PE	45.0	0.0	0.0	45.0	LOCAL	9.0	45.6	0.0	54.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	228.0	0.0	228.0	FED	36.0	182.4	0.0	218.4		
	(304)			OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	45.0	228.0	0.0	273.0	TOTAL	45.0	228.0	0.0	273.0		
	308	PAVEMENT REPLACEMENT OF S 35TH ST FROM W MORGAN AVE TO W LAKEFIELD DR IN THE CITY OF MILWAUKEE (0.41 MILE)	HP	PE	0.0	125.0	0.0	125.0	LOCAL	0.0	25.0	167.4	192.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	812.0	812.0	FED	0.0	100.0	669.6	769.6		
	(305)			OTHER	0.0	0.0	25.0	25.0	STP-M						
				TOTAL	0.0	125.0	837.0	962.0	TOTAL	0.0	125.0	837.0	962.0		
	309	RESURFACING OF S 60TH ST FROM W WATERFORD AVE TO W FOREST HOME AVE IN THE CITY OF MILWAUKEE (0.46 MILES)	HP	PE	0.0	0.0	100.0	100.0	LOCAL	0.0	0.0	20.0	20.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	80.0	80.0		
	(306)			OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	100.0	100.0	TOTAL	0.0	0.0	100.0	100.0		
	310	RESURFACING OF N 84TH ST FROM W BURLEIGH ST TO W HAMPTON AVE IN THE CITY OF MILWAUKEE (2.00 MILES)	HP	PE	238.0	0.0	0.0	238.0	LOCAL	47.6	323.0	0.0	370.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,600.0	0.0	1,600.0	FED	190.4	1,292.0	0.0	1,482.4		
	(307)			OTHER	0.0	15.0	0.0	15.0	STP-M						
				TOTAL	238.0	1,615.0	0.0	1,853.0	TOTAL	238.0	1,615.0	0.0	1,853.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE (CITY)	311 (308)	RESURFACING OF N 91ST STREET FROM W FLAGG AVE TO W MILL RD IN THE CITY OF MILWAUKEE (0.53 MILES)	HP	PE	120.0	0.0	0.0	120.0	LOCAL	24.0	160.0	0.0	184.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	800.0	0.0	800.0	FED	96.0	640.0	0.0	736.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	120.0	800.0	0.0	920.0	TOTAL	120.0	800.0	0.0	920.0		
	312 (309)	PAVEMENT REPLACEMENT OF N. 91ST ST. FROM W. BROWN DEER RD. TO W. COUNTY LINE RD. IN THE CITY OF MILWAUKKE (1.00 MILES)	HP	PE	0.0	0.0	300.0	300.0	LOCAL	0.0	0.0	60.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	240.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	300.0	300.0	TOTAL	0.0	0.0	300.0	300.0		
	313 (310)	RECONSTRUCTION WITHOUT ADDITIONAL LANES OF N. 124TH ST. FROM W. FAIRY CHASM TO W. BROWN DEER RD. IN THE CITY OF MILWAUKEE (0.57 MILES)	HP	PE	0.0	0.0	75.0	75.0	LOCAL	0.0	0.0	15.0	15.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	60.0	60.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	75.0	75.0	TOTAL	0.0	0.0	75.0	75.0		
	314 (311)	CONSTRUCTION OF LOCAL STREET CONNECTIONS AND IMPROVEMENTS/MODIFICATIONS ASSOCIATED WITH REMOVAL/NEW TERMINUS OF PARK EAST FWY	HP	PE	350.0	0.0	0.0	350.0	LOCAL	1,252.5	0.0	0.0	1,252.5	A	NON-EXEMPT
				ROW	1,000.0	0.0	0.0	1,000.0	STATE	0.0	0.0	0.0	0.0		
				CONST	4,500.0	0.0	0.0	4,500.0	FED	7,097.5	0.0	0.0	7,097.5		
				OTHER	2,500.0	0.0	0.0	2,500.0	IH-C/S						
				TOTAL	8,350.0	0.0	0.0	8,350.0	TOTAL	8,350.0	0.0	0.0	8,350.0		
	315 (312)	CONSTRUCTION OF A NEW MCKINLEY/KNAPP STREET BRIDGE OVER THE MILWAUKEE RIVER IN THE CITY OF MILWAUKEE	HP	PE	690.0	0.0	0.0	690.0	LOCAL	1,183.5	0.0	0.0	1,183.5	A	NON-EXEMPT
				ROW	200.0	0.0	0.0	200.0	STATE	0.0	0.0	0.0	0.0		
				CONST	7,000.0	0.0	0.0	7,000.0	FED	6,706.5	0.0	0.0	6,706.5		
				OTHER	0.0	0.0	0.0	0.0	IH-C/S						
				TOTAL	7,890.0	0.0	0.0	7,890.0	TOTAL	7,890.0	0.0	0.0	7,890.0		
	316 (313)	RECONSTRUCTION/EXPANSION OF W CANAL ST FROM MILLER PARK TO N 6TH ST IN THE CITY OF MILWAUKEE (2.77 MILES)	HE	PE	3,152.0	0.0	0.0	3,152.0	LOCAL	1,576.0	2,085.0	9,805.9	13,466.9	A	NON-EXEMPT
				ROW	0.0	200.0	0.0	200.0	STATE	1,576.0	2,085.0	9,805.9	13,466.9		
				CONST	0.0	3,970.0	19,305.8	23,275.8	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	306.0	306.0							
				TOTAL	3,152.0	4,170.0	19,611.8	26,933.8	TOTAL	3,152.0	4,170.0	19,611.8	26,933.8		
	317 (314)	DESIGN AND INSTALLATION OF EXPRESS BUS ROUTE TRAFFIC SIGNAL PRE-EMPTION EQUIPMENT	TI	PE	0.0	7.5	7.5	15.0	LOCAL	0.0	15.0	15.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	67.5	67.5	135.0	FED	0.0	60.0	60.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	75.0	75.0	150.0	TOTAL	0.0	75.0	75.0	150.0		
	318 (315)	RECONSTRUCTION AND RESURFACING AT VARIOUS LOCATIONS ON CITY STREETS OFF THE FEDERAL-AID SYSTEM IN THE CITY OF MILWAUKEE	OH	PE	1,000.0	1,500.0	975.0	3,475.0	LOCAL	3,965.0	6,150.0	3,900.0	14,015.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,965.0	4,650.0	2,925.0	10,540.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	3,965.0	6,150.0	3,900.0	14,015.0	TOTAL	3,965.0	6,150.0	3,900.0	14,015.0		
	319 (316)	REHABILITATION OF WEST GLENDALE AVE BRIDGE OVER THE LINCOLN CREEK IN THE CITY OF MILWAUKEE (0.01 MILE)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	15.0	0.0	0.0	15.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	75.0	0.0	0.0	75.0	FED	60.0	0.0	0.0	60.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	75.0	0.0	0.0	75.0	TOTAL	75.0	0.0	0.0	75.0		
	320 (317)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE N. GRANVILLE RD. BRIDGE OVER THE LITTLE MENOMONEE RIVER IN THE CITY OF MILWAUKEE	OH	PE	47.0	0.0	0.0	47.0	LOCAL	9.4	70.8	0.0	80.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	354.0	0.0	354.0	FED	37.6	283.2	0.0	320.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	47.0	354.0	0.0	401.0	TOTAL	47.0	354.0	0.0	401.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
MILWAUKEE (CITY)	321	REHABILITATE BRIDGE ON SOUTH 29TH ST OVER KINNICKINNIC RIVER MILWAUKEE COUNTY LOCAL BRIDGE (P-40-0630)	OH	*PE*	116.0	0.0	0.0	116.0	*LOCAL*	23.2	0.0	113.8	137.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	569.0	569.0	*FED*	92.8	0.0	455.2	548.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
	(318)			*TOTAL*	116.0	0.0	569.0	685.0	*TOTAL*	116.0	0.0	569.0	685.0		
	322	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE S. 29TH ST BRIDGE OVER THE UNION PACIFIC RR IN THE CITY OF MILWAUKEE (0.05 MILES)	OH	*PE*	97.0	0.0	0.0	97.0	*LOCAL*	19.4	0.0	137.0	156.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	685.0	685.0	*FED*	77.6	0.0	548.0	625.6		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
	(319)			*TOTAL*	97.0	0.0	685.0	782.0	*TOTAL*	97.0	0.0	685.0	782.0		
	323	BRIDGE REPLACEMENT OF N 45TH ST OVER MENOMONEE RIVER CITY OF MILWAUKEE MILWAUKEE COUNTY LOCAL BRIDGE P-40-0601	OH	*PE*	56.0	0.0	0.0	56.0	*LOCAL*	11.2	0.0	46.2	57.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	231.0	231.0	*FED*	44.8	0.0	184.8	229.6		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
	(320)			*TOTAL*	56.0	0.0	231.0	287.0	*TOTAL*	56.0	0.0	231.0	287.0		
	324	INSTALL TRAFFIC SIGNAL MAST ARMS AT 5 LOCATIONS IN THE CITY OF MILWAUKEE TO IMPROVE SIGNAL VISIBILITY & SAFETY	HS	*PE*	5.9	0.0	0.0	5.9	*LOCAL*	4.2	0.0	0.0	4.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	35.8	0.0	0.0	35.8	*FED*	37.5	0.0	0.0	37.5		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
	(321)			*TOTAL*	41.7	0.0	0.0	41.7	*TOTAL*	41.7	0.0	0.0	41.7		
	325	PEDESTRIAN SAFETY IMPROVEMENTS FOR THE FACILITIES: WISCONSIN AVE, CENTER ST, CESAR CHAVEZ DR, BURLEIGH ST, 27TH ST, AND 35TH ST	HS	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	20.2	20.2	40.5	80.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	202.4	202.4	404.8	809.6	*FED*	182.2	182.2	364.3	728.7		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
	(322)			*TOTAL*	202.4	202.4	404.8	809.6	*TOTAL*	202.4	202.4	404.8	809.6		
	326	SPOT TRAFFIC SIGNAL IMPROVEMENTS AT VARIOUS HIGH HAZARD LOCATIONS IN THE CITY OF MILWAUKEE	HS	*PE*	12.0	12.0	12.0	36.0	*LOCAL*	13.2	13.2	13.2	39.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	120.0	120.0	120.0	360.0	*FED*	118.8	118.8	118.8	356.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
	(323)			*TOTAL*	132.0	132.0	132.0	396.0	*TOTAL*	132.0	132.0	132.0	396.0		
	327	ADD LEFT TURN LANES AND SIGNAL MAST ARMS AT THE S. CESAR CHAVEZ DR. AND W. MITCHELL ST. INTERSECTION IN THE CITY OF MILWAUKEE	HS	*PE*	1.8	0.0	0.0	1.8	*LOCAL*	1.3	0.0	0.0	1.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	11.5	0.0	0.0	11.5	*FED*	12.0	0.0	0.0	12.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
	(324)			*TOTAL*	13.3	0.0	0.0	13.3	*TOTAL*	13.3	0.0	0.0	13.3		
	328	CONSTRUCT MINI ROUND-ABOUTS AT THE KILBOURN AVENUE INTERSECTIONS WITH 16TH & 17TH STREETS IN THE CITY OF MILWAUKEE	HS	*PE*	15.0	0.0	0.0	15.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	1.5	8.5	0.0	10.0		
				CONST	0.0	85.0	0.0	85.0	*FED*	13.5	76.5	0.0	90.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
	(325)			*TOTAL*	15.0	85.0	0.0	100.0	*TOTAL*	15.0	85.0	0.0	100.0		
	329	SAFETY IMPROVEMENTS ON E NORTH AVE FROM N BOOTH ST TO N BREMEN ST IN THE CITY OF MILWAUKEE (0.26 MILES)	HS	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	25.0	0.0	0.0	25.0	A	EXEMPT
				ROW	50.0	0.0	0.0	50.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	200.0	0.0	0.0	200.0	*FED*	225.0	0.0	0.0	225.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
	(326)			*TOTAL*	250.0	0.0	0.0	250.0	*TOTAL*	250.0	0.0	0.0	250.0		
	330	ADD LEFT TURN LANES AND SIGNAL MAST ARMS AT THE INTERSECTION OF 70TH & MAIN IN MILWAUKEE TO IMPROVE SAFETY	HS	*PE*	0.9	0.0	0.0	0.9	*LOCAL*	0.6	0.0	0.0	0.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	5.1	0.0	0.0	5.1	*FED*	5.4	0.0	0.0	5.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
	(327)			*TOTAL*	6.0	0.0	0.0	6.0	*TOTAL*	6.0	0.0	0.0	6.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
MILWAUKEE (CITY)	331	RECONSTRUCT THE LAKE MICHIGAN SHORELINE PROTECTION SYSTEM CREATING A PEDESTRIAN/ BIKE TRAIL NEAR MILW. ART MUSEUM ADDITION	EE	*PE*	43.5	0.0	0.0	43.5	*LOCAL*	8.7	171.3	0.0	180.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	672.5	0.0	672.5	*FED*	34.8	501.2	0.0	536.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
	(328)			*TOTAL*	43.5	672.5	0.0	716.0	*TOTAL*	43.5	672.5	0.0	716.0		
	332	INSTALLATION OF GUIDE SIGNS TO DIRECT MOTORISTS TO PARKING CITY OF MILWAUKEE CMAQ	EE	*PE*	15.0	0.0	0.0	15.0	*LOCAL*	3.0	14.0	0.0	17.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	70.0	0.0	70.0	*FED*	12.0	56.0	0.0	68.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
	(329)			*TOTAL*	15.0	70.0	0.0	85.0	*TOTAL*	15.0	70.0	0.0	85.0		
	333	SCHOOL ZONE SPEED LIMIT SIGNINGING UPGRADE	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	50.0	50.0	50.0	150.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	50.0	50.0	50.0	150.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(330)			*TOTAL*	50.0	50.0	50.0	150.0	*TOTAL*	50.0	50.0	50.0	150.0		
	334	VARIOUS CONGESTION MITIGATION/ AIR QUALITY PROJECTS VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	EE	*PE*	50.0	100.0	100.0	250.0	*LOCAL*	60.0	120.0	120.0	300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	240.0	480.0	480.0	1,200.0		
				OTHER	250.0	500.0	500.0	1,250.0	*CMAQ*						
	(331)			*TOTAL*	300.0	600.0	600.0	1,500.0	*TOTAL*	300.0	600.0	600.0	1,500.0		
	335	VARIOUS TRANSPORTATION ENHANCEMENT/SMIP PROJECTS AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	EE	*PE*	50.0	100.0	100.0	250.0	*LOCAL*	60.0	120.0	120.0	300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	240.0	480.0	480.0	1,200.0		
				OTHER	250.0	500.0	500.0	1,250.0	*STP-E*						
	(332)			*TOTAL*	300.0	600.0	600.0	1,500.0	*TOTAL*	300.0	600.0	600.0	1,500.0		
	336	CONDUCT OF A OFF-STREET BICYCLE STUDY TO IDENTIFY AND PRIORITIZE TRAVEL CORRIDORS	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	20.0	0.0	0.0	20.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	80.0	0.0	0.0	80.0		
				OTHER	100.0	0.0	0.0	100.0	*STP-E*						
	(333)			*TOTAL*	100.0	0.0	0.0	100.0	*TOTAL*	100.0	0.0	0.0	100.0		
	337	UPDATE AND DISTRIBUTE CITY OF MILWAUKEE BICYCLE ROUTE MAPS	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	15.0	0.0	15.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	60.0	0.0	60.0		
				OTHER	0.0	75.0	0.0	75.0	*STP-E*						
	(334)			*TOTAL*	0.0	75.0	0.0	75.0	*TOTAL*	0.0	75.0	0.0	75.0		
	338	EVALUATION, SELECTION, DESIGNATION AND SPOT IMPROVEMENT OF BICYCLE ROUTES ON EXISTING STREETS IN CITY OF MILWAUKEE: 1995	EE	*PE*	79.0	0.0	0.0	79.0	*LOCAL*	79.0	48.0	0.0	127.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	316.0	240.0	0.0	556.0	*FED*	316.0	192.0	0.0	508.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
	(335)			*TOTAL*	395.0	240.0	0.0	635.0	*TOTAL*	395.0	240.0	0.0	635.0		
	339	INSTALLATION OF BICYCLE PARKING FACILITIES AT VARIOUS LOCATIONS IN CITY OF MILWAUKEE	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	20.0	20.0	12.0	52.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	100.0	100.0	60.0	260.0	*FED*	80.0	80.0	48.0	208.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
	(336)			*TOTAL*	100.0	100.0	60.0	260.0	*TOTAL*	100.0	100.0	60.0	260.0		
	340	DESIGN AND CONSTRUCTION OF THE BEER LINE BICYCLE AND PEDESTRIAN PATH IN THE CITY OF MILWAUKEE	EE	*PE*	15.0	0.0	0.0	15.0	*LOCAL*	13.0	0.0	0.0	13.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	50.0	0.0	0.0	50.0	*FED*	52.0	0.0	0.0	52.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
	(337)			*TOTAL*	65.0	0.0	0.0	65.0	*TOTAL*	65.0	0.0	0.0	65.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE (CITY)	341 (338)	CONSTRUCTION OF 'B' BEERLINE BICYCLE TRAIL AND PEDESTRIAN PATH FROM N. HUMBOLDT AVE. TO E. PLEASANT ST. IN THE CITY OF MILWAUKEE (0.75 MILES)	EE	PE	5.0	5.0	0.0	10.0	LOCAL	11.0	15.0	0.0	26.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	50.0	70.0	0.0	120.0	FED	44.0	60.0	0.0	104.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	55.0	75.0	0.0	130.0	TOTAL	55.0	75.0	0.0	130.0		
	342 (339)	DESIGN AND CONSTRUCTION OF HENRY AARON BIKE TRAIL FROM MILLER PARK TO EMMBER LANE IN THE CITY OF MILWAUKEE	EE	PE	125.0	0.0	0.0	125.0	LOCAL	109.0	311.0	0.0	420.0	A	EXEMPT
				ROW	420.0	0.0	0.0	420.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,555.0	0.0	1,555.0	FED	436.0	1,244.0	0.0	1,680.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	545.0	1,555.0	0.0	2,100.0	TOTAL	545.0	1,555.0	0.0	2,100.0		
	343 (340)	CONSTRUCTION OF A BICYCLE TRAIL ALONG FORMER UP RR ROW FROM 6TH AND ROSENDALE TO E WASHINGTON AVE IN THE CITY OF MILWAUKEE (2.2 M)	EE	PE	75.0	0.0	0.0	75.0	LOCAL	235.0	63.0	0.0	298.0	A	EXEMPT
				ROW	600.0	0.0	0.0	600.0	STATE	0.0	0.0	0.0	0.0		
				CONST	500.0	315.0	0.0	815.0	FED	940.0	252.0	0.0	1,192.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	1,175.0	315.0	0.0	1,490.0	TOTAL	1,175.0	315.0	0.0	1,490.0		
	344 (341)	DESIGN AND CONSTRUCTION OF HENRY AARON BIKE TRAIL FROM MILLER PARK TO DOYNE PARK IN THE CITY OF MILWAUKEE	EE	PE	80.0	0.0	0.0	80.0	LOCAL	146.0	0.0	0.0	146.0	A	EXEMPT
				ROW	20.0	0.0	0.0	20.0	STATE	0.0	0.0	0.0	0.0		
				CONST	630.0	0.0	0.0	630.0	FED	584.0	0.0	0.0	584.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	730.0	0.0	0.0	730.0	TOTAL	730.0	0.0	0.0	730.0		
	345 (342)	DESIGN AND CONSTRUCTION OF WALKWAY ENHANCEMENTS ALONG WISCONSIN AVE AND WATER ST IN THE MILWAUKEE CBD PHASE 1	EE	PE	0.0	0.0	0.0	0.0	LOCAL	471.6	0.0	0.0	471.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,357.8	0.0	0.0	2,357.8	FED	1,886.2	0.0	0.0	1,886.2		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	2,357.8	0.0	0.0	2,357.8	TOTAL	2,357.8	0.0	0.0	2,357.8		
	346 (343)	LANDSCAPING ALONG IH 94 EAST ON-RAMP AT MINERAL AND 9TH ST AND BETWEEN MINERAL ST AND WASHINGTON ST IN THE CITY OF MILWAUKEE	EE	PE	12.8	0.0	0.0	12.8	LOCAL	15.0	0.0	0.0	15.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	62.3	0.0	0.0	62.3	FED	60.1	0.0	0.0	60.1		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	75.1	0.0	0.0	75.1	TOTAL	75.1	0.0	0.0	75.1		
	347 (344)	INSTALLATION OF TRAFFIC SIGNAL INTERCONNECT CABLE ON VARIOUS ARTERIAL STREETS IN CITY OF MILWAUKEE: 1995-96	EE	PE	42.8	0.0	0.0	42.8	LOCAL	8.6	342.4	0.0	351.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	428.0	0.0	428.0	FED	34.2	85.6	0.0	119.8		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	42.8	428.0	0.0	470.8	TOTAL	42.8	428.0	0.0	470.8		
	348 (345)	INSTALLATION OF HARD WIRE INTERCONNECT CABLE TO PROVIDE SIGNAL COORDINATION: 1993	EE	PE	24.0	0.0	0.0	24.0	LOCAL	52.0	0.0	0.0	52.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	236.0	0.0	0.0	236.0	FED	208.0	0.0	0.0	208.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	260.0	0.0	0.0	260.0	TOTAL	260.0	0.0	0.0	260.0		
	349 (346)	COMPUTER OPTIMIZATION OF TRAFFIC SIGNAL OPERATION IN THE MILWAUKEE CENTRAL BUSINESS DISTRICT: 1993	EE	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	350 (347)	COMPUTER OPTIMIZATION AND SIGNAL EQUIPMENT UPGRADE OF 25 SIGNAL SYSTEM ON APPLETON AVE AND LISBON AVE IN CITY OF MILWAUKEE: 1996-97	EE	PE	50.0	0.0	0.0	50.0	LOCAL	25.0	0.0	0.0	25.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	75.0	0.0	0.0	75.0	FED	100.0	0.0	0.0	100.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	125.0	0.0	0.0	125.0	TOTAL	125.0	0.0	0.0	125.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE (CITY)	351 (348)	INSTALLATION OF A COMPUTER-CONTROLLED SYSTEM INTEGRATING 21 TRAFFIC SIGNALS ON THE SOUTH SIDE OF THE CITY OF MILWAUKEE	EE	PE	140.0	0.0	0.0	140.0	LOCAL	88.0	0.0	0.0	88.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	300.0	0.0	0.0	300.0	FED	352.0	0.0	0.0	352.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	440.0	0.0	0.0	440.0	TOTAL	440.0	0.0	0.0	440.0		
	352 (349)	COMPUTER OPTIMIZATION OF 83 SIGNAL SYSTEM ON SOUTH SIDE OF CITY OF MILWAUKEE: 1995 (1996 FUNDS)	EE	PE	150.0	0.0	0.0	150.0	LOCAL	30.0	10.0	0.0	40.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	50.0	0.0	50.0	FED	120.0	40.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	150.0	50.0	0.0	200.0	TOTAL	150.0	50.0	0.0	200.0		
	353 (350)	DEVELOPMENT AND INSTALLATION OF OPTIMIZED TRAFFIC SIGNAL OPERATION FOR SPECIAL EVENTS AT THE FESTIVAL GROUNDS: 1994	EE	PE	0.0	0.0	0.0	0.0	LOCAL	70.0	0.0	0.0	70.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	350.0	0.0	0.0	350.0	FED	280.0	0.0	0.0	280.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	350.0	0.0	0.0	350.0	TOTAL	350.0	0.0	0.0	350.0		
	354 (351)	SUMMERFEST PARKING MANAGEMENT SYSTEM	EE	PE	290.0	0.0	0.0	290.0	LOCAL	300.0	0.0	0.0	300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,210.0	0.0	0.0	1,210.0	FED	1,200.0	0.0	0.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
	355 (352)	BILLBOARD REMOVAL FOR W. LISBON AVE (USH 41) UPTOWN TRIANGLE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	4.0	4.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	20.0	20.0	FED	0.0	0.0	16.0	16.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	20.0	20.0	TOTAL	0.0	0.0	20.0	20.0		
	356 (353)	INSTALLATION OF DECORATIVE STREET LIGHTING ALONG NATIONAL AVE (STH 59) FROM 12TH STREET TO 1ST STREET IN CITY OF MILWAUKEE	EE	PE	85.0	0.0	0.0	85.0	LOCAL	17.0	130.0	0.0	147.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	650.0	0.0	650.0	FED	68.0	520.0	0.0	588.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	85.0	650.0	0.0	735.0	TOTAL	85.0	650.0	0.0	735.0		
	357 (354)	LANDSCAPING OF FOND DU LAC AVE (STH 145) FROM 19TH ST TO 36TH STREET IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	80.0	0.0	0.0	80.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	400.0	0.0	0.0	400.0	FED	320.0	0.0	0.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	358 (355)	INSTALL DECORATIVE STREET LIGHTS & LANDSCAPING AT ATKINSON/CAPITOL/ TEUTONIA TRIANGLE AND ON CAPITOL DR. FROM 27TH ST. TO ATKINSON AVE.	EE	PE	105.0	0.0	0.0	105.0	LOCAL	21.0	154.0	0.0	175.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	770.0	0.0	770.0	FED	84.0	616.0	0.0	700.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	105.0	770.0	0.0	875.0	TOTAL	105.0	770.0	0.0	875.0		
	359 (356)	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT INTERSECTION OF N.76TH STREET AND W.CAPITOL DRIVE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	1.0	0.0	0.0	1.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	10.0	0.0	0.0	10.0	FED	9.0	0.0	0.0	9.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
	360 (357)	COORDINATION OF TRAFFIC SIGNALS ALONG W.CAPITOL DRIVE AND W.FOND DU LAC AVENUES	EE	PE	0.0	0.0	0.0	0.0	LOCAL	7.3	9.6	6.9	23.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	73.0	96.0	69.0	238.0	FED	65.7	86.4	62.1	214.2		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	73.0	96.0	69.0	238.0	TOTAL	73.0	96.0	69.0	238.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
MILWAUKEE (CITY)	361	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT INTERSECTION OF W.CAPITOL DRIVE AND W.TEUTONIA AVENUE	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.8	0.0	0.0	0.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	8.0	0.0	0.0	8.0	*FED*	7.2	0.0	0.0	7.2		
	(358)			*OTHER*	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	8.0	0.0	0.0	8.0	*TOTAL*	8.0	0.0	0.0	8.0		
	362	IMPROVEMENT OF TRAFFIC SIGNALS AT INTERSECTION OF W. CAPITOL DRIVE, W. FOND DU LAC AVENUE, AND N. 51ST STREET	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	8.0	2.4	1.8	12.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	80.0	24.0	18.0	122.0	*FED*	72.0	21.6	16.2	109.8		
	(359)			*OTHER*	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	80.0	24.0	18.0	122.0	*TOTAL*	80.0	24.0	18.0	122.0		
	363	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT INTERSECTION OF W.HAMPTON AVENUE AND N.SHERMAN BOULEVARD	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	3.7	0.0	0.0	3.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	37.0	0.0	0.0	37.0	*FED*	33.3	0.0	0.0	33.3		
	(360)			*OTHER*	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	37.0	0.0	0.0	37.0	*TOTAL*	37.0	0.0	0.0	37.0		
	364	PEDESTRIAN AND TRAFFIC SIGNAL ENHANCEMENTS ON S.CESAR CHAVEZ DRIVE (0.50 MILES)	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	6.5	68.5	75.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	65.0	685.0	750.0	*FED*	0.0	58.5	616.5	675.0		
	(361)			*OTHER*	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	0.0	65.0	685.0	750.0	*TOTAL*	0.0	65.0	685.0	750.0		
	365	CONSTRUCT MARSUPIAL BRIDGE N HOLTON ST VIADUCT N COMMERCE ST TO N WATER ST BIKE/PED CITY OF MILWAUKEE CMAQ	EE	*PE*	330.0	0.0	0.0	330.0	*LOCAL*	66.0	576.8	0.0	642.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	2,884.0	0.0	2,884.0	*FED*	264.0	2,307.2	0.0	2,571.2		
	(362)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	330.0	2,884.0	0.0	3,214.0	*TOTAL*	330.0	2,884.0	0.0	3,214.0		
	366	CONSTRUCT MARQUETTE UNIVERSITY PEDESTRIAN CORRIDOR ON WISCONSIN AVE N 12TH ST AND N 16TH ST CITY OF MILWAUKEE CMAQ	EE	*PE*	34.6	0.0	0.0	34.6	*LOCAL*	198.0	0.0	0.0	198.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	955.3	0.0	0.0	955.3	*FED*	791.9	0.0	0.0	791.9		
	(363)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	989.9	0.0	0.0	989.9	*TOTAL*	989.9	0.0	0.0	989.9		
	367	ENHANCE E/W WISCONSIN AVE & N WATER STREET ALONG PEDESTRIAN CORRIDOR STREETSCAPE, LIGHTING, & LANDSCAPE STAGE II MILWAUKEE COUNTY CMAQ	EE	*PE*	440.0	0.0	0.0	440.0	*LOCAL*	88.0	412.0	0.0	500.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	2,060.0	0.0	2,060.0	*FED*	352.0	1,648.0	0.0	2,000.0		
	(364)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	440.0	2,060.0	0.0	2,500.0	*TOTAL*	440.0	2,060.0	0.0	2,500.0		
	368	ENHANCE E/W WISCONSIN AVE & N WATER STREET ALONG PEDESTRIAN CORRIDOR STREETSCAPE, LIGHTING, & LANDSCAPE STAGE III MILWAUKEE COUNTY CMAQ	EE	*PE*	0.0	440.0	0.0	440.0	*LOCAL*	0.0	500.0	0.0	500.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	2,060.0	0.0	2,060.0	*FED*	0.0	2,000.0	0.0	2,000.0		
	(365)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	0.0	2,500.0	0.0	2,500.0	*TOTAL*	0.0	2,500.0	0.0	2,500.0		
	369	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT INTERSECTION OF N.27TH STREET AND W.WSCONSIN AVENUE	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	1.9	0.0	0.0	1.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	19.0	0.0	0.0	19.0	*FED*	17.1	0.0	0.0	17.1		
	(366)			*OTHER*	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	19.0	0.0	0.0	19.0	*TOTAL*	19.0	0.0	0.0	19.0		
	370	ENHANCE E/W WISCONSIN AVE & N WATER STREET ALONG PEDESTRIAN CORRIDOR STREETSCAPE, LIGHTING, & LANDSCAPE STAGE IV MILWAUKEE COUNTY CMAQ	EE	*PE*	0.0	0.0	440.0	440.0	*LOCAL*	0.0	0.0	500.0	500.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,060.0	2,060.0	*FED*	0.0	0.0	2,000.0	2,000.0		
	(367)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	0.0	0.0	2,500.0	2,500.0	*TOTAL*	0.0	0.0	2,500.0	2,500.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
OAK CREEK (CITY)	371 (368)	RECONDITIONING OF PENNSYLVANIA AVE FROM RYAN ROAD TO PUETZ ROAD IN THE CITY OF OAK CREEK (1.00 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	141.6	0.0	0.0	141.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	708.0	0.0	0.0	708.0	FED	566.4	0.0	0.0	566.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	708.0	0.0	0.0	708.0	TOTAL	708.0	0.0	0.0	708.0		
	372 (369)	CONSTRUCTION OF BICYCLE PEDESTRIAN PATH ON FORMER CHICAGO NORTH SHORE RIGHT-OF-WAY IN THE CITY OF OAK CREEK	EE	PE	0.0	0.0	0.0	0.0	LOCAL	144.0	0.0	0.0	144.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	720.0	0.0	0.0	720.0	FED	576.0	0.0	0.0	576.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	720.0	0.0	0.0	720.0	TOTAL	720.0	0.0	0.0	720.0		
RIVER HILLS (VILLAGE)	373 (370)	REPLACEMENT OF WEST GREEN TREE ROAD BRIDGE OVER MILWAUKEE RIVER (B-40-0929) IN THE VILLAGE OF RIVER HILLS	HP	PE	0.0	0.0	0.0	0.0	LOCAL	184.0	0.0	0.0	184.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	920.0	0.0	0.0	920.0	FED	736.0	0.0	0.0	736.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	920.0	0.0	0.0	920.0	TOTAL	920.0	0.0	0.0	920.0		
ST FRANCIS (CITY)	374 (371)	CLOSING OF THE NORWICH AVENUE/UNION PACIFIC RR CROSSING IN THE CITY OF ST FRANCIS	HS	PE	0.0	0.0	0.0	0.0	LOCAL	7.0	0.0	0.0	7.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	70.0	0.0	0.0	70.0	FED	63.0	0.0	0.0	63.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	70.0	0.0	0.0	70.0	TOTAL	70.0	0.0	0.0	70.0		
SHOREWOOD (VILLAGE)	375 (372)	RECONSTRUCTION OF THE OAK LEAF TRAIL BRIDGE OVER CAPITOL DRIVE IN THE VILLAGE SHOREWOOD	EE	PE	0.0	0.0	0.0	0.0	LOCAL	24.4	0.0	0.0	24.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	97.5	0.0	0.0	97.5		
				OTHER	121.9	0.0	0.0	121.9	STP-E						
				TOTAL	121.9	0.0	0.0	121.9	TOTAL	121.9	0.0	0.0	121.9		
SOUTH MILWAUKEE (CITY)	376 (373)	REPLACE BRIDGE P-40-0737 (0.3M S. CTH ZZ) 15TH AVENUE (LOC STR) BRIDGE REPLACEMENT OVER OAK CREEK BRIDGE P-40- 0737 CITY OF S MILWAUKE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	120.0	0.0	0.0	120.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	600.0	0.0	0.0	600.0	FED	480.0	0.0	0.0	480.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	600.0	0.0	0.0	600.0	TOTAL	600.0	0.0	0.0	600.0		
WAUWATOSA (CITY)	377 (374)	RESURFACING OF GRANTOSA DR. FROM N. 94TH ST. TO N. 100TH ST. IN THE CITY OF WAUWATOSA (0.44 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	139.0	0.0	0.0	139.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	139.0	0.0	0.0	139.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	139.0	0.0	0.0	139.0	TOTAL	139.0	0.0	0.0	139.0		
	378 (375)	RESURFACE N 124TH ST (LOC STR) BURLEIGH ST- CAPITAL DR. C/WAUWATOSA -- JOINT PROJECT W/ BROOKFIELD	HP	PE	125.2	0.0	0.0	125.2	LOCAL	25.0	160.0	0.0	185.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	800.0	0.0	800.0	FED	100.2	640.0	0.0	740.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	125.2	800.0	0.0	925.2	TOTAL	125.2	800.0	0.0	925.2		
	379 (376)	RECONSTRUCTION WITH ADDITIONAL LANES OF N 124TH ST FROM LISBON RD TO RUBY AVE IN THE CITY OF WAUWATOSA (0.50 MILE)	HI	PE	0.0	0.0	203.0	203.0	LOCAL	0.0	0.0	48.7	48.7	A	NON-EXEMPT
				ROW	0.0	0.0	40.6	40.6	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0		0.0	FED	0.0	0.0	194.9	194.9		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0		0.0	TOTAL	0.0	0.0	243.6	243.6		
	380 (377)	RESURFACING OF 121ST ST FROM FAIRVIEW AVE TO BLUEMOUND ROAD IN THE CITY OF WAUWATOSA (0.35 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	227.2	0.0	0.0	227.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	227.2	0.0	0.0	227.2	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	227.2	0.0	0.0	227.2	TOTAL	227.2	0.0	0.0	227.2		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
WAUWATOSA (CITY)	381 (378)	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG MENOMONEE RIVER FROM HART PARK TO 63 RD STREET IN THE CITY OF WAUWATOSA	EE	PE	20.0	0.0	0.0	20.0	LOCAL	4.0	1.0	105.0	110.0	A	EXEMPT
				ROW	0.0	5.0	0.0	5.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	525.0	525.0	FED	16.0	4.0	420.0	440.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	20.0	5.0	525.0	550.0	TOTAL	20.0	5.0	525.0	550.0		
WEST ALLIS (CITY)	382 (379)	RESURFACING OF S 76TH ST FROM CLEVELAND AVE TO OKLAHOMA AVE IN THE CITY OF WEST ALLIS (0.59 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	465.0	0.0	465.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	465.0	0.0	465.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	465.0	0.0	465.0	TOTAL	0.0	465.0	0.0	465.0		
	383 (380)	RESURFACING OF W LINCOLN AVE FROM S 96TH ST TO S 108THST IN THE CITY OF WEST ALLIS(0.76 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	640.0	640.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	640.0	640.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	640.0	640.0	TOTAL	0.0	0.0	640.0	640.0		
	384 (381)	RESURFACING OF S 60TH ST FROM W LINCOLN AVE TO N CITY LIMITS IN THE CITY OF WEST ALLIS (1.57 MILES)	HP	PE	0.0	0.0	489.7	489.7	LOCAL	0.0	0.0	100.0	100.0	A	EXEMPT
				ROW	0.0	0.0	10.0	10.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	399.7	399.7		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	499.7	499.7	TOTAL	0.0	0.0	499.7	499.7		
	385 (382)	RESURFACING OF S 70TH ST FROM NORTH CITY LIMITS TO W GREENFIELD AVE IN THE CITY OF WEST ALLIS(0.51 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	2,000.0	0.0	0.0	2,000.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,000.0	0.0	0.0	2,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,000.0	0.0	0.0	2,000.0	TOTAL	2,000.0	0.0	0.0	2,000.0		
	386 (383)	RESURFACING OF S. 124TH ST FROM W. OKLAHOMA AVE TO W. MORGAN AVE IN THE CITY OF WEST ALLIS (0.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	260.0	0.0	0.0	260.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	260.0	0.0	0.0	260.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	260.0	0.0	0.0	260.0	TOTAL	260.0	0.0	0.0	260.0		
	387 (384)	RECONFIGURATION OF W NATIONAL AVE FROM S ROOT RIVER TO W OKLAHOMA AVE CITY OF WEST ALLIS HES	HS	PE	156.0	0.0	0.0	156.0	LOCAL	25.6	86.3	0.0	111.9	A	EXEMPT
				ROW	100.0	0.0	0.0	100.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	863.0	0.0	863.0	FED	230.4	776.7	0.0	1,007.1		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	256.0	863.0	0.0	1,119.0	TOTAL	256.0	863.0	0.0	1,119.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	388	SERVICE PATROLS RELATED TO THE FREEWAY TRAFFIC MANAGEMENT SYSTEM IN OZAUKEE COUNTY (GCM FUNDED)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	10.0	0.0	0.0	10.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	50.0	0.0	0.0	50.0	GCM						
	(385)			TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	389	RECONDITIONING OF I-43 FROM STH 32 TO THE NO. COUNTY LINE IN OZAUKEE COUNTY (17.5 MILES)	HP	PE	0.0	0.0	2,000.0	2,000.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	400.0	400.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	1,600.0	1,600.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(386)			TOTAL	0.0	0.0	2,000.0	2,000.0	TOTAL	0.0	0.0	2,000.0	2,000.0		
	390	RECONSTRUCTION WITH NO ADDITIONAL TRAVEL LANES OF STH 32 FROM IH 43 TO CTH CC IN OZAUKEE CO. (2.5 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	1,900.0	0.0	1,900.0		
				CONST	0.0	9,500.0	0.0	9,500.0	FED	0.0	7,600.0	0.0	7,600.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(387)			TOTAL	0.0	9,500.0	0.0	9,500.0	TOTAL	0.0	9,500.0	0.0	9,500.0		
	391	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM GRAND AVE. TO IH-43 (1.63 MILES)	HP	PE	0.0	600.0	0.0	600.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	120.0	0.0	120.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	480.0	0.0	480.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(388)			TOTAL	0.0	600.0	0.0	600.0	TOTAL	0.0	600.0	0.0	600.0		
	392	RECONSTRUCTION OF STH 33 WITH NO ADDITIONAL LANES FROM S. MILL ST. TO RIVERSIDE DR. IN THE VILLAGE OF SAUKVILLE (0.26 MILE)	HP	PE	300.0	0.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	500.0	0.0	0.0	500.0	STATE	560.0	0.0	0.0	560.0		
				CONST	0.0	0.0	0.0	0.0	FED	240.0	0.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(389)			TOTAL	800.0	0.0	0.0	800.0	TOTAL	800.0	0.0	0.0	800.0		
	393	RECONDITIONING OF STH 60 FROM KEUP ROAD TO CTH O	HP	PE	25.0	0.0	0.0	25.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	5.0	0.0	100.0	105.0		
				CONST	0.0	0.0	500.0	500.0	FED	20.0	0.0	400.0	420.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(390)			TOTAL	25.0	0.0	500.0	525.0	TOTAL	25.0	0.0	500.0	525.0		
	394	RESURFACING OF STH 167 FROM STH 57 TO IH 43 IN THE CITY OF MEQUON (3.0 MI)	HP	PE	0.0	300.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	60.0	0.0	60.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	240.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(391)			TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0		
	395	CONSTRUCTION OF TURN LANES AT SELECTED INTERSECTIONS ON STH 181 FROM MEQUON RD. (STH 167) TO CTH C IN THE CITY OF MEQUON (4.00 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	500.0	2,800.0	0.0	3,300.0	STATE	500.0	4,300.0	0.0	4,800.0		
				CONST	0.0	1,500.0	0.0	1,500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(392)			TOTAL	500.0	4,300.0	0.0	4,800.0	TOTAL	500.0	4,300.0	0.0	4,800.0		
	396	PRELIMINARY ENGINEERING FOR RECONSTRUCTION WITH ADDITIONAL TRAVEL LANES OF STH 33 FROM MARKET ST TO TOWER DR. IN OZAUKEE COUNTY (1.5 MI)	HI	PE	450.0	0.0	0.0	450.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	530.5	530.5	STATE	90.0	0.0	530.5	620.5		
				CONST	0.0	0.0	0.0	0.0	FED	360.0	0.0	0.0	360.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(393)			TOTAL	450.0	0.0	530.5	980.5	TOTAL	450.0	0.0	530.5	980.5		
	397	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 57 FROM IH 43 TO OZAUKEE - SHEBOYGAN COUNTY LINE	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,980.0	0.0	0.0	1,980.0		
				CONST	9,900.0	0.0	0.0	9,900.0	FED	7,920.0	0.0	0.0	7,920.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(394)			TOTAL	9,900.0	0.0	0.0	9,900.0	TOTAL	9,900.0	0.0	0.0	9,900.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	398	JOB ACCESS SEC 3037 TRANSIT PROJECT 2000- OZAUKEE COUNTY EXPRESS TRANSIT SERVICE EXPANSION FOR WESTERN OZAUKEE COUNTY	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	18.5	0.0	0.0	18.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	74.2	0.0	0.0	74.2		
				CONST	0.0	0.0	0.0	0.0	*FED*	92.7	0.0	0.0	92.7		
	(395)			*OTHER*	185.4	0.0	0.0	185.4	*FTA 3037*						
				TOTAL	185.4	0.0	0.0	185.4	*TOTAL*	185.4	0.0	0.0	185.4		
	399	CONSTRUCTION OF BICYCLE PATH PARALELLING STH 60 (WASHINGTON ST/ULAO RD) FROM 16TH ST TO IH 43 IN THE VILLAGE AND TOWN OF GRAFTON	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	38.4	0.0	0.0	38.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	192.0	0.0	0.0	192.0	*FED*	153.6	0.0	0.0	153.6		
	(396)			*OTHER*	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	192.0	0.0	0.0	192.0	*TOTAL*	192.0	0.0	0.0	192.0		
OZAUKEE COUNTY	400	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN OZAUKEE COUNTY	HP	*PE*	50.0	0.0	0.0	50.0	*LOCAL*	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	40.0	0.0	0.0	40.0		
	(397)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	50.0	0.0	0.0	50.0	*TOTAL*	50.0	0.0	0.0	50.0		
	401	PRELIMINARY ENGINEERING FOR VARIOUS PROJECTS IN OZAUKEE COUNTY	HP	*PE*	50.0	0.0	0.0	50.0	*LOCAL*	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	40.0	0.0	0.0	40.0		
	(398)			*OTHER*	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	50.0	0.0	0.0	50.0	*TOTAL*	50.0	0.0	0.0	50.0		
	402	RECONSTRUCTION OF SHEBOYGAN ROAD (CTH I) FROM CEDAR SAUK ROAD TO 0.25 MILES NORTH OF STH 33 (2.17 MILES)	HP	*PE*	26.4	0.0	0.0	26.4	*LOCAL*	5.3	0.0	0.0	5.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	21.1	0.0	0.0	21.1		
	(852)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	26.4	0.0	0.0	26.4	*TOTAL*	26.4	0.0	0.0	26.4		
	403	REPLACE EXISTING BRIDGE LAKEFIELD RD (CTH T) BRIDGE OVER CEDAR CREEK BRIDGE B-45-0014 OZAUKEE COUNTY	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	103.5	0.0	0.0	103.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	517.5	0.0	0.0	517.5	*FED*	414.0	0.0	0.0	414.0		
	(399)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	517.5	0.0	0.0	517.5	*TOTAL*	517.5	0.0	0.0	517.5		
	404	RECONSTRUCTION WITH ADDITIONAL LANES OF PORT WASHINGTON RD (CTH W) FROM MEQUON RD (STH 167) TO GLEN OAKS LANE IN THE C/MEQUON	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	46.0	852.0	0.0	898.0	A	NON-EXEMPT
				ROW	230.0	0.0	0.0	230.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	4,260.0	0.0	4,260.0	*FED*	184.0	3,408.0	0.0	3,592.0		
	(400)			*OTHER*	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	230.0	4,260.0	0.0	4,490.0	*TOTAL*	230.0	4,260.0	0.0	4,490.0		
	405	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN OZAUKEE COUNTY: 2000	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	17.7	18.6	19.6	55.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	71.0	74.5	78.2	223.7		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
	(401)			*OTHER*	88.7	93.1	97.8	279.6							
				TOTAL	88.7	93.1	97.8	279.6	*TOTAL*	88.7	93.1	97.8	279.6		
	406	OPERATING ASSISTANCE FOR OZAUKEE COUNTY EXPRESS: 2002-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	156.0	163.4	171.0	490.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	283.9	297.4	311.4	892.7		
				CONST	0.0	0.0	0.0	0.0	*FED*	292.8	306.8	321.1	920.7		
	(402)			*OTHER*	732.7	767.6	803.5	2,303.8	*STP-O*						
				TOTAL	732.7	767.6	803.5	2,303.8	*TOTAL*	732.7	767.6	803.5	2,303.8		
	407	OPERATION OF SHARED RIDE TAXI PROGRAM IN URBANIZED PORTION OF OZAUKEE COUNTY 2002-2004	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	133.0	139.0	145.3	417.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	525.7	546.1	567.2	1,639.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
	(403)			*OTHER*	658.7	685.1	712.5	2,056.3							
				TOTAL	658.7	685.1	712.5	2,056.3	*TOTAL*	658.7	685.1	712.5	2,056.3		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
OZAUKEE COUNTY	408 (404)	OPERATION OF SHARED RIDE TAXI PROGRAM IN THE SAUKVILLE AND RURAL PORTIONS OF OZAUKEE COUNTY 2002-2004	TE	PE	0.0	0.0	0.0	0.0	LOCAL	59.4	61.6	64.1	185.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	32.6	33.9	35.3	101.8		
				CONST	0.0	0.0	0.0	0.0	FED	72.8	75.7	78.8	227.3		
				OTHER	164.8	171.2	178.2	514.2	FTA 5311						
				TOTAL	164.8	171.2	178.2	514.2	TOTAL	164.8	171.2	178.2	514.2		
	409 (405)	CAPITAL NEEDS FOR OZAUKEE CO RURAL AND URBAN 2002-2004 11 VEHICLES SHARED RIDE TAXI PROGRAM	TE	PE	0.0	0.0	0.0	0.0	LOCAL	36.0	15.0	15.0	66.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	144.0	60.0	60.0	264.0		
				OTHER	180.0	75.0	75.0	330.0	FTA 5311						
				TOTAL	180.0	75.0	75.0	330.0	TOTAL	180.0	75.0	75.0	330.0		
	410 (406)	PURCHASE OF 3 TRANSIT BUSES FOR THE OZAUKEE COUNTY EXPRESS TRANSIT SERVICE 2002	TE	PE	0.0	0.0	0.0	0.0	LOCAL	150.0	0.0	0.0	150.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	600.0	0.0	0.0	600.0		
				OTHER	750.0	0.0	0.0	750.0	FTA 5311						
				TOTAL	750.0	0.0	0.0	750.0	TOTAL	750.0	0.0	0.0	750.0		
	411 (407)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN OZAUKEE COUNTY	HS	PE	25.0	0.0	0.0	25.0	LOCAL	2.5	0.0	0.0	2.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	22.5	0.0	0.0	22.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	25.0	0.0	0.0	25.0	TOTAL	25.0	0.0	0.0	25.0		
	412 (408)	INSTALLATION OF A COMMERCIAL CNG REFUELING STATION AT DEKORA STREET, SAUKVILLE LOCATION	EE	PE	0.0	0.0	0.0	0.0	LOCAL	70.0	0.0	0.0	70.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	280.0	0.0	0.0	280.0		
				OTHER	350.0	0.0	0.0	350.0	CMAQ						
				TOTAL	350.0	0.0	0.0	350.0	TOTAL	350.0	0.0	0.0	350.0		
	413 (409)	PRELIMINARY ENGINEERING FOR VARIOUS BICYCLE/ PEDESTRIAN PROJECTS IN OZAUKEE COUNTY	EE	PE	10.0	10.0	10.0	30.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	10.0	10.0	10.0	30.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	10.0	10.0	10.0	30.0	TOTAL	10.0	10.0	10.0	30.0		
	414 (410)	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG WEPCO ROW TO CONNECT WITH CITY/ VILLAGE PATHS IN OZAUKEE COUNTY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	269.0	0.0	0.0	269.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,345.0	0.0	0.0	1,345.0	FED	1,076.0	0.0	0.0	1,076.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	1,345.0	0.0	0.0	1,345.0	TOTAL	1,345.0	0.0	0.0	1,345.0		
CEDARBURG (CITY)	415 (411)	REPLACE BRIDGE DECK ON BRIDGE ROAD BRIDGE OVER CEDAR CREEK (P-40-0702) IN THE CITY OF CEDARBURG	HP	PE	0.0	0.0	0.0	0.0	LOCAL	40.5	0.0	0.0	40.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	202.5	0.0	0.0	202.5	FED	162.0	0.0	0.0	162.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	202.5	0.0	0.0	202.5	TOTAL	202.5	0.0	0.0	202.5		
	416 (412)	ACQUISITION,RESTORATION AND PRESERVATION OF INTERURBAN DEPOT IN THE CITY OF CEDARBURG	EE	PE	3.8	0.0	0.0	3.8	LOCAL	40.5	0.0	0.0	40.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	198.5	0.0	0.0	198.5	FED	161.8	0.0	0.0	161.8		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	202.3	0.0	0.0	202.3	TOTAL	202.3	0.0	0.0	202.3		
CEDARBURG (TOWN)	417 (413)	RECONSTRUCT CEDAR CREEK ROAD BRIDGE(0.7 M WEST OF CTH I) P-45-0037 IN THE TOWN OF CEDARBURG	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	58.2	0.0	58.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	291.0	0.0	291.0	FED	0.0	232.8	0.0	232.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	291.0	0.0	291.0	TOTAL	0.0	291.0	0.0	291.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
CEDARBURG (TOWN)	418 (414)	DESIGN AND CONSTRUCTION OF PAVED SHOULDERS TO PROVIDE A BICYCLE WAY ALONG COVERED BRIDGE RD FROM STH 60 TO CEDAR CREEK ROAD	EE	PE	8.0	0.0	0.0	8.0	LOCAL	11.6	0.0	0.0	11.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	50.0	0.0	0.0	50.0	FED	46.4	0.0	0.0	46.4		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	58.0	0.0	0.0	58.0	TOTAL	58.0	0.0	0.0	58.0		
	419 (415)	CONSTRUCTION OF A BICYCLE PATH PARALLEL TO STH 60 FROM HORN'S CORNERS ROAD TO WASHINGTON AVE(CTH NN) IN TOWN OF GRAFTON	EE	PE	47.8	0.0	0.0	47.8	LOCAL	59.1	0.0	0.0	59.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	247.5	0.0	0.0	247.5	FED	236.2	0.0	0.0	236.2		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	295.3	0.0	0.0	295.3	TOTAL	295.3	0.0	0.0	295.3		
	420 (416)	DESIGN AND CONSTRUCT FOUR FOOT WIDE PAVED SHOULDERS ON BOTH SIDES OF CEDAR CREEK RD FROM COVERED BRIDGE RD TO HORNS CORNERS RD	EE	PE	3.1	0.0	0.0	3.1	LOCAL	12.0	0.0	0.0	12.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	56.7	0.0	0.0	56.7	FED	47.8	0.0	0.0	47.8		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	59.8	0.0	0.0	59.8	TOTAL	59.8	0.0	0.0	59.8		
GRAFTON (VILLAGE)	421 (417)	CONSTRUCT GRAFTON COMMUTER CENTER AT STH 60 AND CTH W VILLAGE OF GRAFTON CMAQ	EE	PE	145.0	0.0	0.0	145.0	LOCAL	29.0	150.0	72.0	251.0	A	EXEMPT
				ROW	0.0	750.0	0.0	750.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	360.0	360.0	FED	116.0	600.0	288.0	1,004.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	145.0	750.0	360.0	1,255.0	TOTAL	145.0	750.0	360.0	1,255.0		
	422 (418)	LANDSCAPING OF WASHINGTON ST (STH 60) FROM 16TH AVE TO I-43 IN VILLAGE OF GRAFTON	EE	PE	0.0	0.0	0.0	0.0	LOCAL	30.0	0.0	0.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	149.8	0.0	0.0	149.8	FED	119.8	0.0	0.0	119.8		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	149.8	0.0	0.0	149.8	TOTAL	149.8	0.0	0.0	149.8		
MEQUON (CITY)	423 (419)	RESURFACING OF CTH C (PIONEER RD) FROM GREEN BAY RD TO KLUG LN IN THE CITY OF MEQUON (1.40 MILES)	HP	PE	0.0	0.0	122.5	122.5	LOCAL	0.0	0.0	44.3	44.3	A	EXEMPT
				ROW	0.0	0.0	98.9	98.9	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	177.1	177.1		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	221.4	221.4	TOTAL	0.0	0.0	221.4	221.4		
	424 (420)	RECONDITIONING OF GRANVILLE ROAD FROM COUNTY LINE ROAD TO MEQUON RD IN THE CITY OF MEQUON	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	133.4	0.0	133.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	667.0	0.0	667.0	FED	0.0	533.6	0.0	533.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	667.0	0.0	667.0	TOTAL	0.0	667.0	0.0	667.0		
	425 (421)	BRIDGE REPLACEMEMNT ON GRANVILLE RD OVER LITTLE MENOMONEE CREEK CITY OF MEQUON LOCAL BRIDGE P-45-0712	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	36.0	0.0	46.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	180.0	0.0	180.0	FED	40.0	144.0	0.0	184.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	50.0	180.0	0.0	230.0	TOTAL	50.0	180.0	0.0	230.0		
	426 (422)	RECONDITIONING OF WASAUKEE RD FROM COUNTY LINE ROAD TO MEQUON RD ON THE MEQUON/ GERMANTOWN BORDER (3.22 KM)	HP	PE		0.0	0.0	0.0	LOCAL	2.7	88.9	0.0	91.6	A	EXEMPT
				ROW	13.5	0.0	0.0	13.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	444.6	0.0	444.6	FED	10.8	355.7	0.0	366.5		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL		444.6	0.0	444.6	TOTAL	13.5	444.6	0.0	458.1		
	427 (423)	CONSTRUCT PEDESTRIAN PATHS LINKING NEIGHBORHOODS CITY OF MEQUON OZAUKEE COUNTY CMAQ	EE	PE	23.9	0.0	0.0	23.9	LOCAL	47.4	0.0	0.0	47.4	A	EXEMPT
				ROW	11.3	0.0	0.0	11.3	STATE	0.0	0.0	0.0	0.0		
				CONST	132.7	0.0	0.0	132.7	FED	189.6	0.0	0.0	189.6		
				OTHER	69.1	0.0	0.0	69.1	CMAQ						
				TOTAL	237.0	0.0	0.0	237.0	TOTAL	237.0	0.0	0.0	237.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
MEQUON (CITY)	428	CONSTRUCTION OF THE MEQUON-THIENSVILLE BICYCLE AND PEDESTRIAN TRAIL ALONG THE FORMER INTERURBAN RR ROW	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	145.0	0.0	0.0	145.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	725.0	0.0	0.0	725.0	*FED*	580.0	0.0	0.0	580.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
	(424)			*TOTAL*	725.0	0.0	0.0	725.0	*TOTAL*	725.0	0.0	0.0	725.0		
	429	CONSTRUCTION OF 4 FOOT BIKE LANES ON BOTH SIDES OF HIGHLAND ROAD CONNECTING EXISTING BIKE LANES IN THE CITY OF MEQUON	EE	*PE*	43.6	0.0	0.0	43.6	*LOCAL*	8.7	58.1	0.0	66.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	290.6	0.0	290.6	*FED*	34.9	232.5	0.0	267.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
	(425)			*TOTAL*	43.6	290.6	0.0	334.2	*TOTAL*	43.6	290.6	0.0	334.2		
PORT WASHINGTON (CITY)	430	OPERATING ASSISTANCE FOR THE CITY OF PORT WASHINGTON SHARED-RIDE TAXICAB SYSTEM: 2002-2004	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	9.3	9.6	9.8	28.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	56.0	57.9	58.8	172.7		
				CONST	0.0	0.0	0.0	0.0	*FED*	51.3	53.1	53.8	158.2		
				OTHER	116.6	120.6	122.4	359.6	*FTA 5311*						
	(426)			*TOTAL*	116.6	120.6	122.4	359.6	*TOTAL*	116.6	120.6	122.4	359.6		
	431	CONSTRUCTION OF BICYCLE LANES ALONG INDUSTRIAL DR. IN THE CITY OF PORT WASHINGTON	EE	*PE*	25.0	0.0	0.0	25.0	*LOCAL*	42.0	0.0	0.0	42.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	185.0	0.0	0.0	185.0	*FED*	168.0	0.0	0.0	168.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
	(427)			*TOTAL*	210.0	0.0	0.0	210.0	*TOTAL*	210.0	0.0	0.0	210.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	432	CONSTRUCTION OF SIGNALS AND TURN LANES AT THE USH 41 AND STH 167 INTERCHANGE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	50.0	0.0	0.0	50.0	STATE	50.0	896.0	0.0	946.0		
				CONST	0.0	4,480.0	0.0	4,480.0	FED	0.0	3,584.0	0.0	3,584.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(428)			TOTAL	50.0	4,480.0	0.0	4,530.0	TOTAL	50.0	4,480.0	0.0	4,530.0		
	433	RECONSTRUCTION AND RECONFIGURATION OF THE USH 41 AND STH 144 INTERCHANGE	HP	PE	0.0	500.0	0.0	500.0	LOCAL	0.0	400.0	0.0	400.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	100.0	0.0	100.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(429)			TOTAL	0.0	500.0	0.0	500.0	TOTAL	0.0	500.0	0.0	500.0		
	434	MODERNIZATION OF THE USH 41 AND STH 60 INTERCHANGE	HP	PE	0.0	250.0	250.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	1,000.0	1,000.0	STATE	0.0	50.0	1,050.0	1,100.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	200.0	200.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(430)			TOTAL	0.0	250.0	1,250.0	1,500.0	TOTAL	0.0	250.0	1,250.0	1,500.0		
	435	RESURFACING OF STH 28 FROM USH 45 TO STH 144 (5.82 MILES)	HP	PE	0.0	0.0	100.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	20.0	20.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	80.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(431)			TOTAL	0.0	0.0	100.0	100.0	TOTAL	0.0	0.0	100.0	100.0		
	436	RECONSTRUCTION WITH AUXILIARY LANES OF STH 33 FROM STH 175 TO TH EAST BRANCH OF THE ROCK RIVER (1.75 MILES)	HP	PE	362.0	0.0	0.0	362.0	LOCAL	149.0	0.0	0.0	149.0	A	EXEMPT
				ROW	234.0	0.0	0.0	234.0	STATE	447.0	0.0	0.0	447.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(432)			TOTAL	596.0	0.0	0.0	596.0	TOTAL	596.0	0.0	0.0	596.0		
	437	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 33 FROM MILWAUKEE RIVER TO WISCONSIN ST. IN THE CITY OF WEST BEND (0.10 MILE)	HP	PE	0.0	0.0	100.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	115.0	115.0	STATE	0.0	0.0	135.0	135.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	80.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(433)			TOTAL	0.0	0.0	215.0	215.0	TOTAL	0.0	0.0	215.0	215.0		
	438	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 33 FROM 4000 FEET EAST OF OAK RD. TO THE OZAUKEE COUNTY LINE (3.40 MILES)	HP	PE	0.0	0.0	150.0	150.0	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	30.0	30.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	120.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(434)			TOTAL	0.0	0.0	150.0	150.0	TOTAL	0.0	0.0	150.0	150.0		
	439	RECONDITIONING OF STH 60 FROM WEST WASHINGTON COUNTY LINE TO THE CITY OF HARTFORD	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	52.0	0.0	0.0	52.0		
				CONST	260.0	0.0	0.0	260.0	FED	208.0	0.0	0.0	208.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(435)			TOTAL	260.0	0.0	0.0	260.0	TOTAL	260.0	0.0	0.0	260.0		
	440	RECONSTRUCTION OF STH 60 WITH NO ADDITIONAL LANES FROM MAIN ST. TO POND RD. IN THE CITY OF HARTFORD (0.70 MILE)	HP	PE	0.0	200.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	40.0	0.0	40.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	160.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(436)			TOTAL	0.0	200.0	0.0	200.0	TOTAL	0.0	200.0	0.0	200.0		
	441	RECONDITIONING OF STH 60 FROM CTH P TO RIDGEWAY DRIVE IN THE VILLAGE OF JACKSON	HP	PE	0.0	100.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	20.0	0.0	20.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	80.0	0.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(437)			TOTAL	0.0	100.0	0.0	100.0	TOTAL	0.0	100.0	0.0	100.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	442	RECONSTRUCTION OF STH 83 WITH NO ADDITIONAL LANES FROM MAIN ST. TO WILSON ST. IN THE CITY OF HARTFORD (0.80 MILE)	HP	PE	0.0	200.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	40.0	0.0	40.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	160.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(438)			TOTAL	0.0	200.0	0.0	200.0	TOTAL	0.0	200.0	0.0	200.0		
	443	RECONTRUCTION OF STH 144 WITH NO ADDITIONAL CAPACITY FROM TENNIS DR. TO USH 41 IN THE VILLAGE OF SLINGER (1.63 MILES)	HP	PE	0.0	200.0	0.0	200.0	LOCAL	0.0	10.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	30.0	0.0	30.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	160.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(439)			TOTAL	0.0	200.0	0.0	200.0	TOTAL	0.0	200.0	0.0	200.0		
	444	RECONDITIONING OF STH 144 FROM THE CITY OF WEST BEND TO SHEBOYGAN COUNTY	HP	PE	150.0	0.0	0.0	150.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	30.0	0.0	190.0	220.0		
				CONST	0.0	0.0	950.0	950.0	FED	120.0	0.0	760.0	880.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(440)			TOTAL	150.0	0.0	950.0	1,100.0	TOTAL	150.0	0.0	950.0	1,100.0		
	445	CONSTRUCTION OF STH 164 BRIDGE OVER THE WISCONSIN SOUTHERN AND CANADIAN NATIONAL RAILROADS AND STH 175 IN WASHINGTON COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	400.0	0.0	0.0	400.0		
				CONST	2,000.0	0.0	0.0	2,000.0	FED	1,600.0	0.0	0.0	1,600.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(441)			TOTAL	2,000.0	0.0	0.0	2,000.0	TOTAL	2,000.0	0.0	0.0	2,000.0		
	446	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 45 FROM THE CITY OF WEST BEND TO THE VILLAGE OF KEWASKUM (3.0 MILES)	HI	PE	630.0	0.0	0.0	630.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	126.0	1,800.0	0.0	1,926.0		
				CONST	0.0	9,000.0	0.0	9,000.0	FED	504.0	7,200.0	0.0	7,704.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(442)			TOTAL	630.0	9,000.0	0.0	9,630.0	TOTAL	630.0	9,000.0	0.0	9,630.0		
	447	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 33 FROM USH 41 TO EAST BRANCH OF ROCK RIVER IN THE VILLAGE OF ALLENTON (0.34 MILES)	HI	PE	317.4	0.0	0.0	317.4	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	63.5	0.0	0.0	63.5		
				CONST	0.0	0.0	0.0	0.0	FED	253.9	0.0	0.0	253.9		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(443)			TOTAL	317.4	0.0	0.0	317.4	TOTAL	317.4	0.0	0.0	317.4		
	448	RECONSTRUCTION ON NEW ALIGNMENT AND WITH ADDITIONAL LANES OF STH 33 FROM TRENTON RD. TO OAK RD. IN THE TOWN OF TRENTON (1.3 MILES)	HI	PE	0.0	368.0	0.0	368.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	128.8	0.0	128.8	STATE	0.0	202.4	0.0	202.4		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	294.4	0.0	294.4		
				OTHER	0.0	0.0	0.0	0.0	NHS						
	(444)			TOTAL	0.0	496.8	0.0	496.8	TOTAL	0.0	496.8	0.0	496.8		
	449	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 60 FROM USH 41 TO USH 45 IN WASHINGTON COUNTY (3.30 MILES)	HI	PE	200.0	0.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	1,000.0	1,000.0	STATE	40.0	0.0	1,000.0	1,040.0		
				CONST	0.0	0.0	0.0	0.0	FED	160.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(445)			TOTAL	200.0	0.0	1,000.0	1,200.0	TOTAL	200.0	0.0	1,000.0	1,200.0		
	450	RECONSTRUCTION WITH ADDITIONAL LANES OF LOVERS LANE ROAD (STH 164) FROM STH 175 TO STH 60 IN WASHINGTON COUNTY (0.88 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	6,000.0	0.0	0.0	6,000.0		
				CONST	6,000.0	0.0	0.0	6,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(446)			TOTAL	6,000.0	0.0	0.0	6,000.0	TOTAL	6,000.0	0.0	0.0	6,000.0		
	451	ELDERLY/DISABLED TRANSPORATION SEC 5310 AMERICAN RED CROSS-WEST BEND CHAP 2002-2004 THREE FULLY MOD VANS 7/1	TP	PE	0.0	0.0	0.0	0.0	LOCAL	6.5	6.5	6.5	19.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	26.1	26.1	26.1	78.3		
				OTHER	32.6	32.6	32.6	97.8	FTA 5310						
	(447)			TOTAL	32.6	32.6	32.6	97.8	TOTAL	32.6	32.6	32.6	97.8		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	452	PURCHASE VEHICLES FOR CITY OF WEST BEND SHARED-RIDE TAXI SERVICE SIX MINIVANS 7/0 AND TWO MODIFIED MINIVANS 7/1 2002-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	8.0	22.0	8.0	38.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	32.0	88.0	32.0	152.0		
	(448)			*OTHER*	40.0	110.0	40.0	190.0	*FTA 5311*						
				TOTAL	40.0	110.0	40.0	190.0	*TOTAL*	40.0	110.0	40.0	190.0		
	453	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF WASHINGTON ST (STH 33) AND CTH B IN THE CITY OF WEST BEND	HS	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	10.5	0.0	0.0	10.5		
				CONST	105.0	0.0	0.0	105.0	*FED*	94.5	0.0	0.0	94.5		
	(449)			*OTHER*	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	105.0	0.0	0.0	105.0	*TOTAL*	105.0	0.0	0.0	105.0		
	454	ACQUISITION OF RIGHT OF WAY FOR PARK/RIDE LOT AT USH 41/USH 45 AND STH 145 IN WASHINGTON COUNTY	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	50.0	0.0	0.0	50.0	*STATE*	50.0	0.0	0.0	50.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
	(450)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	50.0	0.0	0.0	50.0	*TOTAL*	50.0	0.0	0.0	50.0		
WASHINGTON COUNTY	455	PRELIMINARY ENGINEERING FOR VARIOUS PROJECTS IN WASHINGTON COUNTY	HP	*PE*	50.0	0.0	0.0	50.0	*LOCAL*	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	40.0	0.0	0.0	40.0		
	(451)			*OTHER*	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	50.0	0.0	0.0	50.0	*TOTAL*	50.0	0.0	0.0	50.0		
	456	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN WASHINGTON COUNTY	HP	*PE*	50.0	0.0	0.0	50.0	*LOCAL*	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	40.0	0.0	0.0	40.0		
	(452)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	50.0	0.0	0.0	50.0	*TOTAL*	50.0	0.0	0.0	50.0		
	457	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH A FROM STH 144 TO THE OZAUKEE COUNTY LINE	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	150.0	0.0	0.0	150.0	A	EXEMPT
				ROW	750.0	0.0	0.0	750.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	600.0	0.0	0.0	600.0		
	(453)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	750.0	0.0	0.0	750.0	*TOTAL*	750.0	0.0	0.0	750.0		
	458	REPLACEMENT OF CTH M BRIDGE OVER CEDAR CREEK B-66-0974 IN WASHINGTON COUNTY	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	55.0	175.0	0.0	230.0	A	EXEMPT
				ROW	275.0	0.0	0.0	275.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	875.0	0.0	875.0	*FED*	220.0	700.0	0.0	920.0		
	(454)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	275.0	875.0	0.0	1,150.0	*TOTAL*	275.0	875.0	0.0	1,150.0		
	459	BRIDGE REPLACEMENT ON CTH W OVER KOHLSVILLE RIVER WASHINGTON COUNTY LOCAL BRIDGE B-66-0972	HP	*PE*	60.0	0.0	0.0	60.0	*LOCAL*	12.0	10.0	54.0	76.0	A	EXEMPT
				ROW	0.0	50.0	0.0	50.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	270.0	270.0	*FED*	48.0	40.0	216.0	304.0		
	(455)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	60.0	50.0	270.0	380.0	*TOTAL*	60.0	50.0	270.0	380.0		
	460	REPLACEMENT OF CTH MY BRIDGE OVER MILWAUKEE RIVER B-66-0971 IN WASHINGTON COUNTY	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	10.0	220.0	0.0	230.0	A	EXEMPT
				ROW	50.0	0.0	0.0	50.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	1,100.0	0.0	1,100.0	*FED*	40.0	880.0	0.0	920.0		
	(456)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	50.0	1,100.0	0.0	1,150.0	*TOTAL*	50.0	1,100.0	0.0	1,150.0		
	461	RECONSTRUCTION WITH ADDITIONAL LANES OF COUNTY LINE ROAD (CTH Q) FROM USH 41/45 TO PILGRIM ROAD	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	115.0	115.0	A	NON-EXEMPT
				ROW	0.0	0.0	575.0	575.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	460.0	460.0		
	(457)			*OTHER*	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	575.0	575.0	*TOTAL*	0.0	0.0	575.0	575.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
WASHINGTON COUNTY	462	PURCHASE OF TWO MEDIUM BUSES FOR WASHINGTON COUNTY COMMUTER BUS SERVICE	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	26.0	0.0	0.0	26.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	104.0	0.0	0.0	104.0		
	(458)			*OTHER*	130.0	0.0	0.0	130.0	*FTA 5307*						
				TOTAL	130.0	0.0	0.0	130.0	*TOTAL*	130.0	0.0	0.0	130.0		
	463	OPERATING ASSISTANCE FOR WASHINGTON COUNTY COMMUTER BUS SERVICE	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	97.5	133.9	138.1	369.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	292.5	401.7	413.8	1,108.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	210.0	288.4	297.1	795.5		
	(459)			*OTHER*	600.0	824.0	849.0	2,273.0	*FTA 5311*						
				TOTAL	600.0	824.0	849.0	2,273.0	*TOTAL*	600.0	824.0	849.0	2,273.0		
	464	PROVISION OF COUNTY WIDE SPECIALIZED DEMAND RESPONSIVE TRANS. SERVICES FOR ELDERLY/ DISABLED PEOPLE IN WASHINGTON COUNTY: 2002-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	23.6	24.7	26.0	74.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	94.2	99.0	103.9	297.1		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
	(460)			*OTHER*	117.8	123.7	129.9	371.4							
				TOTAL	117.8	123.7	129.9	371.4	*TOTAL*	117.8	123.7	129.9	371.4		
	465	ELDERLY/DISABLED TRANP SEC 5310 THE THRESHOLD 2 LG BUSES 2000 2 MOD VAN 2000 2LG BUSES 2004 2SM BUSES 2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	40.4	0.0	42.3	82.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	161.4	0.0	169.0	330.4		
	(461)			*OTHER*	201.8	0.0	211.3	413.1	*FTA 5310*						
				TOTAL	201.8	0.0	211.3	413.1	*TOTAL*	201.8	0.0	211.3	413.1		
	466	OPERATING ASSISTANCE WASHINGTON COUNTY SHARED RIDE TAXI SERVICE RURAL WASHINGTON CO 2002-2004	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	149.7	164.9	170.5	485.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	64.1	70.7	73.1	207.9		
				CONST	0.0	0.0	0.0	0.0	*FED*	213.8	235.6	243.6	693.0		
	(462)			*OTHER*	427.6	471.2	487.2	1,386.0	*FTA 5311*						
				TOTAL	427.6	471.2	487.2	1,386.0	*TOTAL*	427.6	471.2	487.2	1,386.0		
	467	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM TAXI CAB SERVICE IN GERMANTOWN/ RICHFIELD AREA OPERATING COSTS: 2002-2004	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	133.5	137.6	141.9	413.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	200.2	206.4	212.8	619.4		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
	(463)			*OTHER*	333.7	344.0	354.7	1,032.4	*FTA 5307*						
				TOTAL	333.7	344.0	354.7	1,032.4	*TOTAL*	333.7	344.0	354.7	1,032.4		
	468	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM RURAL TAXI CAB SERVICE 14 VEHICLES 2002-2004	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	32.0	20.0	16.0	68.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	128.0	80.0	64.0	272.0		
	(464)			*OTHER*	160.0	100.0	80.0	340.0	*FTA 5311*						
				TOTAL	160.0	100.0	80.0	340.0	*TOTAL*	160.0	100.0	80.0	340.0		
	469	INITIATION OF WASHINGTON COUNTY COMMUTER BUS SERVICE 1999-2002	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	50.0	0.0	0.0	50.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	200.0	0.0	0.0	200.0		
	(465)			*OTHER*	250.0	0.0	0.0	250.0	*CMAQ*						
				TOTAL	250.0	0.0	0.0	250.0	*TOTAL*	250.0	0.0	0.0	250.0		
	470	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN WASHINGTON COUNTY	HS	*PE*	10.0	0.0	0.0	10.0	*LOCAL*	1.0	0.0	0.0	1.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	9.0	0.0	0.0	9.0		
	(466)			*OTHER*	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	10.0	0.0	0.0	10.0	*TOTAL*	10.0	0.0	0.0	10.0		
	471	PUBLIC CNG COMPRESSED NATURAL GAS FUELING FACILITY WASHINGTON COUNTY CMAQ	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	76.0	76.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	380.0	380.0	*FED*	0.0	0.0	304.0	304.0		
	(467)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	0.0	0.0	380.0	380.0	*TOTAL*	0.0	0.0	380.0	380.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
HARTFORD (CITY)	472	CONSTRUCT GARAGE FOR CITY OF HARTFORD SHARED-RIDE TAXI OPERATION 2002	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	2.0	2.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	8.0	8.0		
	(468)			*OTHER*	0.0	0.0	10.0	10.0	*FTA 5311*						
				TOTAL	0.0	0.0	10.0	10.0	*TOTAL*	0.0	0.0	10.0	10.0		
	473	OPERATING ASSISTANCE FOR CITY OF HARTFORD SHARED RIDE TAXI: 2002-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	11.5	12.1	12.8	36.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	57.5	60.4	63.4	181.3		
				CONST	0.0	0.0	0.0	0.0	*FED*	53.8	56.4	59.3	169.5		
	(469)			*OTHER*	122.8	128.9	135.5	387.2	*FTA 5311*						
				TOTAL	122.8	128.9	135.5	387.2	*TOTAL*	122.8	128.9	135.5	387.2		
	474	RENOVATION OF THE HARTFORD HERITAGE AUTO MUSEUM IN THE CITY OF HARTFORD	EE	*PE*	20.0	0.0	0.0	20.0	*LOCAL*	4.0	81.3	0.0	85.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	406.5	0.0	406.5	*FED*	16.0	325.2	0.0	341.2		
	(470)			*OTHER*	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	20.0	406.5	0.0	426.5	*TOTAL*	20.0	406.5	0.0	426.5		
	475	CONSTRUCTION OF THE RUBICON RIVER BICYCLE AND PEDESTRIAN TRAIL IN THE CITY OF HARTFORD	EE	*PE*	39.4	0.0	0.0	39.4	*LOCAL*	25.0	0.0	0.0	25.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	85.6	0.0	0.0	85.6	*FED*	100.0	0.0	0.0	100.0		
	(471)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	125.0	0.0	0.0	125.0	*TOTAL*	125.0	0.0	0.0	125.0		
HARTFORD (TOWN)	476	RECONSTRUCTION WITH AUXILIARY LANES OF EAST MONROE AVENUE FROM HAWTHORN LANE TO CTH K IN THE TOWN OF HARTFORD	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	162.8	0.0	0.0	162.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	814.2	0.0	0.0	814.2	*FED*	651.4	0.0	0.0	651.4		
	(472)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	814.2	0.0	0.0	814.2	*TOTAL*	814.2	0.0	0.0	814.2		
	477	GUARDRAIL ALONG KETTLE MORAINE ROAD BETWEEN CTH E AND WATERFORD ROAD (SMALL HES) WASHINGTON COUNTY	HS	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	1.2	0.0	0.0	1.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	12.0	0.0	0.0	12.0	*FED*	10.8	0.0	0.0	10.8		
	(473)			*OTHER*	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	12.0	0.0	0.0	12.0	*TOTAL*	12.0	0.0	0.0	12.0		
JACKSON (TOWN)	478	BRIDGE REPLACEMENT OF WESTERN AVE OVER CTH Q TOWN OF JACKSON LOCAL BRIDGE P-66-0070	HP	*PE*	37.5	0.0	0.0	37.5	*LOCAL*	7.5	5.0	40.5	53.0	A	EXEMPT
				ROW	0.0	25.0	0.0	25.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	202.5	202.5	*FED*	30.0	20.0	162.0	212.0		
	(474)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	37.5	25.0	202.5	265.0	*TOTAL*	37.5	25.0	202.5	265.0		
KEWASKUM (VILLAGE)	479	CONSTRUCTION OF A PARK & RIDE LOT AT CTH H AND USH 45 IN THE VILLAGE OF KEWASKUM	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	4.4	0.0	0.0	4.4	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	44.3	0.0	0.0	44.3	*FED*	39.9	0.0	0.0	39.9		
	(475)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	44.3	0.0	0.0	44.3	*TOTAL*	44.3	0.0	0.0	44.3		
POLK (TOWN)	480	ELIMINATION OF FOUR RAIL/ HIGHWAY CROSSINGS NEAR ACKERVILLE BY CONNECTING SHERMAN RD WITH FOND DU LAC RD SOUTH OF THE WI CENTRAL	OH	*PE*	60.0	0.0	0.0	60.0	*LOCAL*	6.0	17.0	40.0	63.0	A	EXEMPT
				ROW	0.0	170.0	0.0	170.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	400.0	400.0	*FED*	54.0	153.0	360.0	567.0		
	(476)			*OTHER*	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	60.0	170.0	400.0	630.0	*TOTAL*	60.0	170.0	400.0	630.0		
	481	RELOCATION,RESTORATION, AND INSTALLATION OF TWO HISTORIC BRIDGES IN THE TOWN OF POLK	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	4.4	0.0	0.0	4.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	17.6	0.0	0.0	17.6		
	(477)			*OTHER*	22.0	0.0	0.0	22.0	*STP-E*						
				TOTAL	22.0	0.0	0.0	22.0	*TOTAL*	22.0	0.0	0.0	22.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WEST BEND (CITY)	482 (478)	CAPITAL NEEDS FOR THE CITY OF WEST BEND SHARED RIDE TAXICAB SYSTEM 2002-2004 8 TAXI VEHICLES	TP	PE	0.0	0.0	0.0	0.0	LOCAL	8.0	16.0	8.0	32.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	32.0	64.0	32.0	128.0		
				OTHER	40.0	80.0	40.0	160.0	FTA 5311						
				TOTAL	40.0	80.0	40.0	160.0	TOTAL	40.0	80.0	40.0	160.0		
	483 (479)	PURCHASE VEHICLES FOR CITY OF WEST BEND SHARED-RIDE TAXI SERVICE 2 MINI VANS 4/1, 2 MODIFIED VANS 7/1 2001	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	24.0	0.0	24.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	96.0	0.0	96.0		
				OTHER	0.0	120.0	0.0	120.0	FTA 5311						
				TOTAL	0.0	120.0	0.0	120.0	TOTAL	0.0	120.0	0.0	120.0		
	484 (480)	OPERATING ASSISTANCE FOR THE CITY OF WEST BEND SHARED RIDE TAXICAB SYSTEM: 2002-2004	TI	PE	0.0	0.0	0.0	0.0	LOCAL	39.9	42.2	44.6	126.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	279.6	295.6	312.4	887.6		
				CONST	0.0	0.0	0.0	0.0	FED	251.1	265.4	280.5	797.0		
				OTHER	570.6	603.2	637.5	1,811.3	FTA 5311						
				TOTAL	570.6	603.2	637.5	1,811.3	TOTAL	570.6	603.2	637.5	1,811.3		
	485 (481)	CONSTRUCT PED/BIKE PAT ALONG FOREST HIGHLANDS FROM HARGROVE PLACE TO DECORAH ELEMENTARY SCHOOL CITY OF WEST BEND CMAQ	EE	PE	20.7	0.0	0.0	20.7	LOCAL	4.1	18.4	0.0	22.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	75.0	0.0	75.0	FED	16.6	73.6	0.0	90.2		
				OTHER	0.0	17.0	0.0	17.0	CMAQ						
				TOTAL	20.7	92.0	0.0	112.7	TOTAL	20.7	92.0	0.0	112.7		
	486 (482)	INSTALLATION OF A CNG REFUELING FACILITY FOR THE CITY OF WEST BEND	EE	PE	0.0	0.0	0.0	0.0	LOCAL	70.9	0.0	0.0	70.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	354.4	0.0	0.0	354.4	FED	283.5	0.0	0.0	283.5		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	354.4	0.0	0.0	354.4	TOTAL	354.4	0.0	0.0	354.4		
	487 (483)	PURCHASE AND REMOVAL OF TWO BILLBOARDS ALONG STH 33 IN THE CITY OF WEST BEND	EE	PE	31.0	0.0	0.0	31.0	LOCAL	10.1	26.0	0.0	36.1	A	EXEMPT
				ROW	19.5	0.0	0.0	19.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	130.0	0.0	130.0	FED	40.4	104.0	0.0	144.4		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	50.5	130.0	0.0	180.5	TOTAL	50.5	130.0	0.0	180.5		
	488 (484)	CONSTRUCTION OF A TRAIL INTERCONNECTING NEIGH-BORHOODS, THE CENTRAL BUSINESS DISTRICT AND OTHER EXISTING TRAILS IN CITY OF WEST BEND	EE	PE	0.0	0.0	0.0	0.0	LOCAL	68.5	0.0	0.0	68.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	342.3	0.0	0.0	342.3	FED	273.8	0.0	0.0	273.8		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	342.3	0.0	0.0	342.3	TOTAL	342.3	0.0	0.0	342.3		
	489 (485)	LANDSCAPING ALONG WASHINGTON STREET (STH 33) FROM SCHMIDT RD TO CLEARVIEW DR IN THE CITY OF WEST BEND	EE	PE	42.0	0.0	0.0	42.0	LOCAL	45.0	0.0	0.0	45.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	183.0	0.0	0.0	183.0	FED	180.0	0.0	0.0	180.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	225.0	0.0	0.0	225.0	TOTAL	225.0	0.0	0.0	225.0		
	490 (486)	LANDSCAPING ALONG STH 144 IN THE CITY OF WEST BEND	EE	PE	0.0	0.0	0.0	0.0	LOCAL	24.0	0.0	0.0	24.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	96.0	0.0	0.0	96.0		
				OTHER	120.0	0.0	0.0	120.0	STP-E						
				TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0		
	491 (487)	PARADISE DR. PARK/RIDE LOT IN THE CITY OF WEST BEND: 1993	EE	PE	0.0	0.0	0.0	0.0	LOCAL	19.5	0.0	0.0	19.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	97.3	0.0	0.0	97.3	FED	77.8	0.0	0.0	77.8		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	97.3	0.0	0.0	97.3	TOTAL	97.3	0.0	0.0	97.3		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	492	RECONSTRUCTION OF THE RAMPS AT IH-43 AND MOORLAND RD INTERCHANGE IN THE CITY OF NEW BERLIN	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	225.0	0.0	0.0	225.0		
				CONST	2,250.0	0.0	0.0	2,250.0	*FED*	2,025.0	0.0	0.0	2,025.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
	(488)			*TOTAL*	2,250.0	0.0	0.0	2,250.0	*TOTAL*	2,250.0	0.0	0.0	2,250.0		
	493	RECONSTRUCTION OF THE RAMP ON I-94 AT CTH SS, CTH T, AND STH 16	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	50.0	0.0	0.0	50.0	*STATE*	50.0	0.0	240.0	290.0		
				CONST	0.0	0.0	1,200.0	1,200.0	*FED*	0.0	0.0	960.0	960.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
	(489)			*TOTAL*	50.0	0.0	1,200.0	1,250.0	*TOTAL*	50.0	0.0	1,200.0	1,250.0		
	494	PAINTING OF USH 18 BRIDGE OVER IH 94 B-67-44 AND B-67-45	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	750.0	0.0	0.0	750.0		
				CONST	750.0	0.0	0.0	750.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(490)			*TOTAL*	750.0	0.0	0.0	750.0	*TOTAL*	750.0	0.0	0.0	750.0		
	495	RECONSTRUCTION OF THE USH 18 AND MANHATTAN DR. INTERSECTION	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	140.0	0.0	0.0	140.0		
				CONST	700.0	0.0	0.0	700.0	*FED*	560.0	0.0	0.0	560.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
	(491)			*TOTAL*	700.0	0.0	0.0	700.0	*TOTAL*	700.0	0.0	0.0	700.0		
	496	RESURFACE USH 18 (EB ST PAUL AVE & WB NORTH ST) FROM MORELAND BLVD. TO MADISON ST. IN THE CITY OF WAUKESHA (2.00 MILES)	HP	*PE*	0.0	0.0	120.0	120.0	*LOCAL*	0.0	0.0	30.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	90.0	90.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
	(492)			*TOTAL*	0.0	0.0	120.0	120.0	*TOTAL*	0.0	0.0	120.0	120.0		
	497	RESURFACING OF USH 18 FROM 200' W OF GREEN MEADOW DR. TO NORTH ST. IN THE CITY OF WAUKESHA (1.70 MILES)	HP	*PE*	350.0	0.0	0.0	350.0	*LOCAL*	81.0	0.0	0.0	81.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	269.0	0.0	0.0	269.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(493)			*TOTAL*	350.0	0.0	0.0	350.0	*TOTAL*	350.0	0.0	0.0	350.0		
	498	REPLACE STH 16 BRIDGE OVER THE OCONOMOWOC RIVER IN WAUKESHA COUNTY B67-0943	HP	*PE*	0.0	0.0	100.0	100.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	20.0	20.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	80.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
	(494)			*TOTAL*	0.0	0.0	100.0	100.0	*TOTAL*	0.0	0.0	100.0	100.0		
	499	RECONDITIONING OF STH 36 FROM LOOMIS DR. TO USH 45 IN THE CITY OF FRANKLIN (0.49 MILE)	HP	*PE*	50.0	0.0	0.0	50.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	50.0	371.0	0.0	421.0		
				CONST	0.0	371.0	0.0	371.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(495)			*TOTAL*	50.0	371.0	0.0	421.0	*TOTAL*	50.0	371.0	0.0	421.0		
	500	RECONDITIONING OF STH 59 FROM JEFFERSON COUNTY TO THE VILLAGE OF EAGLE	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	204.0	204.0		
				CONST	0.0	0.0	1,020.1	1,020.1	*FED*	0.0	0.0	816.1	816.1		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
	(496)			*TOTAL*	0.0	0.0	1,020.1	1,020.1	*TOTAL*	0.0	0.0	1,020.1	1,020.1		
	501	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 59 FROM WISCONSIN AND SOUTHERN RR TO OAK RIDGE DRIVE IN THE VILLAGE OF NORTH PRAIRIE	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	20.0	0.0	0.0	20.0	*STATE*	20.0	0.0	330.0	350.0		
				CONST	0.0	0.0	1,650.0	1,650.0	*FED*	0.0	0.0	1,320.0	1,320.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
	(497)			*TOTAL*	20.0	0.0	1,650.0	1,670.0	*TOTAL*	20.0	0.0	1,650.0	1,670.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	502 (498)	RECONDITIONING OF STH 67 FROM STH 16 TO TO CTH K	HP	PE	0.0	0.0	50.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	10.0	10.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	40.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	50.0	50.0	TOTAL	0.0	0.0	50.0	50.0		
	503 (499)	RECONSTRUCTION WITH AUXILIARY LANES AT SELECTED LOCATIONS OF STH 74 FROM WAUKESHA AVE TO THE VILLAGE OF MENOMONEE FALLS	HP	PE	0.0	0.0	900.0	900.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	180.0	180.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	720.0	720.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	900.0	900.0	TOTAL	0.0	0.0	900.0	900.0		
	504 (500)	RECONDITIONING OF STH 74 FROM ELDER LANE TO SHERIDAN DRIVE IN THE VILLAGE OF MENOMONEE FALLS (0.90 MILES)	HP	PE	174.0	0.0	0.0	174.0	LOCAL	43.5	0.0	0.0	43.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	130.5	0.0	0.0	130.5		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	174.0	0.0	0.0	174.0	TOTAL	174.0	0.0	0.0	174.0		
	505 (501)	RESURFACING OF STH 83 FROM STH 59 TO GENESEE DEPOT AND FROM CTH D TO CTH DE (1.60 MILES)	HP	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	50.0	800.0	0.0	850.0		
				CONST	0.0	800.0	0.0	800.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	50.0	800.0	0.0	850.0	TOTAL	50.0	800.0	0.0	850.0		
	506 (502)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 83 FROM CTH NN TO STH 59 (6.10 MILES)	HP	PE	0.0	0.0	1,000.0	1,000.0	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	200.0	200.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	800.0	800.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	1,000.0	1,000.0	TOTAL	0.0	0.0	1,000.0	1,000.0		
	507 (503)	RESURFACING OF STH 83 FROM STH 16 TO CTH VV IN WAUKESHA COUNTY (4.50 MI)	HP	PE	200.0	0.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	40.0	0.0	370.0	410.0		
				CONST	0.0	0.0	1,850.0	1,850.0	FED	160.0	0.0	1,480.0	1,640.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	200.0	0.0	1,850.0	2,050.0	TOTAL	200.0	0.0	1,850.0	2,050.0		
	508 (504)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 164 FROM MAIN TO STH 59 IN WAUKESHA COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	250.0	0.0	0.0	250.0	STATE	260.0	600.0	0.0	860.0		
				CONST	0.0	3,000.0	0.0	3,000.0	FED	40.0	2,400.0	0.0	2,440.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	300.0	3,000.0	0.0	3,300.0	TOTAL	300.0	3,000.0	0.0	3,300.0		
	509 (505)	RESURFACING OF STH 164 FROM CTH VV TO CTH Q IN WAUKESHA COUNTY (3.90 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	800.0	0.0	0.0	800.0		
				CONST	800.0	0.0	0.0	800.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	800.0	0.0	0.0	800.0	TOTAL	800.0	0.0	0.0	800.0		
	510 (506)	RESURFACING OF STH 164 FROM CANADIAN NATIONAL RAILWAY TO WESTWOOD DR. (1.75 MILES)	HP	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	0.0	1,000.0	1,100.0		
				CONST	0.0	0.0	1,000.0	1,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	100.0	0.0	1,000.0	1,100.0	TOTAL	100.0	0.0	1,000.0	1,100.0		
	511 (507)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 175 FROM N. LILLY RD. TO W. MILL ST. IN THE VILLAGE OF MENOMONEE FALLS (2.14 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	69.5	0.0	0.0	69.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	325.0	0.0	0.0	325.0		
				CONST	1,972.3	0.0	0.0	1,972.3	FED	1,577.8	0.0	0.0	1,577.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,972.3	0.0	0.0	1,972.3	TOTAL	1,972.3	0.0	0.0	1,972.3		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	512	RECONSTRUCTION OF WITH NO ADDITIONAL LANES OF STH 175 FROM RIDGE RD. TO MILL ST. IN THE VILLAGE OF MENOMONEE FALLS (0.49 MILE)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	260.0	260.0		
				CONST	0.0	0.0	1,300.0	1,300.0	FED	0.0	0.0	1,040.0	1,040.0		
	(508)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	1,300.0	1,300.0	TOTAL	0.0	0.0	1,300.0	1,300.0		
	513	INTERSECTION IMPROVEMENTS FOR THE INTERSECTION OF STH 190 AND SPRINGDALE RD. IN THE CITY OF BROOKFIELD	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	40.0	0.0	0.0	40.0		
				CONST	200.0	0.0	0.0	200.0	FED	160.0	0.0	0.0	160.0		
	(509)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	514	ACQUIRE HARDSHIP ROW FOR IH 94 (E-W FREEWAY) FROM STH 83 TO CTH T	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	271.0	0.0	0.0	271.0	STATE	271.0	0.0	0.0	271.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(510)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	271.0	0.0	0.0	271.0	TOTAL	271.0	0.0	0.0	271.0		
	515	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 59 FROM STH 164 TO CALHOUN ROAD	HI	PE	2,000.0	2,000.0	0.0	4,000.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	2,000.0	0.0	2,000.0	STATE	400.0	2,400.0	2,000.0	4,800.0		
				CONST	0.0	0.0	10,000.0	10,000.0	FED	1,600.0	1,600.0	8,000.0	11,200.0		
	(511)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	2,000.0	4,000.0	10,000.0	16,000.0	TOTAL	2,000.0	4,000.0	10,000.0	16,000.0		
	516	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM STH 16 TO MARINER DRIVE IN THE CITY OF DELAFIELD	HI	PE	1,100.0	0.0	0.0	1,100.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	2,200.0	0.0	2,200.0	STATE	220.0	2,200.0	0.0	2,420.0		
				CONST	0.0	0.0	0.0	0.0	FED	880.0	0.0	0.0	880.0		
	(512)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,100.0	2,200.0	0.0	3,300.0	TOTAL	1,100.0	2,200.0	0.0	3,300.0		
	517	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM WOLF RUN TO CTH NN IN THE VILLAGE OF MUKWONAGO (2.0 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	7,930.5	0.0	0.0	7,930.5		
				CONST	7,930.5	0.0	0.0	7,930.5	FED	0.0	0.0	0.0	0.0		
	(513)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	7,930.5	0.0	0.0	7,930.5	TOTAL	7,930.5	0.0	0.0	7,930.5		
	518	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM USH 18 TO IH-94 (2.90 MILES)	HI	PE	1,000.0	0.0	0.0	1,000.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	2,400.0	2,400.0	STATE	200.0	0.0	2,400.0	2,600.0		
				CONST	0.0	0.0	0.0	0.0	FED	800.0	0.0	0.0	800.0		
	(514)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,000.0	0.0	2,400.0	3,400.0	TOTAL	1,000.0	0.0	2,400.0	3,400.0		
	519	RECONSTRUCTION OF STH 164 OVER I-94 RAMPS AND ROADWAY IN THE TOWN OF PEWAUKEE (0.40 MILES)	HI	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	50.0	0.0	670.0	720.0		
				CONST	0.0	0.0	6,700.0	6,700.0	FED	450.0	0.0	6,030.0	6,480.0		
	(515)			OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	500.0	0.0	6,700.0	7,200.0	TOTAL	500.0	0.0	6,700.0	7,200.0		
	520	RECONSTRUCTION OF STH 164 WITH ADDITIONAL CAPACITY FROM STH 190 TO CTH VV IN WAUKEHA COUNTY (4.11 MILES)	HI	PE	1,000.0	0.0	0.0	1,000.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	500.0	0.0	0.0	500.0	STATE	300.0	0.0	0.0	300.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,200.0	0.0	0.0	1,200.0		
	(516)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
	521	STUDY FOR A NEW INTERCHANGE ON I-94 IN THE CITY OF BROOKFIELD	HE	PE	300.0	0.0	0.0	300.0	LOCAL	100.0	0.0	0.0	100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	0.0	0.0	200.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(517)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	522 (518)	CONSTRUCTION OF THE CITY OF OCONOMOWOC NORTH BYPASS INCLUDING THE REMAINING STH 16/67 LEG AND STH 16 TO JEFFERSON CO. (7.4 MI)	HE	PE	500.0	500.0	500.0	1,500.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	900.0	100.0	0.0	1,000.0	STATE	2,100.0	13,100.0	19,200.0	34,400.0		
				CONST	700.0	12,500.0	18,700.0	31,900.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,100.0	13,100.0	19,200.0	34,400.0	TOTAL	2,100.0	13,100.0	19,200.0	34,400.0		
	523 (519)	RECONDITIONING OF THE PARK AND RIDE LOT AT IH 43 AND MOORLAND RD IN THE CITY OF NEW BERLIN	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	350.0	0.0	0.0	350.0		
				CONST	350.0	0.0	0.0	350.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	350.0	0.0	0.0	350.0	TOTAL	350.0	0.0	0.0	350.0		
	524 (520)	CONSTRUCTION OF PARK AND RIDE LOT AT THE IH 94/MOORLAND RD. INTERCHANGE IN THE CITY OF BROOKFIELD (350 SPACES)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	120.0	0.0	120.0		
				CONST	0.0	600.0	0.0	600.0	FED	0.0	480.0	0.0	480.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	600.0	0.0	600.0	TOTAL	0.0	600.0	0.0	600.0		
	525 (521)	REALIGN INTERSECTION OF MUSKEGO DAM ROAD AND STH 36 WAUKESHA COUNTY HES	HS	PE	40.0	0.0	0.0	40.0	LOCAL	4.0	41.0	0.0	45.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	410.0	0.0	410.0	FED	36.0	369.0	0.0	405.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	40.0	410.0	0.0	450.0	TOTAL	40.0	410.0	0.0	450.0		
	526 (522)	INSTALL SIGNAL AT STH 190 AND MEADOW CREEK AND GEOMETRIC IMPROVEMENTS ON STH 190 BETWEEN STH 16 AND STH 164 WAUKESHA COUNTY HES	HS	PE	30.0	0.0	0.0	30.0	LOCAL	3.0	44.5	0.0	47.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	445.0	0.0	445.0	FED	27.0	400.5	0.0	427.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	30.0	445.0	0.0	475.0	TOTAL	30.0	445.0	0.0	475.0		
	527 (523)	CONSTRUCT CONCORD PARK AND RIDE LOT AT CTH F AND I-94 JEFFERSON COUNTY CMAQ	EE	PE	18.0	0.0	0.0	18.0	LOCAL	3.6	35.0	5.0	43.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	175.0	25.0	200.0	FED	14.4	140.0	20.0	174.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	18.0	175.0	25.0	218.0	TOTAL	18.0	175.0	25.0	218.0		
	528 (854)	CONSTRUCTION OF A NOISE BARRIER ON USH 41 BETWEEN PILGRIM ROAD AND MAIN STREET IN THE VILLAGE OF MENOMONEE FALLS (0.68 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	212.2	0.0	212.2		
				CONST	0.0	1,061.0	0.0	1,061.0	FED	0.0	848.8	0.0	848.8		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	1,061.0	0.0	1,061.0	TOTAL	0.0	1,061.0	0.0	1,061.0		
WAUKESHA COUNTY	529 (524)	RESURFACING OF VARIOUS COUNTY TRUNK HIGHWAYS	HP	PE	0.0	0.0	0.0	0.0	LOCAL	2,035.0	2,085.0	2,135.0	6,255.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,035.0	2,085.0	2,135.0	6,255.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,035.0	2,085.0	2,135.0	6,255.0	TOTAL	2,035.0	2,085.0	2,135.0	6,255.0		
	530 (525)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN WAUKESHA COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	531 (526)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN WAUKESHA COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
WAUKESHA COUNTY	532	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN WAUKESHA COUNTY	HP	*PE*	50.0	0.0	0.0	50.0	*LOCAL*	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	40.0	0.0	0.0	40.0		
	(527)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	50.0	0.0	0.0	50.0	*TOTAL*	50.0	0.0	0.0	50.0		
	533	RECONSTRUCT THE EXISTING BOX CULVERT ON CTH B AT UPPER NASHOTAH LAKE	HP	*PE*	15.0	0.0	0.0	15.0	*LOCAL*	39.0	116.0	0.0	155.0	A	EXEMPT
				ROW	24.0	0.0	0.0	24.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	116.0	0.0	116.0	*FED*	0.0	0.0	0.0	0.0		
	(528)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	39.0	116.0	0.0	155.0	*TOTAL*	39.0	116.0	0.0	155.0		
	534	REHABILITATION OF LAKELAND DRIVE (CTH C) BRIDGE OVER CANADIAN PACIFIC RAILWAY IN VILLAGE OF NASHOTAH (B-67-0190)	HP	*PE*	25.0	0.0	0.0	25.0	*LOCAL*	25.0	31.7	0.0	56.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	158.4	0.0	158.4	*FED*	0.0	126.7	0.0	126.7		
	(529)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	25.0	158.4	0.0	183.4	*TOTAL*	25.0	158.4	0.0	183.4		
	535	RECONSTRUCTION OF THE CTH I BOX CULVERT AT MUSKEGO CREEK & CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN	HP	*PE*	0.0	0.0	72.0	72.0	*LOCAL*	0.0	0.0	119.0	119.0	A	EXEMPT
				ROW	0.0	0.0	47.0	47.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
	(530)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	119.0	119.0	*TOTAL*	0.0	0.0	119.0	119.0		
	536	REPLACEMENT OF CTH K BRIDGE OVER OCONOMOWOC RIVER (P-67-0042) IN TOWN OF MERTON	HP	*PE*	60.0	0.0	0.0	60.0	*LOCAL*	52.0	41.0	51.0	144.0	A	EXEMPT
				ROW	0.0	41.0	0.0	41.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	255.0	255.0	*FED*	8.0	0.0	204.0	212.0		
	(531)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	60.0	41.0	255.0	356.0	*TOTAL*	60.0	41.0	255.0	356.0		
	537	RECONSTRUCTION AND SIGNALIZATION OF THE INTERSECTION OF CTH K AND CALHOUN ROAD	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	661.0	0.0	0.0	661.0	A	EXEMPT
				ROW	99.0	0.0	0.0	99.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	562.0	0.0	0.0	562.0	*FED*	0.0	0.0	0.0	0.0		
	(532)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	661.0	0.0	0.0	661.0	*TOTAL*	661.0	0.0	0.0	661.0		
	538	RECONSTRUCT BOX CULVERT ON CTH L AT MUSKEGO LAKE	HP	*PE*	0.0	40.0	0.0	40.0	*LOCAL*	0.0	40.0	206.0	246.0	A	EXEMPT
				ROW	0.0	0.0	22.0	22.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	184.0	184.0	*FED*	0.0	0.0	0.0	0.0		
	(533)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	0.0	40.0	206.0	246.0	*TOTAL*	0.0	40.0	206.0	246.0		
	539	REHABILITATION OF FOREST HOME AVE (CTH L) BRIDGE OVER FOX RIVER IN TOWN OF VERNON (B-67-0008)	HP	*PE*	62.0	0.0	0.0	62.0	*LOCAL*	54.0	77.4	0.0	131.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	387.0	0.0	387.0	*FED*	8.0	309.6	0.0	317.6		
	(534)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	62.0	387.0	0.0	449.0	*TOTAL*	62.0	387.0	0.0	449.0		
	540	REHABILITATION OF CONCRETE PAVEMENT ON CTH O FROM CTH I TO STH 59 (4.35 MILES)	HP	*PE*	0.0	0.0	367.0	367.0	*LOCAL*	0.0	0.0	367.0	367.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
	(535)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	367.0	367.0	*TOTAL*	0.0	0.0	367.0	367.0		
	541	REHABILITATE CTH P FROM ROAD T TO ROAD P, TOWN OF OCONOMOWOC	HP	*PE*	0.0	200.0	0.0	200.0	*LOCAL*	0.0	200.0	0.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
	(536)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	0.0	200.0	0.0	200.0	*TOTAL*	0.0	200.0	0.0	200.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WAUKESHA COUNTY	542	REPLACEMENT OF SAYLESVILLE ROAD (CTH X) BRIDGE OVER GENESEE CREEK (P-67-0069)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	29.0	0.0	48.0	77.0	A	EXEMPT
				ROW	29.0	0.0	0.0	29.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	240.0	240.0	FED	0.0	0.0	192.0	192.0		
	(537)			OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	29.0	0.0	240.0	269.0	TOTAL	29.0	0.0	240.0	269.0		
	543	REPLACEMENT OF CTH Y (BARKER ROAD) BRIDGE OVER POPLAR CREEK P-67-0962 IN WAUKESHA COUNTY	HP	PE	0.0	104.0	0.0	104.0	LOCAL	0.0	104.0	106.0	210.0	A	EXEMPT
				ROW	0.0	0.0	25.0	25.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	406.0	406.0	FED	0.0	0.0	325.0	325.0		
	(538)			OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	104.0	431.0	535.0	TOTAL	0.0	104.0	431.0	535.0		
	544	REPLACEMENT OF THE CTH DR BRIDGE OVER THE BARK RIVER IN WAUKESHA COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	310.0	87.8	397.8	A	EXEMPT
				ROW	0.0	310.0	0.0	310.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	439.0	439.0	FED	0.0	0.0	351.2	351.2		
	(539)			OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	310.0	439.0	749.0	TOTAL	0.0	310.0	439.0	749.0		
	545	REHABILITATION OF CTH DR FROM CTH BB TO CTH P	HP	PE	0.0	0.0	0.0	0.0	LOCAL	259.0	2,688.0	0.0	2,947.0	A	EXEMPT
				ROW	259.0	0.0	0.0	259.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,688.0	0.0	2,688.0	FED	0.0	0.0	0.0	0.0		
	(540)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	259.0	2,688.0	0.0	2,947.0	TOTAL	259.0	2,688.0	0.0	2,947.0		
	546	RECONSTRUCTION WITH AUXILIARY LANES OF CTH ES FROM SOUTH COUNTY LINE TO THE MUKWONAGO RIVER IN WAUKESHA COUNTY (1.0 M)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	688.0	688.0	A	EXEMPT
				ROW	0.0	0.0	688.0	688.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(541)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	688.0	688.0	TOTAL	0.0	0.0	688.0	688.0		
	547	RECONSTRUCTION OF THE CTH HH REVERSE CURVES BETWEEN SMALL ROAD AND CTH O	HP	PE	0.0	111.0	0.0	111.0	LOCAL	0.0	111.0	583.0	694.0	A	EXEMPT
				ROW	0.0	0.0	583.0	583.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(542)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	111.0	583.0	694.0	TOTAL	0.0	111.0	583.0	694.0		
	548	REPLACEMENT OF THE CTH JJ BRIDGE DECK OVER THE TRIBUTARY TO THE PEWAUKEE RIVER	HP	PE	10.0	0.0	0.0	10.0	LOCAL	52.0	179.0	41.0	272.0	A	EXEMPT
				ROW	42.0	0.0	0.0	42.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	179.0	41.0	220.0	FED	0.0	0.0	0.0	0.0		
	(543)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	52.0	179.0	41.0	272.0	TOTAL	52.0	179.0	41.0	272.0		
	549	RECONSTRUCTION OF THE CTH LO STRUCTURE OVER THE JERICHO CREEK IN THE TOWN OF EAGLE	HP	PE	0.0	45.0	0.0	45.0	LOCAL	0.0	69.0	208.0	277.0	A	EXEMPT
				ROW	0.0	24.0	0.0	24.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	208.0	208.0	FED	0.0	0.0	0.0	0.0		
	(544)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	69.0	208.0	277.0	TOTAL	0.0	69.0	208.0	277.0		
	550	REPLACEMENT OF THE CTH NN BRIDGE OVER THE JERICHO CREEK P-67-0029 IN THE TOWN OF EAGLE	HP	PE	104.0	0.0	0.0	104.0	LOCAL	104.0	67.0	0.0	171.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	335.0	0.0	335.0	FED	0.0	268.0	0.0	268.0		
	(545)			OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	104.0	335.0	0.0	439.0	TOTAL	104.0	335.0	0.0	439.0		
	551	REPLACE EXISTING STRUCTURE ON CTH TT OVER PEBBLE CREEK	HP	PE	54.0	0.0	0.0	54.0	LOCAL	98.0	414.0	0.0	512.0	A	EXEMPT
				ROW	44.0	0.0	0.0	44.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	414.0	0.0	414.0	FED	0.0	0.0	0.0	0.0		
	(546)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	98.0	414.0	0.0	512.0	TOTAL	98.0	414.0	0.0	512.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WAUKESHA COUNTY	552 (547)	REHABILITATION AND INTERSECTION IMPROVEMENT OF CTH VV FROM STH 83 TO CTH J	HP	PE	0.0	0.0	0.0	0.0	LOCAL	5,488.0	1,729.0	0.0	7,217.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	5,488.0	1,729.0	0.0	7,217.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	5,488.0	1,729.0	0.0	7,217.0	TOTAL	5,488.0	1,729.0	0.0	7,217.0		
	553 (548)	RECONSTRUCTION WITH ADDITIONAL LANES OF PEWAUKEE RD (CTH J) FROM ROCKWOOD DR TO CAPITOL DR (STH 190) WAUKESHA CO	HI	PE	736.0	0.0	0.0	736.0	LOCAL	736.0	285.2	1,514.2	2,535.4	A	NON-EXEMPT
				ROW	0.0	1,426.0	0.0	1,426.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	7,571.0	7,571.0	FED	0.0	1,140.8	6,056.8	7,197.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	736.0	1,426.0	7,571.0	9,733.0	TOTAL	736.0	1,426.0	7,571.0	9,733.0		
	554 (549)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH L FROM CTH O TO THE MILWAUKEE COUNTY LINE IN THE CITY OF MUSKEGO	HI	PE	621.0	0.0	0.0	621.0	LOCAL	621.0	3,600.0	1,700.0	5,921.0	A	NON-EXEMPT
				ROW	0.0	3,600.0	1,700.0	5,300.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	621.0	3,600.0	1,700.0	5,921.0	TOTAL	621.0	3,600.0	1,700.0	5,921.0		
	555 (550)	RECONSTRUCTION WITH ADDITITONAL LANES OF CTH Q FROM COLGATE TO STH 175 (3.03 MILES)	HI	PE	844.0	0.0	0.0	844.0	LOCAL	844.0	353.0	0.0	1,197.0	A	NON-EXEMPT
				ROW	0.0	353.0	0.0	353.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	844.0	353.0	0.0	1,197.0	TOTAL	844.0	353.0	0.0	1,197.0		
	556 (551)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH X BETWEEN STH 59 AND HARRIS HIGHLANDS (1.80 MILES)	HI	PE	0.0	1,079.0	0.0	1,079.0	LOCAL	0.0	1,079.0	2,246.8	3,325.8	A	NON-EXEMPT
				ROW	0.0	0.0	174.0	174.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	11,060.0	11,060.0	FED	0.0	0.0	8,987.2	8,987.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	1,079.0	11,234.0	12,313.0	TOTAL	0.0	1,079.0	11,234.0	12,313.0		
	557 (552)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y BETWEEN CTH L AND CTH I (4.00 MILES)	HI	PE	0.0	0.0	1,402.0	1,402.0	LOCAL	0.0	0.0	1,402.0	1,402.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	1,402.0	1,402.0	TOTAL	0.0	0.0	1,402.0	1,402.0		
	558 (553)	CONSTRUCT ADDITIONAL LANES ON CTH TT FROM USH 18 TO NORTH VIEW ROAD (1.00 MILE)	HI	PE	0.0	263.0	0.0	263.0	LOCAL	0.0	263.0	378.0	641.0	A	NON-EXEMPT
				ROW	0.0	0.0	378.0	378.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	263.0	378.0	641.0	TOTAL	0.0	263.0	378.0	641.0		
	559 (554)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH VV FROM CTH Y TO BETTE DRIVE IN THE VILLAGE OF MENOMONEE FALLS	HI	PE	0.0	0.0	800.0	800.0	LOCAL	0.0	0.0	800.0	800.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	800.0	800.0	TOTAL	0.0	0.0	800.0	800.0		
	560 (555)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH YY FROM CTH K TO CTH VV (1.00 MILE)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	3,152.0	0.0	0.0	3,152.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	3,152.0	0.0	0.0	3,152.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	3,152.0	0.0	0.0	3,152.0	TOTAL	3,152.0	0.0	0.0	3,152.0		
	561 (556)	PREVENTATIVE MAINTENANCE COST FOR MASS TRANSIT AND PARATRANSIT SERVICE FOR WAUKESHA COUNTY 2002-2004	TP	PE	0.0	0.0	0.0	0.0	LOCAL	150.9	159.9	185.6	496.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	603.8	639.7	742.5	1,986.0		
				OTHER	754.7	799.6	928.1	2,482.4	FTA 5307						
				TOTAL	754.7	799.6	928.1	2,482.4	TOTAL	754.7	799.6	928.1	2,482.4		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WAUKESHA COUNTY	562	OPERATING ASSISTANCE FOR WAUKESHA COUNTY TRANSIT SERVICE: 2002-2004	TP	PE	0.0	0.0	0.0	0.0	LOCAL	1,532.1	1,868.3	1,955.0	5,355.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,539.0	1,875.4	1,962.5	5,376.9		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(557)			OTHER	3,071.1	3,743.7	3,917.5	10,732.3							
				TOTAL	3,071.1	3,743.7	3,917.5	10,732.3	TOTAL	3,071.1	3,743.7	3,917.5	10,732.3		
	563	PROVIDE TRANSIT SERVICE: GOERKE'S CORNERS TO DELAFIELD VIA IH 94 HARTLAND/DELAFIELD RT 303	TP	PE	0.0	0.0	0.0	0.0	LOCAL	45.1	0.0	0.0	45.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	180.4	0.0	0.0	180.4		
	(558)			OTHER	225.5	0.0	0.0	225.5	CMAQ						
				TOTAL	225.5	0.0	0.0	225.5	TOTAL	225.5	0.0	0.0	225.5		
	564	PROVIDE EXPRESS TRANSIT SERVICE: GOERKE'S CORNERS TO PEWAUKEE VIA IH 94/CTH J PEWAUKEE RT 304	TP	PE	0.0	0.0	0.0	0.0	LOCAL	12.8	0.0	0.0	12.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	51.3	0.0	0.0	51.3		
	(559)			OTHER	64.1	0.0	0.0	64.1	CMAQ						
				TOTAL	64.1	0.0	0.0	64.1	TOTAL	64.1	0.0	0.0	64.1		
	565	PROVIDE TRANSIT SERVICE TO EMPLOYERS IN THE VILLAGE OF MENOMONEE FALLS ROUTE 263	TP	PE	0.0	0.0	0.0	0.0	LOCAL	32.4	0.0	0.0	32.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	125.1	0.0	0.0	125.1		
	(560)			OTHER	157.5	0.0	0.0	157.5	CMAQ						
				TOTAL	157.5	0.0	0.0	157.5	TOTAL	157.5	0.0	0.0	157.5		
	566	PROVIDE TRANSIT SERVICE- NEW BERLIN TO BROOKFIELD SQUARE VIA MOORLAND ROAD NEW BERLIN RTE 302	TP	PE	0.0	0.0	0.0	0.0	LOCAL	37.3	0.0	0.0	37.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	149.1	0.0	0.0	149.1		
	(561)			OTHER	186.4	0.0	0.0	186.4	CMAQ						
				TOTAL	186.4	0.0	0.0	186.4	TOTAL	186.4	0.0	0.0	186.4		
	567	PROVIDE EARLY SATURDAY, SATURDAY EVENING, AND SUNDAY TRANSIT SERVICE ON ROUTE 10 2002-2003	TP	PE	0.0	0.0	0.0	0.0	LOCAL	9.8	4.8	0.0	14.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	39.2	19.4	0.0	58.6		
	(562)			OTHER	49.0	24.2	0.0	73.2	CMAQ						
				TOTAL	49.0	24.2	0.0	73.2	TOTAL	49.0	24.2	0.0	73.2		
	568	PROVIDE SPECIALIZED ER/DEMAND RESPONSIVE TRANS SERVICES FOR ELDERLY & DISABLED PERSONS IN WAUKESHA COUNTY 2002-2004	TP	PE	0.0	0.0	0.0	0.0	LOCAL	572.1	674.8	816.0	2,062.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	404.5	418.7	431.2	1,254.4		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(563)			OTHER	976.6	1,093.5	1,247.2	3,317.3							
				TOTAL	976.6	1,093.5	1,247.2	3,317.3	TOTAL	976.6	1,093.5	1,247.2	3,317.3		
	569	PROVIDE USER-SIDE SUBSIDY ADVANCE RESERVATION AND DRIVER ESCORT FOR THE ELDERLY AND DISABLED IN WAUKESHA COUNTY: 2002-2004	TP	PE	0.0	0.0	0.0	0.0	LOCAL	218.7	229.1	255.7	703.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(564)			OTHER	218.7	229.1	255.7	703.5							
				TOTAL	218.7	229.1	255.7	703.5	TOTAL	218.7	229.1	255.7	703.5		
	570	CAPITAL COST OF 3RD PARTY CONTRACTING AND OVERHEAD EXPENSES FOR WAUKESHA COUNTY TRANSIT SERVICE: 2002-2004	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	103.1	115.3	120.0	338.4		
				CONST	0.0	0.0	0.0	0.0	FED	412.6	461.4	479.8	1,353.8		
	(565)			OTHER	515.7	576.7	599.8	1,692.2	FTA 5307						
				TOTAL	515.7	576.7	599.8	1,692.2	TOTAL	515.7	576.7	599.8	1,692.2		
	571	REPLACEMENT OF THE CTH G BRIDGE OVER THE DRUMLIN TRAIL IN WAUKESHA COUNTY	OH	PE	0.0	0.0	0.0	0.0	LOCAL	120.0	0.0	0.0	120.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	120.0	0.0	0.0	120.0	FED	0.0	0.0	0.0	0.0		
	(566)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WAUKESHA COUNTY	572 (567)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH TJ FROM CTH T WESTERLY 0.6 MILES	OH	*PE*	173.0	0.0	0.0	173.0	*LOCAL*	173.0	154.0	2,740.0	3,067.0	A	EXEMPT
				ROW	0.0	154.0	297.0	451.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,443.0	2,443.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	173.0	154.0	2,740.0	3,067.0	*TOTAL*	173.0	154.0	2,740.0	3,067.0		
	573 (568)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN WAUKESHA COUNTY	HS	*PE*	10.0	0.0	0.0	10.0	*LOCAL*	1.0	0.0	0.0	1.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	9.0	0.0	0.0	9.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	10.0	0.0	0.0	10.0	*TOTAL*	10.0	0.0	0.0	10.0		
	574 (569)	BEAM GUARD INSTALLATION AND SIGNAGE IMPROVEMENT ON CTH I FROM S COUNTY LINE TO SANDY BEACH RD IN TOWN OF MUKWONAGO	HS	*PE*	16.0	0.0	0.0	16.0	*LOCAL*	16.0	9.0	7.0	32.0	A	EXEMPT
				ROW	0.0	9.0	0.0	9.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	35.0	35.0	*FED*	0.0	0.0	28.0	28.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	16.0	9.0	35.0	60.0	*TOTAL*	16.0	9.0	35.0	60.0		
	575 (570)	DEVELOPMENT OF AN INSPECTION/MAINTENANCE 240 MECHANIC TRAINING PROG & CONST OF RELATED FACILITIES AT WAUKESHA COUNTY TECH COLLEGE	EE	*PE*	15.0	0.0	0.0	15.0	*LOCAL*	95.7	0.0	0.0	95.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	100.0	0.0	0.0	100.0	*FED*	282.8	0.0	0.0	282.8		
				OTHER	263.5	0.0	0.0	263.5	*CMAQ*						
				TOTAL	378.5	0.0	0.0	378.5	*TOTAL*	378.5	0.0	0.0	378.5		
BROOKFIELD (CITY)	576 (571)	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN ROAD FROM WISCONSIN AVENUE TO GEBHARDT ROAD (1.0 MILES)	HI	*PE*	470.0	0.0	0.0	470.0	*LOCAL*	470.0	950.0	940.0	2,360.0	A	NON-EXEMPT
				ROW	0.0	950.0	0.0	950.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	4,700.0	4,700.0	*FED*	0.0	0.0	3,760.0	3,760.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	470.0	950.0	4,700.0	6,120.0	*TOTAL*	470.0	950.0	4,700.0	6,120.0		
	577 (572)	CONSTRUCTION OF BROOKFIELD ROAD FROM DAVIDSON ROAD TO GREENFIELD AVENUE IN THE CITY OF BROOKFIELD (0.19 MILES)	HE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	220.0	220.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,100.0	1,100.0	*FED*	0.0	0.0	880.0	880.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	1,100.0	1,100.0	*TOTAL*	0.0	0.0	1,100.0	1,100.0		
	578 (573)	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATHWAY ON PILGRIM PARKWAY FROM NORTH AVE TO GEBHARDT RD IN THE CITY OF BROOKFIELD	EE	*PE*	22.0	0.0	0.0	22.0	*LOCAL*	4.4	22.0	0.0	26.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	110.0	0.0	110.0	*FED*	17.6	88.0	0.0	105.6		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	22.0	110.0	0.0	132.0	*TOTAL*	22.0	110.0	0.0	132.0		
	579 (574)	CONSTRUCTION OF A SIDEWALK ALONG THE W. SIDE OF MOORLAND ROAD FROM GREENFIELD AVE TO BLUEMOUND RD IN THE CITY OF BROOKFIELD	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	26.0	0.0	0.0	26.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	130.0	0.0	0.0	130.0	*FED*	104.0	0.0	0.0	104.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	130.0	0.0	0.0	130.0	*TOTAL*	130.0	0.0	0.0	130.0		
	580 (575)	CONSTRUCTION OF AN ASPHALT CONCRETE PATH ALONG THE SOUTH SIDE OF NORTH AVE FROM PILGRIM RD TO CALHOUN IN THE CITY OF BROOKFIELD	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	14.6	0.0	0.0	14.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	73.0	0.0	0.0	73.0	*FED*	58.4	0.0	0.0	58.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	73.0	0.0	0.0	73.0	*TOTAL*	73.0	0.0	0.0	73.0		
	581 (576)	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG PILGRIM ROAD FROM DIXON SCHOOL TO BURLEIGH ROAD IN THE CITY OF BROOKFIELD	EE	*PE*	15.0	0.0	0.0	15.0	*LOCAL*	9.0	23.6	0.0	32.6	A	EXEMPT
				ROW	30.0	0.0	0.0	30.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	118.0	0.0	118.0	*FED*	36.0	94.4	0.0	130.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	45.0	118.0	0.0	163.0	*TOTAL*	45.0	118.0	0.0	163.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
BROOKFIELD (TOWN)	582 (577)	RECONSTRUCTION WITH NO ADDITIONAL TRAVEL LANES OF BROOKFIELD RD. FROM WISCONSIN AVE. TO BLACK FOREST DR. IN THE T/BROOKFIELD (0.26 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	135.0	0.0	0.0	135.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	675.0	0.0	0.0	675.0	FED	540.0	0.0	0.0	540.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	675.0	0.0	0.0	675.0	TOTAL	675.0	0.0	0.0	675.0		
DELAFIELD (CITY)	583 (578)	RECONSTRUCTION OF GENESEE STREET (HWY C) FROM STOCKS DRIVE TO THE BARK RIVER IN THE CITY OF DELAFIELD	HP	PE	130.0	0.0	0.0	130.0	LOCAL	26.0	260.0	0.0	286.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,300.0	0.0	1,300.0	FED	104.0	1,040.0	0.0	1,144.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	130.0	1,300.0	0.0	1,430.0	TOTAL	130.0	1,300.0	0.0	1,430.0		
	584 (579)	REPLACEMENT OF CUSHING PARK ROAD BRIDGE OVER BARK RIVER IN THE CITY OF DELAFIELD	OH	PE	0.0	0.0	0.0	0.0	LOCAL	111.0	0.0	0.0	111.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	555.0	0.0	0.0	555.0	FED	444.0	0.0	0.0	444.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	555.0	0.0	0.0	555.0	TOTAL	555.0	0.0	0.0	555.0		
ELM GROVE (VILLAGE)	585 (580)	REPLACEMENT OF WALL STREET BRIDGE OVER UNDERWOOD CREEK P-67-0783 IN THE VILLAGE OF ELM GROVE	OH	PE	0.0	0.0	0.0	0.0	LOCAL	197.2	0.0	0.0	197.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	440.2	0.0	0.0	440.2	FED	243.0	0.0	0.0	243.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	440.2	0.0	0.0	440.2	TOTAL	440.2	0.0	0.0	440.2		
MENOMONEE FALLS (VILLAGE)	586 (581)	REPLACEMENT OF FOND DU LAC AVE BRIDGE OVER THE MENOMONEE RIVER B-67-0961 IN THE VILLAGE OF MENOMONEE FALLS	HP	PE	0.0	0.0	0.0	0.0	LOCAL	69.0	0.0	0.0	69.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	345.0	0.0	0.0	345.0	FED	276.0	0.0	0.0	276.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	345.0	0.0	0.0	345.0	TOTAL	345.0	0.0	0.0	345.0		
	587 (582)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF LILLY RD FROM SILVER SPRING DR TO MILL RD IN THE VILLAGE OF MENOMONEE FALLS (1.05 MILES)	HP	PE	0.0	0.0	596.6	596.6	LOCAL	0.0	0.0	171.0	171.0	A	EXEMPT
				ROW	0.0	0.0	258.6	258.6	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	684.2	684.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	855.2	855.2	TOTAL	0.0	0.0	855.2	855.2		
	588 (583)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF LILLY RD FROM MILL RD TO GOOD HOPE RD IN THE VILLAGE OF MENOMONEE FALLS (0.96 MILE)	HP	PE	0.0	0.0	431.9	431.9	LOCAL	0.0	0.0	138.6	138.6	A	EXEMPT
				ROW	0.0	0.0	260.8	260.8	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	554.1	554.1		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	692.7	692.7	TOTAL	0.0	0.0	692.7	692.7		
	589 (584)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF LILLY RD FROM GOOD HOPE RD TO APPLETON AVE IN THE VILLAGE OF MENOMONEE FALLS (0.48 MILE)	HP	PE	0.0	0.0	229.7	229.7	LOCAL	0.0	0.0	132.3	132.3	A	EXEMPT
				ROW	0.0	0.0	431.9	431.9	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	529.3	529.3		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	661.6	661.6	TOTAL	0.0	0.0	661.6	661.6		
	590 (585)	RECONSTRUCTION WITH ADDITIONAL LANES OLD ORCHARD RD (OLD STH 145) FROM W BROWN DEER RD TO 3000' S OF W BROWN DEER RD	HI	PE	0.0	0.0	0.0	0.0	LOCAL	1,500.0	0.0	0.0	1,500.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,500.0	0.0	0.0	1,500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
	591 (586)	RECONSTRUCTION WITH ADDITIONAL LANES OF PILGRIM RD FROM MEGAL DR TO CTH Q IN THE VILLAGE OF MENOMONEE FALLS	HI	PE	0.0	0.0	265.9	265.9	LOCAL	0.0	0.0	79.8	79.8	A	NON-EXEMPT
				ROW	0.0	0.0	133.1	133.1	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	319.2	319.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	399.0	399.0	TOTAL	0.0	0.0	399.0	399.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MENOMONEE FALLS (VILLAGE)	592 (587)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WATER ST. FROM MAIN ST. TO RICHFIELD WAY IN THE VILLAGE OF MENOMONEE FALLS (0.55 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	500.0	0.0	0.0	500.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	500.0	0.0	0.0	500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	0.0	0.0	500.0	TOTAL	500.0	0.0	0.0	500.0		
	593 (588)	INSTALLATION OF TRAFFIC SIGNALS AT APPLETON AVE AND RIVER CREST DR IN THE VILLAGE OF MENOMONEE FALLS	HS	PE	0.0	0.0	26.6	26.6	LOCAL	0.0	0.0	46.6	46.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	206.4	206.4	FED	0.0	0.0	186.4	186.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	233.0	233.0	TOTAL	0.0	0.0	233.0	233.0		
NEW BERLIN (CITY)	594 (589)	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN ROAD FROM GREENFIELD AVE (STH 59) TO CLEVELAND AVE IN CITY OF NEW BERLIN (1.60 MI)	HI	PE	23.0	0.0	0.0	23.0	LOCAL	23.0	0.0	0.0	23.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	23.0	0.0	0.0	23.0	TOTAL	23.0	0.0	0.0	23.0		
	595 (590)	INSTALL TRAFFIC SIGNAL PREEMPTOR SYSTEM AT VARIOUS LOCATION IN THE CITY OF NEW BERLIN HES	HS	PE	32.0	0.0	0.0	32.0	LOCAL	3.2	25.1	0.0	28.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	28.8	226.3	0.0	255.1		
				OTHER	0.0	251.4	0.0	251.4	STP-S						
				TOTAL	32.0	251.4	0.0	283.4	TOTAL	32.0	251.4	0.0	283.4		
	596 (591)	CONSTRUCTION OF A COMMERCIAL COMPRESSED NATURAL GAS (CNG) FUELING FACILITY IN THE CITY OF NEW BERLIN	EE	PE	62.5	0.0	0.0	62.5	LOCAL	62.5	0.0	0.0	62.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	250.0	0.0	0.0	250.0	FED	250.0	0.0	0.0	250.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	312.5	0.0	0.0	312.5	TOTAL	312.5	0.0	0.0	312.5		
	597 (592)	DESIGN AND CONSTRUCTION OF A PEDESTRIAN PATH ALONG NATIONAL AVENUE FROM 124TH ST TO CALHOUN RD IN THE CITY OF NEW BERLIN	EE	PE	0.0	0.0	0.0	0.0	LOCAL	98.0	0.0	0.0	98.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	490.0	0.0	0.0	490.0	FED	392.0	0.0	0.0	392.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	490.0	0.0	0.0	490.0	TOTAL	490.0	0.0	0.0	490.0		
OCONOMOWOC (TOWN)	598 (593)	REHABILITATION OF LAKE DRIVE BRIDGE OVER OKAUCHEE LAKE IN TOWN OF OCONOMOWOC (P-67-0917)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	60.0	0.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	300.0	0.0	0.0	300.0	FED	240.0	0.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	599 (594)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE MILL STREET BRIDGE OVER THE ASHIPPUN RIVER IN THE TOWN OF OCONOMOWOC	OH	PE	0.0	0.0	0.0	0.0	LOCAL	50.0	0.0	0.0	50.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	250.0	0.0	0.0	250.0	FED	200.0	0.0	0.0	200.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	250.0	0.0	0.0	250.0	TOTAL	250.0	0.0	0.0	250.0		
	600 (595)	CONSTRUCTION OF SIDEWALKS AND BICYCLE FACILITIES IN THE DOWNTOWN AREA OF OKAUCHEE	EE	PE	10.0	0.0	0.0	10.0	LOCAL	95.0	0.0	0.0	95.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	460.0	0.0	0.0	460.0	FED	380.0	0.0	0.0	380.0		
				OTHER	5.0	0.0	0.0	5.0	STP-E						
				TOTAL	475.0	0.0	0.0	475.0	TOTAL	475.0	0.0	0.0	475.0		
PEWAUKEE (CITY)	601 (596)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF DUPLAINVILLE RD FROM GREEN RD TO CP RR TRACKS IN THE CITY OF PEWAUKEE (0.80 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	75.0	75.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	75.0	75.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	75.0	75.0	TOTAL	0.0	0.0	75.0	75.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
PEWAUKEE (VILLAGE)	602 (597)	RECONSTRUCTION WITH AUXILIARY LANES OF WISCONSIN AVENUE FROM HIGH STREET TO RYAN STREET IN THE VILLAGE OF PEWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	257.8	0.0	0.0	257.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,289.0	0.0	0.0	1,289.0	FED	1,031.2	0.0	0.0	1,031.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,289.0	0.0	0.0	1,289.0	TOTAL	1,289.0	0.0	0.0	1,289.0		
SUMMIT (TOWN)	603 (598)	BRIDGE REPLACEMENT ON MILL RD OVER BARK RIVER TOWN OF SUMMIT LOCAL BRIDGE P-67-0911	OH	PE	20.0	27.0	0.0	47.0	LOCAL	4.0	5.4	32.6	42.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	163.0	163.0	FED	16.0	21.6	130.4	168.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	20.0	27.0	163.0	210.0	TOTAL	20.0	27.0	163.0	210.0		
SUSSEX (VILLAGE)	604 (599)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MAPLE AVE FROM MAIN ST TO CLOVER DR IN THE VILLAGE OF SUSSEX (0.50 MILES)	HP	PE	110.4	0.0	0.0	110.4	LOCAL	22.1	184.0	0.0	206.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	920.0	0.0	920.0	FED	88.3	736.0	0.0	824.3		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	110.4	920.0	0.0	1,030.4	TOTAL	110.4	920.0	0.0	1,030.4		
WAUKESHA (CITY)	605 (600)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E BROADWAY FROM N HARTWELL AVE TO LAKE ST (0.09 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	110.4	0.0	110.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	110.4	0.0	110.4	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	110.4	0.0	110.4	TOTAL	0.0	110.4	0.0	110.4		
	606 (601)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E. BROADWAY FROM LAKE ST. TO OAKLAND AVE. (0.20 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	199.0	0.0	199.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	199.0	0.0	199.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	199.0	0.0	199.0	TOTAL	0.0	199.0	0.0	199.0		
	607 (602)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E. BROADWAY FROM OAKLAND AVE. TO A POINT APPROXIMATELY 150 FEET NORTHWEST OF PORTER AVE. (0.32 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	310.0	310.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	310.0	310.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	310.0	310.0	TOTAL	0.0	0.0	310.0	310.0		
	608 (603)	REHABILITATION OF THE BARSTOW STREET BRIDGE OVER THE FOX RIVER IN THE CITY OF WAUKESHA	HP	PE	0.0	0.0	0.0	0.0	LOCAL	24.0	0.0	0.0	24.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	120.0	0.0	0.0	120.0	FED	96.0	0.0	0.0	96.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0		
	609 (604)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W. COLLEGE AVE FROM PRAIRIE AVE. TO THE CANADIAN NATIONAL RR IN C/WAUKESHA (0.46 MILES)	HP	PE	303.6	0.0	0.0	303.6	LOCAL	60.7	232.6	0.0	293.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,162.7	0.0	1,162.7	FED	242.9	930.1	0.0	1,173.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	303.6	1,162.7	0.0	1,466.3	TOTAL	303.6	1,162.7	0.0	1,466.3		
	610 (605)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N EAST AVE FROM COLLEGE TO BROADWAY IN THE CITY OF WAUKESHA (0.38 MILE)	HP	PE	0.0	0.0	225.7	225.7	LOCAL	0.0	0.0	45.1	45.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	180.6	180.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	225.7	225.7	TOTAL	0.0	0.0	225.7	225.7		
	611 (606)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N. RACINE AVE. FROM BROADWAY TO OAKLAND AVE. IN THE CITY OF WAUKESHA (0.25 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	245.0	0.0	0.0	245.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	245.0	0.0	0.0	245.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	245.0	0.0	0.0	245.0	TOTAL	245.0	0.0	0.0	245.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
WAUKESHA (CITY)	612 (607)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W. ST. PAUL AVE FROM MADISON ST TO WISCONSIN AVE IN THE CITY OF WAUKESHA (0.26 MI)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	300.0	300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	300.0	300.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	300.0	300.0	*TOTAL*	0.0	0.0	300.0	300.0		
	613 (608)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WEST AVE. FROM WISCONSIN AVE. TO NEWHALL AVE. IN THE CITY OF WAUKESHA (0.7M)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	246.0	0.0	0.0	246.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	246.0	0.0	0.0	246.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	246.0	0.0	0.0	246.0	*TOTAL*	246.0	0.0	0.0	246.0		
	614 (609)	RECONSTRUCTION WITH ADDITIONAL LANES OF E SUNSET DR FROM TENNY AV TO GRAMLING LN IN THE CITY OF WAUKESHA (0.32 MILES)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	760.0	760.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	760.0	760.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	760.0	760.0	*TOTAL*	0.0	0.0	760.0	760.0		
	615 (610)	35 FT REPLACEMENT BUSES FOR WAUKESHA METRO TRANSIT: 2002 - 3, 2003 - 4, 2004 - 3	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	159.0	222.6	175.3	556.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	636.0	890.4	701.2	2,227.6		
				OTHER	795.0	1,113.0	876.5	2,784.5	*FTA 5309*						
				TOTAL	795.0	1,113.0	876.5	2,784.5	*TOTAL*	795.0	1,113.0	876.5	2,784.5		
	616 (611)	UPGRADE OVERHEAD DOORS AND STORAGE AND SERVICE LANE HEATERS AT WAUKESHA METRO TRANSIT (WI-90-X324)	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	30.0	0.0	0.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	120.0	0.0	0.0	120.0		
				OTHER	150.0	0.0	0.0	150.0	*FTA 5307*						
				TOTAL	150.0	0.0	0.0	150.0	*TOTAL*	150.0	0.0	0.0	150.0		
	617 (612)	CAPITAL COST OF PARATRANSIT AT WAUKESHA METRO TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	5.6	6.0	6.0	17.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	22.4	24.0	24.0	70.4		
				OTHER	28.0	30.0	30.0	88.0	*FTA 5307*						
				TOTAL	28.0	30.0	30.0	88.0	*TOTAL*	28.0	30.0	30.0	88.0		
	618 (613)	AUTOMATED DATA PROCESSING SOFTWARE UPGRADES FOR WAUKESHA METRO TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.5	0.5	0.5	1.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	2.0	2.0	2.0	6.0		
				OTHER	2.5	2.5	2.5	7.5	*FTA 5307*						
				TOTAL	2.5	2.5	2.5	7.5	*TOTAL*	2.5	2.5	2.5	7.5		
	619 (614)	14 ENGINE AND TRANSMISSION REBUILDS FOR WAUKESHA METRO TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	140.0	0.0	140.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	560.0	0.0	560.0		
				OTHER	0.0	700.0	0.0	700.0	*FTA 5309*						
				TOTAL	0.0	700.0	0.0	700.0	*TOTAL*	0.0	700.0	0.0	700.0		
	620 (615)	EMPLOYEE PARKING LOT ADDITION AT WAUKESHA METRO TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	3.6	0.0	0.0	3.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	14.4	0.0	0.0	14.4		
				OTHER	18.0	0.0	0.0	18.0	*FTA 5309*						
				TOTAL	18.0	0.0	0.0	18.0	*TOTAL*	18.0	0.0	0.0	18.0		
	621 (616)	REPLACE WHEELCHAIR RAMPS AND RESTRAINTS ON 14 BUSES	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	12.4	0.0	12.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	111.6	0.0	111.6		
				OTHER	0.0	124.0	0.0	124.0	*FTA 5309*						
				TOTAL	0.0	124.0	0.0	124.0	*TOTAL*	0.0	124.0	0.0	124.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
WAUKESHA (CITY)	622	SERVICE VEHICLE REPLACEMENTS AND ADDITIONS FOR WAUKESHA METRO TRANSIT: VAN IN 2002, TRUCK IN 2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	4.4	0.0	6.0	10.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	17.6	0.0	24.0	41.6		
				OTHER	22.0	0.0	30.0	52.0	*FTA 5309*						
	(617)			*TOTAL*	22.0	0.0	30.0	52.0	*TOTAL*	22.0	0.0	30.0	52.0		
	623	OFFICE EQUIPMENT REPLACEMENT FOR WAUKESHA METRO TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	8.0	0.7	8.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	32.0	2.8	34.8		
				OTHER	0.0	40.0	3.5	43.5	*FTA 5309*						
	(618)			*TOTAL*	0.0	40.0	3.5	43.5	*TOTAL*	0.0	40.0	3.5	43.5		
	624	4 PARATRANSIT REPLACEMENT BUSES FOR WAUKESHA METRO TRANSIT:2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	176.0	176.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	704.0	704.0		
				OTHER	0.0	0.0	880.0	880.0	*FTA 5309*						
	(619)			*TOTAL*	0.0	0.0	880.0	880.0	*TOTAL*	0.0	0.0	880.0	880.0		
	625	OPERATING ASSISTANCE FOR WAUKESHA METRO TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	1,345.9	1,386.4	1,427.9	4,160.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	1,855.8	1,911.4	1,968.8	5,736.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	3,201.7	3,297.8	3,396.7	9,896.2	*FTA 5307*						
	(620)			*TOTAL*	3,201.7	3,297.8	3,396.7	9,896.2	*TOTAL*	3,201.7	3,297.8	3,396.7	9,896.2		
	626	SHOP EQUIPMENT FOR WAUKESHA METRO TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	17.2	10.4	38.0	65.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	68.8	41.6	152.0	262.4		
				OTHER	86.0	52.0	190.0	328.0	*FTA 5309*						
	(621)			*TOTAL*	86.0	52.0	190.0	328.0	*TOTAL*	86.0	52.0	190.0	328.0		
	627	BUS PARTS FOR WAUKESHA METRO TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	6.0	6.0	7.2	19.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	24.0	24.0	28.8	76.8		
				OTHER	30.0	30.0	36.0	96.0	*FTA 5307*						
	(622)			*TOTAL*	30.0	30.0	36.0	96.0	*TOTAL*	30.0	30.0	36.0	96.0		
	628	WAUKESHA METRO TRANSIT OPERATING FACILITY REMODELING	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	7.0	0.0	0.0	7.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	28.0	0.0	0.0	28.0		
				OTHER	35.0	0.0	0.0	35.0	*FTA 5307*						
	(623)			*TOTAL*	35.0	0.0	0.0	35.0	*TOTAL*	35.0	0.0	0.0	35.0		
	629	ENGINE AND TRANSMISSION REBUILDS FOR WAUKESHA METRO TRANSIT (WI-90-X350)	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	28.0	0.0	0.0	28.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	112.0	0.0	0.0	112.0		
				OTHER	140.0	0.0	0.0	140.0	*FTA 5307*						
	(624)			*TOTAL*	140.0	0.0	0.0	140.0	*TOTAL*	140.0	0.0	0.0	140.0		
	630	TIRE LEASE FOR THE CITY OF WAUKESHA TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	5.6	5.8	6.4	17.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	22.4	23.2	25.6	71.2		
				OTHER	28.0	29.0	32.0	89.0	*FTA 5307*						
	(625)			*TOTAL*	28.0	29.0	32.0	89.0	*TOTAL*	28.0	29.0	32.0	89.0		
	631	CAPITAL MAINTENANCE FOR WAUKESHA METRO TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	38.0	40.0	40.0	118.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	152.0	160.0	160.0	472.0		
				OTHER	190.0	200.0	200.0	590.0	*FTA 5307*						
	(626)			*TOTAL*	190.0	200.0	200.0	590.0	*TOTAL*	190.0	200.0	200.0	590.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WAUKESHA (CITY)	632 (627)	CONCRETE PADS AT BUS STOPS FOR WAUKESHA METRO TRANSIT	TI	PE	0.0	0.0	0.0	0.0	LOCAL	8.8	0.0	0.0	8.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	35.2	0.0	0.0	35.2		
				OTHER	44.0	0.0	0.0	44.0	FTA 5307						
				TOTAL	44.0	0.0	0.0	44.0	TOTAL	44.0	0.0	0.0	44.0		
	633 (628)	CONSULTANT STUDY FOR FEASIBILITY OF RUBBER TIRED TROLLEY BUS SYSTEM FOR WAUKESHA METRO TRANSIT	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	10.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	40.0	0.0	40.0		
				OTHER	0.0	50.0	0.0	50.0	FTA 5307						
				TOTAL	0.0	50.0	0.0	50.0	TOTAL	0.0	50.0	0.0	50.0		
	634 (629)	AUTOMATED DATA PROCESSING HARDWARE FOR WAUKESHA METRO TRANSIT	TI	PE	0.0	0.0	0.0	0.0	LOCAL	2.6	2.9	3.6	9.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	10.3	11.7	14.2	36.2		
				OTHER	12.9	14.6	17.8	45.3	FTA 5309						
				TOTAL	12.9	14.6	17.8	45.3	TOTAL	12.9	14.6	17.8	45.3		
	635 (630)	DOWNTOWN TERMINAL PROPERTY AQUISITION AND CONSTRUCTION FOR WAUKESHA METRO TRANSIT SEC 5309	TI	PE	0.0	0.0	0.0	0.0	LOCAL	1,400.0	0.0	0.0	1,400.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	7,200.0	0.0	0.0	7,200.0	FED	5,800.0	0.0	0.0	5,800.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	7,200.0	0.0	0.0	7,200.0	TOTAL	7,200.0	0.0	0.0	7,200.0		
	636 (631)	VEHICLE LOCATOR SYSTEM USING GPS TECHNOLOGY FOR WAUKESHA METRO TRANSIT (WI-90-X350)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	60.0	0.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	300.0	0.0	0.0	300.0	FED	240.0	0.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	637 (632)	INITIATE SUNDAY SERVICE ON ALL 9 WEEKEND TRANSIT ROUTES OPERATED BY WAUKESHA METRO	TE	PE	0.0	0.0	0.0	0.0	LOCAL	39.4	42.4	81.8	163.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	157.8	169.6	327.4	654.8		
				OTHER	197.2	212.0	409.2	818.4	CMAQ						
				TOTAL	197.2	212.0	409.2	818.4	TOTAL	197.2	212.0	409.2	818.4		
	638 (633)	INSTALL SIGNALS AND TROMBONE ARMS FOR APPROACHES ON DELAFIELD AND MORELAND BLVD CITY OF WAUKESHA	HS	PE	3.0	0.0	0.0	3.0	LOCAL	2.4	0.0	0.0	2.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	21.9	0.0	0.0	21.9		
				OTHER	21.3	0.0	0.0	21.3	STP-S						
				TOTAL	24.3	0.0	0.0	24.3	TOTAL	24.3	0.0	0.0	24.3		
	639 (634)	INSTALL NEW CONDUIT AND TRAFFIC SIGNAL CABLE AT GRAND AVE AND WISCONSIN AVE CITY OF WAUKESHA HES	HS	PE	9.0	0.0	0.0	9.0	LOCAL	7.6	0.0	0.0	7.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	67.0	0.0	0.0	67.0	FED	68.4	0.0	0.0	68.4		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	76.0	0.0	0.0	76.0	TOTAL	76.0	0.0	0.0	76.0		
	640 (635)	N GRANDVIEW BOULEVARD RAISED PAVEMENT MARKINGS SHERRYL LANE TO JASPER LANE (SMALL HES) WAUKESHA COUNTY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	1.0	0.0	0.0	1.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	10.5	0.0	0.0	10.5	FED	9.5	0.0	0.0	9.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.5	0.0	0.0	10.5	TOTAL	10.5	0.0	0.0	10.5		
	641 (636)	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG MEADOWBROOK ROAD IN THE CITY OF WAUKESHA	EE	PE	18.6	0.0	0.0	18.6	LOCAL	20.1	0.0	0.0	20.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	81.7	0.0	0.0	81.7	FED	80.2	0.0	0.0	80.2		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	100.3	0.0	0.0	100.3	TOTAL	100.3	0.0	0.0	100.3		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	642 (637)	SIGNAL INSTALLATION AND TURN LANE IMPROVEMENTS AT INTERSECTIONS IN SELECTED INTERSECTIONS IN SOUTHEASTERN WISCONSIN	HP	PE	100.0	100.0	100.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	220.0	220.0	220.0	660.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	FED	880.0	880.0	880.0	2,640.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,100.0	1,100.0	1,100.0	3,300.0	TOTAL	1,100.0	1,100.0	1,100.0	3,300.0		
	643 (638)	SERVICE PATROLS RELATED TO THE FREEWAY TRAFFIC MANAGEMENT SYSTEM IN KENOSHA COUNTY (GCM FUNDED)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	10.0	0.0	0.0	10.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	50.0	0.0	0.0	50.0	GCM						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	644 (639)	BRIDGE REHABILITATION VARIOUS LOCATIONS ON STH IN SOUTHEASTERN WISCONSIN	HP	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	100.0	100.0	400.0		
				CONST	100.0	100.0	100.0	300.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	200.0	100.0	100.0	400.0	TOTAL	200.0	100.0	100.0	400.0		
	645 (640)	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE INTERSTATE SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	100.0	100.0	300.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	FED	900.0	900.0	900.0	2,700.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	1,000.0	1,000.0	1,000.0	3,000.0	TOTAL	1,000.0	1,000.0	1,000.0	3,000.0		
	646 (641)	MAINTENANCE OF TRAFFIC DETECTING LOOPS AND ELECTRICAL SYSTEMS ON STATE TRUNK HIGHWAYS IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	50.0	50.0	50.0	150.0		
				CONST	50.0	50.0	50.0	150.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	50.0	50.0	50.0	150.0	TOTAL	50.0	50.0	50.0	150.0		
	647 (642)	RECONSTRUCTION OF WEIGH STA 21 ON WESTBOUND EAST-WEST FREEWAY (I-94) IN KENOSHA COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	1,380.0	0.0	1,380.0		
				CONST	0.0	6,900.0	0.0	6,900.0	FED	0.0	5,520.0	0.0	5,520.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	6,900.0	0.0	6,900.0	TOTAL	0.0	6,900.0	0.0	6,900.0		
	648 (643)	PURCHASE OF REAL ESTATE FOR WETLAND MITIGATION REQUIRED AS PART OF IH-94 CONSTRUCTION PROJECTS	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	500.0	0.0	500.0	STATE	0.0	500.0	0.0	500.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	500.0	0.0	500.0	TOTAL	0.0	500.0	0.0	500.0		
	649 (644)	RECONSTRUCTION OF THE IH-94 AND STH 142 INTERCHANGE	HP	PE	0.0	0.0	500.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	100.0	100.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	400.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	0.0	0.0	500.0	500.0	TOTAL	0.0	0.0	500.0	500.0		
	650 (645)	RECONSTRUCTION OF THE IH-94 AND STH 158 INTERCHANGE	HP	PE	0.0	0.0	500.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	100.0	100.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	400.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	0.0	0.0	500.0	500.0	TOTAL	0.0	0.0	500.0	500.0		
	651 (646)	RESURFACING OF USH 45 FROM ILLINOIS STATE LINE TO STH 50 IN KENOSHA COUNTY (5.50 MILES)	HP	PE	90.0	0.0	0.0	90.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	63.0	0.0	63.0	STATE	18.0	63.0	0.0	81.0		
				CONST	0.0	0.0	0.0	0.0	FED	72.0	0.0	0.0	72.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	90.0	63.0	0.0	153.0	TOTAL	90.0	63.0	0.0	153.0		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	652	RESURFACING OF THE EXISTING ROUTE OF STH 31 FROM 56TH AVE TO CTH KR IN KENOSHA COUNTY (0.74 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	38.0	0.0	0.0	38.0		
				CONST	190.0	0.0	0.0	190.0	FED	152.0	0.0	0.0	152.0		
	(647)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	190.0	0.0	0.0	190.0	TOTAL	190.0	0.0	0.0	190.0		
	653	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM ALFORD DR TO CTH KR IN KENOSHA COUNTY (3.0 MILES)	HP	PE	0.0	300.0	300.0	600.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	60.0	60.0	120.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	240.0	240.0	480.0		
	(648)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	300.0	300.0	600.0	TOTAL	0.0	300.0	300.0	600.0		
	654	STH 50 CORRIDOR STUDY FROM IH 94 TO 43RD AVE. IN THE CITY OF KENOSHA AND VILLAGE OF PLEASANT PRAIRIE	HP	PE	700.0	0.0	0.0	700.0	LOCAL	175.0	0.0	0.0	175.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	525.0	0.0	0.0	525.0		
	(649)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	700.0	0.0	0.0	700.0	TOTAL	700.0	0.0	0.0	700.0		
	655	RECONDITIONING OF STH 50 FROM 242ND AVE. TO 144TH AVE. IN KENOSHA COUNTY (6.10 MILES)	HP	PE	300.0	0.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	300.0	0.0	3,200.0	3,500.0		
				CONST	0.0	0.0	3,200.0	3,200.0	FED	0.0	0.0	0.0	0.0		
	(650)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	300.0	0.0	3,200.0	3,500.0	TOTAL	300.0	0.0	3,200.0	3,500.0		
	656	RECONSTRUCTION WITH NO ADDITIONAL LANES OF ROOSEVELT RD. (PROPOSED STH 50) FROM 63RD ST. TO 39TH AVE. IN THE CITY OF KENOSHA (2.0 MI)	HP	PE	280.0	0.0	0.0	280.0	LOCAL	70.0	0.0	0.0	70.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	210.0	2,400.0	0.0	2,610.0		
				CONST	0.0	2,400.0	0.0	2,400.0	FED	0.0	0.0	0.0	0.0		
	(651)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	280.0	2,400.0	0.0	2,680.0	TOTAL	280.0	2,400.0	0.0	2,680.0		
	657	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM 7TH AVE TO SHERIDAN ROAD (1.35 MILES)	HP	PE	720.0	0.0	0.0	720.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	1,180.0	0.0	0.0	1,180.0	STATE	1,180.0	0.0	730.0	1,910.0		
				CONST	0.0	0.0	3,650.0	3,650.0	FED	720.0	0.0	2,920.0	3,640.0		
	(652)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,900.0	0.0	3,650.0	5,550.0	TOTAL	1,900.0	0.0	3,650.0	5,550.0		
	658	RECONDITIONING OF STH 83 FROM STH 50 TO THE ILLINOIS STATE LINE IN THE TOWN OF SALEM (5.15 MILES)	HP	PE	80.0	0.0	0.0	80.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	400.0	0.0	0.0	400.0	STATE	416.0	0.0	440.0	856.0		
				CONST	0.0	0.0	2,200.0	2,200.0	FED	64.0	0.0	1,760.0	1,824.0		
	(653)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	480.0	0.0	2,200.0	2,680.0	TOTAL	480.0	0.0	2,200.0	2,680.0		
	659	REHABILITATION OF STH 83 FROM STH 50 TO CTH JB/KD IN THE TOWN OF WHEATLAND (1.53 MILES)	HP	PE	140.0	0.0	0.0	140.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	114.3	0.0	0.0	114.3	STATE	142.3	0.0	480.0	622.3		
				CONST	0.0	0.0	2,400.0	2,400.0	FED	112.0	0.0	1,920.0	2,032.0		
	(654)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	254.3	0.0	2,400.0	2,654.3	TOTAL	254.3	0.0	2,400.0	2,654.3		
	660	RESURFACING OF STH 142 FROM CTH J TO IH 94 IN KENOSHA COUNTY (12.6 MI)	HP	PE	400.0	0.0	0.0	400.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	80.0	720.0	0.0	800.0		
				CONST	0.0	3,600.0	0.0	3,600.0	FED	320.0	2,880.0	0.0	3,200.0		
	(655)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	400.0	3,600.0	0.0	4,000.0	TOTAL	400.0	3,600.0	0.0	4,000.0		
	661	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE CTH ML BRIDGE OVER IH-94 IN KENOSHA COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	480.0	0.0	480.0		
				CONST	0.0	4,800.0	0.0	4,800.0	FED	0.0	4,320.0	0.0	4,320.0		
	(656)			OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	0.0	4,800.0	0.0	4,800.0	TOTAL	0.0	4,800.0	0.0	4,800.0		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	662	RECONSTRUCTION OF THE INTERCHANGE OF IH 94 AT STH 50 IN KENOSHA CO.	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	2,200.0	0.0	0.0	2,200.0	STATE	2,200.0	0.0	0.0	2,200.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(657)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,200.0	0.0	0.0	2,200.0	TOTAL	2,200.0	0.0	0.0	2,200.0		
	663	ELDERLY/ DISABLED TRANSPORTATION SEC 5310 KENOSHA ACHIEV EMENT CENTER ONE BUS 14/2 IN 2002, 2003, 2004, AND ONE BUS 8/1 2002, 2003, 2004	TP	PE	0.0	0.0	0.0	0.0	LOCAL	17.3	17.8	18.3	53.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	69.2	71.3	73.4	213.9		
	(658)			OTHER	86.5	89.1	91.7	267.3	FTA 5310						
				TOTAL	86.5	89.1	91.7	267.3	TOTAL	86.5	89.1	91.7	267.3		
	664	ELDERLY/DISABLED TRANPORTATION SEC 5310 VOCATIONAL INDUSTRIES FOUR VEHICLES 2002, THREE VEHICLES 2003, THREE VEHICLES 2004	TP	PE	0.0	0.0	0.0	0.0	LOCAL	30.9	27.4	28.0	86.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	123.5	109.6	112.0	345.1		
	(659)			OTHER	154.4	137.0	140.0	431.4	FTA 5310						
				TOTAL	154.4	137.0	140.0	431.4	TOTAL	154.4	137.0	140.0	431.4		
	665	VARIOUS ACTIVITIES FOR PILOT PARK & RIDE JOINT DEVELOPMENT PROJECT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	100.0	100.0	300.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(660)			OTHER	100.0	100.0	100.0	300.0							
				TOTAL	100.0	100.0	100.0	300.0	TOTAL	100.0	100.0	100.0	300.0		
	666	ELDERLY/DISABLED TRANSPORTATION SEC 5310 VILLAGE OF TWIN LAKES ONE MODIFIED 7 PASSENGER VAN	TE	PE	0.0	0.0	0.0	0.0	LOCAL	7.6	0.0	0.0	7.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	30.1	0.0	0.0	30.1		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(661)			OTHER	37.7	0.0	0.0	37.7	FTA 5310						
				TOTAL	37.7	0.0	0.0	37.7	TOTAL	37.7	0.0	0.0	37.7		
	667	CONSTRUCTION OF A WELCOME TO WISCONSIN SIGN AT THE KENOSHA COUNTY SOUTH COUNTY LINE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	55.0	0.0	55.0		
				CONST	0.0	55.0	0.0	55.0	FED	0.0	0.0	0.0	0.0		
	(662)			OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	55.0	0.0	55.0	TOTAL	0.0	55.0	0.0	55.0		
	668	WETLAND MITIGATION FOR WORK ON STH 50 AT IH 94	EE	PE	0.0	100.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	480.0	0.0	480.0	STATE	0.0	580.0	412.0	992.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(663)			OTHER	0.0	0.0	412.0	412.0							
				TOTAL	0.0	580.0	412.0	992.0	TOTAL	0.0	580.0	412.0	992.0		
	669	PURCHASE OF ARCHAEOLOGICALLY SIGNIFICANT REAL ESTATE EFFIGY MOUND SITE-- RELATED TO STH 83 RECONSTRUCTION NEAR CTH JB/KD	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	31.6	0.0	31.6	STATE	0.0	6.3	0.0	6.3		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	25.3	0.0	25.3		
	(664)			OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	31.6	0.0	31.6	TOTAL	0.0	31.6	0.0	31.6		
KENOSHA COUNTY	670	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN KENOSHA COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
	(665)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	671	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN KENOSHA COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
	(666)			OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
KENOSHA COUNTY	672	REPLACEMENT OF CTH A BRIDGE OVER PIKE RIVER B-30-0012 IN KENOSHA COUNTY	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	53.4	0.0	0.0	53.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	267.1	0.0	0.0	267.1	*FED*	213.7	0.0	0.0	213.7		
	(667)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	267.1	0.0	0.0	267.1	*TOTAL*	267.1	0.0	0.0	267.1		
	673	ADD LEFT TURN LANES AND RECONSTRUCT THE CTH Y (22ND AVE) AND CTH E (12TH ST) INTERSECTION (0.19 MILE)	HP	*PE*	112.8	0.0	0.0	112.8	*LOCAL*	22.6	1.2	125.4	149.2	A	EXEMPT
				ROW	0.0	5.8	0.0	5.8	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	626.8	626.8	*FED*	90.2	4.6	501.4	596.2		
	(668)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	112.8	5.8	626.8	745.4	*TOTAL*	112.8	5.8	626.8	745.4		
	674	REPLACEMENT OF CTH K BRIDGE OVER BRIGHTON CREEK B-30-0666 IN KENOSHA COUNTY	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	2.3	56.7	0.0	59.0	A	EXEMPT
				ROW	11.5	0.0	0.0	11.5	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	283.5	0.0	283.5	*FED*	9.2	226.8	0.0	236.0		
	(669)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	11.5	283.5	0.0	295.0	*TOTAL*	11.5	283.5	0.0	295.0		
	675	RECONSTRUCT FROM RURAL TO URBAN CROSS SECTION CTH K FROM UNION PACIFIC RR CROSSING TO STH 31 (0.66 MILES)	HP	*PE*	235.3	0.0	0.0	235.3	*LOCAL*	47.1	15.0	261.4	323.5	A	EXEMPT
				ROW	0.0	74.8	0.0	74.8	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,307.0	1,307.0	*FED*	188.2	59.8	1,045.6	1,293.6		
	(670)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	235.3	74.8	1,307.0	1,617.1	*TOTAL*	235.3	74.8	1,307.0	1,617.1		
	676	RECONSTRUCT WITHOUT ADDITIONAL CAPACITY CTH KD FROM CTH F TO 0.5 MI NORTH OF CTH F (0.5 MILES)	HP	*PE*	186.3	0.0	0.0	186.3	*LOCAL*	37.3	8.7	207.0	253.0	A	EXEMPT
				ROW	0.0	43.7	0.0	43.7	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,035.0	1,035.0	*FED*	149.0	35.0	828.0	1,012.0		
	(671)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	186.3	43.7	1,035.0	1,265.0	*TOTAL*	186.3	43.7	1,035.0	1,265.0		
	677	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y (22ND AVE) FROM 14TH PLACE TO CTH E (12TH ST) (0.42 MILE)	HI	*PE*	304.3	0.0	0.0	304.3	*LOCAL*	60.9	2.0	185.1	248.0	A	NON-EXEMPT
				ROW	0.0	10.0	0.0	10.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	925.6	925.6	*FED*	243.4	8.0	740.5	991.9		
	(672)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	304.3	10.0	925.6	1,239.9	*TOTAL*	304.3	10.0	925.6	1,239.9		
	678	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY/DISABLED IN NON-URBANIZED KENOSHA COUNTY: 2002-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	36.1	37.9	39.8	113.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	144.4	151.6	159.2	455.2		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
	(673)			*OTHER*	180.5	189.5	199.0	569.0							
				TOTAL	180.5	189.5	199.0	569.0	*TOTAL*	180.5	189.5	199.0	569.0		
	679	CONSTRUCTION OF PARKING RAMP TO SERVE METRA AND CITY OF KENOSHA TRANSIT PATRONS (300 SPACES)	TI	*PE*	641.7	0.0	0.0	641.7	*LOCAL*	128.3	713.0	0.0	841.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	3,565.0	0.0	3,565.0	*FED*	513.4	2,852.0	0.0	3,365.4		
	(674)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	641.7	3,565.0	0.0	4,206.7	*TOTAL*	641.7	3,565.0	0.0	4,206.7		
	680	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN KENOSHA COUNTY	HS	*PE*	10.0	0.0	0.0	10.0	*LOCAL*	1.0	0.0	0.0	1.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	9.0	0.0	0.0	9.0		
	(675)			*OTHER*	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	10.0	0.0	0.0	10.0	*TOTAL*	10.0	0.0	0.0	10.0		
	681	SIGNALIZE AND RECONFIGURE INTERSECTION OF CTH S AND 47TH AVE KENOSHA COUNTY HES	HS	*PE*	27.5	0.0	0.0	27.5	*LOCAL*	2.7	21.6	0.0	24.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	24.8	194.4	0.0	219.2		
	(676)			*OTHER*	0.0	216.0	0.0	216.0	*STP-S*						
				TOTAL	27.5	216.0	0.0	243.5	*TOTAL*	27.5	216.0	0.0	243.5		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
KENOSHA COUNTY	682	INSTALLATION OF GUARD RAIL AT THREE LOCATIONS ALONG CTH W IN THE TOWN OF SALEM	HS	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	1.9	0.0	0.0	1.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	19.5	0.0	0.0	19.5	*FED*	17.6	0.0	0.0	17.6		
	(677)			*OTHER*	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	19.5	0.0	0.0	19.5	*TOTAL*	19.5	0.0	0.0	19.5		
	683	CONSTRUCT BIKE/PED BATH ON CTH E AND CTH JR FROM 20TH AVE TO PETRIFYING SPRINGS PARK KENOSHA COUNTY CMAQ	EE	*PE*	67.5	0.0	0.0	67.5	*LOCAL*	13.5	106.5	0.0	120.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	521.2	0.0	521.2	*FED*	54.0	426.0	0.0	480.0		
	(678)			*OTHER*	0.0	11.3	0.0	11.3	*CMAQ*						
				TOTAL	67.5	532.5	0.0	600.0	*TOTAL*	67.5	532.5	0.0	600.0		
BRISTOL (TOWN)	684	BRIDGE REPLACEMENT OF CTH Q OVER DUTCH GAP CANAL IN THE TOWN OF BRISTOL KENOSHA COUNTY LOCAL BRIDGE P-30-0045	HP	*PE*	57.5	0.0	0.0	57.5	*LOCAL*	11.5	0.0	55.0	66.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	275.2	275.2	*FED*	46.0	0.0	220.2	266.2		
	(679)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	57.5	0.0	275.2	332.7	*TOTAL*	57.5	0.0	275.2	332.7		
KENOSHA (CITY)	685	PURCHASE FOURTEEN NEW BUSES CNG FUELED TO REPLACE FOURTEEN 27 YEAR OLD BUSES	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	462.0	462.0	0.0	924.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	1,848.0	1,848.0	0.0	3,696.0		
	(680)			*OTHER*	2,310.0	2,310.0	0.0	4,620.0	*FTA 5309*						
				TOTAL	2,310.0	2,310.0	0.0	4,620.0	*TOTAL*	2,310.0	2,310.0	0.0	4,620.0		
	686	REPLACE RADIO SYSTEM INCLUDING IVTS TRACKING FEATURES FOR THE KENOSHA TRANSIT SYSTEM (WI-03-0059 FUNDED)	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	21.0	0.0	0.0	21.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	84.0	0.0	0.0	84.0		
	(681)			*OTHER*	105.0	0.0	0.0	105.0	*FTA 5307*						
				TOTAL	105.0	0.0	0.0	105.0	*TOTAL*	105.0	0.0	0.0	105.0		
	687	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM (INCLUDING PARATRANSIT SERVICE): 1997-2002	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	808.2	0.0	0.0	808.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	1,414.4	0.0	0.0	1,414.4		
				CONST	0.0	0.0	0.0	0.0	*FED*	375.0	0.0	0.0	375.0		
	(682)			*OTHER*	2,597.6	0.0	0.0	2,597.6	*FTA 5307*						
				TOTAL	2,597.6	0.0	0.0	2,597.6	*TOTAL*	2,597.6	0.0	0.0	2,597.6		
	688	CONSTRUCT NEW TRANSIT OPERATING AND MAINTENANCE FACILITY	TP	*PE*	500.0	0.0	0.0	500.0	*LOCAL*	100.0	1,050.0	0.0	1,150.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	5,000.0	0.0	5,000.0	*FED*	400.0	4,200.0	0.0	4,600.0		
	(683)			*OTHER*	0.0	250.0	0.0	250.0	*FTA 5307*						
				TOTAL	500.0	5,250.0	0.0	5,750.0	*TOTAL*	500.0	5,250.0	0.0	5,750.0		
	689	NORTHWESTERN DEPOT ADA UPGRADES FOR THE KENOSHA TRANSIT SYSTEM (WI-03-0059 FUNDED)	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	184.0	0.0	0.0	184.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	736.0	0.0	0.0	736.0		
	(684)			*OTHER*	920.0	0.0	0.0	920.0	*FTA 5307*						
				TOTAL	920.0	0.0	0.0	920.0	*TOTAL*	920.0	0.0	0.0	920.0		
	690	INSTALL NEW OR REMANUFACTURED ENGINES IN 1987 GMC BUSES (PARTIALLY WI-03-0056 FUNDED)	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	7.5	0.0	0.0	7.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	30.0	0.0	0.0	30.0		
	(685)			*OTHER*	37.5	0.0	0.0	37.5	*FTA 5307*						
				TOTAL	37.5	0.0	0.0	37.5	*TOTAL*	37.5	0.0	0.0	37.5		
	691	REPLACE 5 BUSES WITH CNG BUSES	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	310.0	0.0	0.0	310.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	1,240.0	0.0	0.0	1,240.0		
	(686)			*OTHER*	1,550.0	0.0	0.0	1,550.0	*FTA 5307*						
				TOTAL	1,550.0	0.0	0.0	1,550.0	*TOTAL*	1,550.0	0.0	0.0	1,550.0		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
KENOSHA (CITY)	692	PURCHASE MISCELLANEOUS SHOP EQUIPMENT FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	20.0	20.0	0.0	40.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	80.0	80.0	0.0	160.0		
	(687)			*OTHER*	100.0	100.0	0.0	200.0	*FTA 5307*						
				TOTAL	100.0	100.0	0.0	200.0	*TOTAL*	100.0	100.0	0.0	200.0		
	693	BUILD NEW CNG FUELING STATION AT NEW TRANSIT GARAGE LOCATION	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	100.0	30.0	0.0	130.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	400.0	120.0	0.0	520.0		
	(688)			*OTHER*	500.0	150.0	0.0	650.0	*FTA 5309*						
				TOTAL	500.0	150.0	0.0	650.0	*TOTAL*	500.0	150.0	0.0	650.0		
	694	RECONSTRUCTION/EXPANSION OF METRA TRAIN STATION IN THE CITY OF KENOSHA	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	41.6	0.0	0.0	41.6	A	EXEMPT
				ROW	125.0	0.0	0.0	125.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	83.0	0.0	0.0	83.0	*FED*	166.4	0.0	0.0	166.4		
	(689)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	208.0	0.0	0.0	208.0	*TOTAL*	208.0	0.0	0.0	208.0		
	695	EXPAND TRANSIT SERVICE SOUTH AND WEST - TO INCLUDE MORE REGULAR SERVICE WITH ADDED ROUTE MILES	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	24.9	24.9	49.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	99.9	99.9	199.8		
	(690)			*OTHER*	0.0	124.8	124.8	249.6	*FTA 5307*						
				TOTAL	0.0	124.8	124.8	249.6	*TOTAL*	0.0	124.8	124.8	249.6		
	696	WEST EXPANSION TRAFFIC DEMAND MANAGEMENT HWY 50 DEVELOPMENT CITY OF KENOSHA KENOSHA COUNTY CMAQ	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	25.0	25.0	50.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	99.8	99.8	199.6		
	(691)			*OTHER*	0.0	124.8	124.8	249.6	*CMAQ*						
				TOTAL	0.0	124.8	124.8	249.6	*TOTAL*	0.0	124.8	124.8	249.6		
	697	MODIFICATION OF TRAFFIC SIGNALS AND CONSTRUCTION OF LEFT TURN LANES AT 18TH ST AND 22ND AVE HES PROJECT CITY OF KENOSHA	HS	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.8	21.5	22.3	A	EXEMPT
				ROW	0.0	8.0	0.0	8.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	7.2	193.5	200.7		
	(692)			*OTHER*	0.0	0.0	215.0	215.0	*STP-S*						
				TOTAL	0.0	8.0	215.0	223.0	*TOTAL*	0.0	8.0	215.0	223.0		
	698	RECONSTRUCTION OF ACCESS LOADING PLATFORM FOR COMMUTER RAIL SYSTEM BETWEEN KENOSHA & CHICAGO CITY OF KENOSAH CMAQ	EE	*PE*	62.5	0.0	0.0	62.5	*LOCAL*	12.5	112.5	0.0	125.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	562.5	0.0	562.5	*FED*	50.0	450.0	0.0	500.0		
	(693)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	62.5	562.5	0.0	625.0	*TOTAL*	62.5	562.5	0.0	625.0		
	699	CONSTRUCT PEDESTRIAN BRIDGE OVER STH 32 AT CARTHAGE COLLEGE CITY OF KENOSHA CMAQ	EE	*PE*	140.0	0.0	0.0	140.0	*LOCAL*	28.0	188.0	0.0	216.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	940.0	0.0	940.0	*FED*	112.0	752.0	0.0	864.0		
	(694)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	140.0	940.0	0.0	1,080.0	*TOTAL*	140.0	940.0	0.0	1,080.0		
	700	CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH SERVING HARBOR PARK AND CONNECTING WITH EXISTING PATHS IN THE CITY OF KENOSHA	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	50.0	0.0	0.0	50.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	250.0	0.0	0.0	250.0	*FED*	200.0	0.0	0.0	200.0		
	(695)			*OTHER*	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	250.0	0.0	0.0	250.0	*TOTAL*	250.0	0.0	0.0	250.0		
	701	OPERATION OF NEW DOWNTOWN ELECTRIC CIRCULATOR	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	91.4	0.0	0.0	91.4		
	(696)			*OTHER*	91.4	0.0	0.0	91.4	*CMAQ*						
				TOTAL	91.4	0.0	0.0	91.4	*TOTAL*	91.4	0.0	0.0	91.4		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
KENOSHA (CITY)	702	DOWNTOWN KENOSHA PARK AND RIDE (NON HWY) PARKING LOT EXPANSION CITY OF KENOSHA	EE	*PE*	15.0	0.0	0.0	15.0	*LOCAL*	28.0	13.6	0.0	41.6	A	EXEMPT
				ROW	125.0	0.0	0.0	125.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	68.0	0.0	68.0	*FED*	112.0	54.4	0.0	166.4		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
	(697)			*TOTAL*	140.0	68.0	0.0	208.0	*TOTAL*	140.0	68.0	0.0	208.0		
	703	WEST KENOSHA PARK AND RIDE FACILITY: 1994	EE	*PE*	30.0	0.0	0.0	30.0	*LOCAL*	61.4	0.0	0.0	61.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	276.7	0.0	0.0	276.7	*FED*	245.3	0.0	0.0	245.3		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
	(698)			*TOTAL*	306.7	0.0	0.0	306.7	*TOTAL*	306.7	0.0	0.0	306.7		
	704	CONSTRUCTION OF THREE BICYCLE PATH SEGMENTS OF THE PIKE BICYCLE TRAIL (TOTAL OF 1.63 MILES)	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	96.0	0.0	0.0	96.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	480.0	0.0	0.0	480.0	*FED*	384.0	0.0	0.0	384.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
	(699)			*TOTAL*	480.0	0.0	0.0	480.0	*TOTAL*	480.0	0.0	0.0	480.0		
	705	CONSTRUCTION OF SIDEWALKS AND LANDSCAPING ALONG SHERIDAN RD (STH32) FROM S CITY LIMITS TO 85TH ST IN CITY/KENOSHA	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	38.0	0.0	0.0	38.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	190.0	0.0	0.0	190.0	*FED*	152.0	0.0	0.0	152.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
	(700)			*TOTAL*	190.0	0.0	0.0	190.0	*TOTAL*	190.0	0.0	0.0	190.0		
SOMERS (TOWN)	706	RECONSTRUCTION OF THE SHERIDAN ROAD AND BIRCH ROAD INTERSECTION IN THE TOWN OF SOMERS	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	38.4	73.8	0.0	112.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	369.0	0.0	369.0	*FED*	21.6	295.2	0.0	316.8		
				OTHER	60.0	0.0	0.0	60.0	*STP-O*						
	(701)			*TOTAL*	60.0	369.0	0.0	429.0	*TOTAL*	60.0	369.0	0.0	429.0		
	707	BRIDGE REPLACEMENT ON CTH L SOUTH BRANCH OF PIKE RIVER IN THE TOWN OF SOMERS KENOSHA COUNTY LOCAL BRIDGE P-30-0912	HS	*PE*	67.6	0.0	0.0	67.6	*LOCAL*	13.5	0.0	64.8	78.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	324.1	324.1	*FED*	54.1	0.0	259.3	313.4		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
	(702)			*TOTAL*	67.6	0.0	324.1	391.7	*TOTAL*	67.6	0.0	324.1	391.7		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	708	SERVICE PATROLS RELATED TO THE FREEWAY TRAFFIC MANAGEMENT SYSTEM IN RACINE COUNTY (GCM FUNDED)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	10.0	0.0	0.0	10.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	40.0	0.0	0.0	40.0		
	(703)			*OTHER*	50.0	0.0	0.0	50.0	*GCM*						
				TOTAL	50.0	0.0	0.0	50.0	*TOTAL*	50.0	0.0	0.0	50.0		
	709	RECONSTRUCTION OF THE IH-94 AND CTH K INTERCHANGE EARLY REAL ESTATE ACQUISTION	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	700.0	0.0	700.0	*STATE*	0.0	700.0	0.0	700.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
	(704)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	0.0	700.0	0.0	700.0	*TOTAL*	0.0	700.0	0.0	700.0		
	710	RECONSTRUCTION OF BRIDGE ON IH 94 OVER CTH K IN RACINE COUNTY	HP	*PE*	0.0	0.0	60.0	60.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	12.0	12.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	48.0	48.0		
	(705)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	0.0	60.0	60.0	*TOTAL*	0.0	0.0	60.0	60.0		
	711	RECONDITIONING OF USH 45 FROM STH 20 IN RACINE COUNTY TO STH 36 IN WAUKESHA COUNTY (8.5 Mi)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	1,200.0	1,200.0		
				CONST	0.0	0.0	6,000.0	6,000.0	*FED*	0.0	0.0	4,800.0	4,800.0		
	(706)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	0.0	6,000.0	6,000.0	*TOTAL*	0.0	0.0	6,000.0	6,000.0		
	712	RECONSTRUCTION OF THE UNION PACIFIC RR BRIDGE OVER STH 11 IN THE CITY OF RACINE	HP	*PE*	0.0	400.0	0.0	400.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	80.0	0.0	80.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	320.0	0.0	320.0		
	(707)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	400.0	0.0	400.0	*TOTAL*	0.0	400.0	0.0	400.0		
	713	RECONDITIONING OF STH 11 FROM CROSSWAY RD TO CTH C IN RACINE COUNTY (5.20 MILES)	HP	*PE*	400.0	0.0	0.0	400.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	300.0	0.0	0.0	300.0	*STATE*	380.0	0.0	800.0	1,180.0		
				CONST	0.0	0.0	4,000.0	4,000.0	*FED*	320.0	0.0	3,200.0	3,520.0		
	(708)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	700.0	0.0	4,000.0	4,700.0	*TOTAL*	700.0	0.0	4,000.0	4,700.0		
	714	RESURFACING OF STH 20 AND STH 32 BETWEEN WEST BLVD. AND MARQUETTE ST. CITY OF RACINE (1.6 Mi)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	620.0	0.0	0.0	620.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	2,480.0	0.0	0.0	2,480.0		
				CONST	3,100.0	0.0	0.0	3,100.0	*FED*	0.0	0.0	0.0	0.0		
	(709)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	3,100.0	0.0	0.0	3,100.0	*TOTAL*	3,100.0	0.0	0.0	3,100.0		
	715	CONSTRUCTION OF TURN LANES AND TRAFFIC SIGNAL MODIFICATION AT THE INTERSECTION OF STH 20 AND CTH H	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	125.0	125.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	225.0	225.0		
				CONST	0.0	0.0	350.0	350.0	*FED*	0.0	0.0	0.0	0.0		
	(710)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	350.0	350.0	*TOTAL*	0.0	0.0	350.0	350.0		
	716	RESURFACING OF THE EXISTING ROUTE OF STH 31 FROM EMSTAN HILLS RD TO CTH KR IN RACINE COUNTY (1.61 MI)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	105.6	0.0	105.6		
				CONST	0.0	528.0	0.0	528.0	*FED*	0.0	422.4	0.0	422.4		
	(711)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	528.0	0.0	528.0	*TOTAL*	0.0	528.0	0.0	528.0		
	717	RECONDITIONING OF STH 31 FROM FOUR MILE RD TO STH 32 IN RACINE COUNTY (2.0 MILES)	HP	*PE*	400.0	0.0	0.0	400.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	1,060.0	0.0	1,060.0	*STATE*	80.0	1,060.0	0.0	1,140.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	320.0	0.0	0.0	320.0		
	(712)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	400.0	1,060.0	0.0	1,460.0	*TOTAL*	400.0	1,060.0	0.0	1,460.0		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	718	RECONDITIONING OF STH 31 FROM DURAND AVE. TO WASHINGTON AVE. (1.54 MILES)	HP	PE	0.0	250.0	0.0	250.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	50.0	0.0	50.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	200.0	0.0	200.0		
	(713)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	250.0	0.0	250.0	TOTAL	0.0	250.0	0.0	250.0		
	719	RECONSTRUCTION OF STH 32 FROM 7TH ST. TO STATE ST. IN THE CITY OF RACINE (0.40 MILES)	HP	PE	200.0	0.0	0.0	200.0	LOCAL	50.0	0.0	0.0	50.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	150.0	349.0	0.0	499.0		
				CONST	0.0	1,745.0	0.0	1,745.0	FED	0.0	1,396.0	0.0	1,396.0		
	(714)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	200.0	1,745.0	0.0	1,945.0	TOTAL	200.0	1,745.0	0.0	1,945.0		
	720	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM CTH KR TO LARSON ST. (1.35 MILES)	HP	PE	0.0	500.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	0.0	0.0	1,000.0	1,000.0	STATE	0.0	100.0	1,000.0	1,100.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	400.0	0.0	400.0		
	(715)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	500.0	1,000.0	1,500.0	TOTAL	0.0	500.0	1,000.0	1,500.0		
	721	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM LARSON ST. TO 21ST ST. (0.84 MILE)	HP	PE	0.0	0.0	500.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	100.0	100.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	400.0	400.0		
	(716)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	500.0	500.0	TOTAL	0.0	0.0	500.0	500.0		
	722	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM 21ST ST. TO WASHINGTON AVE. (1.10 MILES)	HP	PE	0.0	250.0	0.0	250.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	50.0	0.0	50.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	200.0	0.0	200.0		
	(717)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	250.0	0.0	250.0	TOTAL	0.0	250.0	0.0	250.0		
	723	RESURFACING OF STH 38 FROM CTH MM TO WEST OF TAURUS DR. IN RACINE COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	10.0	240.0	0.0	250.0		
				CONST	0.0	1,200.0	0.0	1,200.0	FED	40.0	960.0	0.0	1,000.0		
	(718)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	1,200.0	0.0	1,250.0	TOTAL	50.0	1,200.0	0.0	1,250.0		
	724	RESURFACING OF STH 38 FROM CTH K TO MILWAUKEE COUNTY LINE IN THE TOWN OF CALEDONIA (8.0 MI)	HP	PE	450.0	0.0	0.0	450.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	450.0	900.0	0.0	1,350.0		
				CONST	0.0	4,500.0	0.0	4,500.0	FED	0.0	3,600.0	0.0	3,600.0		
	(719)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	450.0	4,500.0	0.0	4,950.0	TOTAL	450.0	4,500.0	0.0	4,950.0		
	725	RECONSTRUCTION OF THE INTERSECTION OF STH 38 AND CTH K	HP	PE	0.0	0.0	300.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	850.0	850.0	STATE	0.0	0.0	910.0	910.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	240.0	240.0		
	(720)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	1,150.0	1,150.0	TOTAL	0.0	0.0	1,150.0	1,150.0		
	726	RECONDITIONING OF STH 83 FROM THE SOUTH RACINE COUNTY LINE TO SEWERAGE TREATMENT PLANT SOUTH LINE (3.55 MI)	HP	PE	385.7	0.0	0.0	385.7	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	125.7	0.0	0.0	125.7	STATE	303.4	0.0	700.0	1,003.4		
				CONST	0.0	0.0	3,500.0	3,500.0	FED	208.0	0.0	2,800.0	3,008.0		
	(721)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	511.4	0.0	3,500.0	4,011.4	TOTAL	511.4	0.0	3,500.0	4,011.4		
	727	RESURFACING OF STH 83 FROM STH 20 TO IH 43 IN RACINE AND WAUKESHA COUNTIES (7.0 MI)	HP	PE	0.0	0.0	400.0	400.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	80.0	80.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	320.0	320.0		
	(722)			OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	400.0	400.0	TOTAL	0.0	0.0	400.0	400.0		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	728	RECONDITIONING OF STH 164 FROM STH 36 TO WOOD RD. IN THE TOWN OF WATERFORD (1.54 MI)	HP	*PE*	0.0	0.0	250.0	250.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	50.4	50.4		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	199.6	199.6		
	(723)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	0.0	250.0	250.0	*TOTAL*	0.0	0.0	250.0	250.0		
	729	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 11 FROM IH 94 TO THE WEST VILLAGE OF STURTEVANT LINE (1.58 MILES)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	550.0	0.0	0.0	550.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	230.0	0.0	0.0	230.0		
				CONST	3,900.0	0.0	0.0	3,900.0	*FED*	3,120.0	0.0	0.0	3,120.0		
	(724)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	3,900.0	0.0	0.0	3,900.0	*TOTAL*	3,900.0	0.0	0.0	3,900.0		
	730	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 11 FROM EASTERN VILLAGE OF STURTEVANT LIMITS TO STH 31 (2.0 MILES)	HI	*PE*	0.0	1,800.0	0.0	1,800.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	360.0	0.0	360.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	1,440.0	0.0	1,440.0		
	(725)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	1,800.0	0.0	1,800.0	*TOTAL*	0.0	1,800.0	0.0	1,800.0		
	731	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM FIVE MILE RD. TO NORTH COUNTY LINE IN THE TOWN OF CALEDONIA (3.37 MI.)	HI	*PE*	0.0	500.0	0.0	500.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	100.0	0.0	100.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	400.0	0.0	400.0		
	(726)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	500.0	0.0	500.0	*TOTAL*	0.0	500.0	0.0	500.0		
	732	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM THREE MILE RD. TO FOUR MILE RD. IN THE TOWN OF CALEDONIA (1.25 MILES)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	6,500.0	0.0	0.0	6,500.0		
				CONST	6,500.0	0.0	0.0	6,500.0	*FED*	0.0	0.0	0.0	0.0		
	(727)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	6,500.0	0.0	0.0	6,500.0	*TOTAL*	6,500.0	0.0	0.0	6,500.0		
	733	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 36 FROM WEGGE RD. TO TEUT RD. IN THE TOWN OF BURLINGTON (.72 MILES)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	100.0	0.0	0.0	100.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	453.8	0.0	0.0	453.8		
				CONST	2,369.0	0.0	0.0	2,369.0	*FED*	1,815.2	0.0	0.0	1,815.2		
	(728)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	2,369.0	0.0	0.0	2,369.0	*TOTAL*	2,369.0	0.0	0.0	2,369.0		
	734	CONSTRUCTION OF THE CITY OF BURLINGTON BYPASS FOR STH 36 AND STH 11 (11.0 MILES)	HE	*PE*	200.0	200.0	200.0	600.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	4,418.0	0.0	4,418.0	*STATE*	200.0	4,771.0	9,208.0	14,179.0		
				CONST	0.0	153.0	9,008.0	9,161.0	*FED*	0.0	0.0	0.0	0.0		
	(729)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	200.0	4,771.0	9,208.0	14,179.0	*TOTAL*	200.0	4,771.0	9,208.0	14,179.0		
	735	CONSTRUCTION OF A NEW STATE STREET BRIDGE FROM DODGE STREET TO MAIN STREET IN THE CITY OF BURLINGTON (STH 142)	HE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	700.0	0.0	0.0	700.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	2,200.0	0.0	0.0	2,200.0		
				CONST	2,900.0	0.0	0.0	2,900.0	*FED*	0.0	0.0	0.0	0.0		
	(730)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	2,900.0	0.0	0.0	2,900.0	*TOTAL*	2,900.0	0.0	0.0	2,900.0		
	736	CONSTRUCTION OF PLANNED TRANSIT STATION/PARK & RIDE LOT AT IH 94 & STH 11 INTERCHANGE IN THE TOWN OF MOUNT PLEASANT	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	40.0	0.0	0.0	40.0		
				CONST	200.0	0.0	0.0	200.0	*FED*	160.0	0.0	0.0	160.0		
	(731)			*OTHER*	0.0	0.0	0.0	0.0	*NHS*						
				TOTAL	200.0	0.0	0.0	200.0	*TOTAL*	200.0	0.0	0.0	200.0		
	737	JOB ACCESS SEC 3037 TRANSIT PROJECT 2000- CITY OF RACINE EMPLOYMENT TRANSPORTATION CONFERENCE AND MOBILITY MANAGER	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	36.5	0.0	0.0	36.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	16.0	0.0	0.0	16.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	52.5	0.0	0.0	52.5		
	(732)			*OTHER*	105.0	0.0	0.0	105.0	*FTA 3037*						
				TOTAL	105.0	0.0	0.0	105.0	*TOTAL*	105.0	0.0	0.0	105.0		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)		2002	2003	2004	Total	Source of Funds (Thousands $)		2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	738[d] (733)	CONSTRUCTION OF THREE COMMUTER PARK AND RIDE LOTS FROM THE GROUP 'B' SET	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	178.0	0.0	0.0	178.0		
				CONST	890.0	0.0	0.0	890.0	FED	712.0	0.0	0.0	712.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	890.0	0.0	0.0	890.0	TOTAL	890.0	0.0	0.0	890.0		
	739 (734)	CONSTRUCTION OF WIDE, PAVED SHOULDERS TO ACCOMODATE BICYCLES ON STH 45 (RAYNOR AVE) FROM STH 20 TO STH 36 IN RACINE CO	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	25.0	25.0		
				CONST	0.0	0.0	125.0	125.0	FED	0.0	0.0	100.0	100.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	125.0	125.0	TOTAL	0.0	0.0	125.0	125.0		
	740 (735)	CONSTRUCTION OF MULTI-USE PATH PARALELLING STH 36 FROM WEGGE RD TO TEUT RD IN BURLINGTON	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	17.5	0.0	0.0	17.5		
				CONST	87.5	0.0	0.0	87.5	FED	70.0	0.0	0.0	70.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	87.5	0.0	0.0	87.5	TOTAL	87.5	0.0	0.0	87.5		
RACINE COUNTY	741 (736)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN RACINE COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	742 (737)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN RACINE COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	743 (738)	TRAFFIC SIGNAL AND GEOMETRIC IMPROVEMENTS FOR THE INTERSECTION OF CTH H AND CTH C IN THE TOWN OF MOUNT PLEASANT	HP	PE	0.0	0.0	0.0	0.0	LOCAL	40.0	0.0	0.0	40.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	200.0	0.0	0.0	200.0	FED	160.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	744 (739)	RECONDITIONING OF CTH K FROM THE CANADIAN PACIFIC RAILWAY TO UNION PACIFIC RAILROAD IN THE TOWN OF CALEDONIA (1.98 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	224.0	0.0	0.0	224.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,120.0	0.0	0.0	1,120.0	FED	896.0	0.0	0.0	896.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	1,120.0	0.0	0.0	1,120.0	TOTAL	1,120.0	0.0	0.0	1,120.0		
	745 (740)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH S (E WIND LAKE RD) FROM MACHINE RD TO S WIND LAKE RD (1.50 MILES)	HP	PE	270.0	0.0	0.0	270.0	LOCAL	54.0	0.0	0.0	54.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	216.0	0.0	0.0	216.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	270.0	0.0	0.0	270.0	TOTAL	270.0	0.0	0.0	270.0		
	746 (741)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y FROM CTH KR TO CTH X IN RACINE COUNTY (1.40 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	504.0	0.0	504.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,520.0	0.0	2,520.0	FED	0.0	2,016.0	0.0	2,016.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	2,520.0	0.0	2,520.0	TOTAL	0.0	2,520.0	0.0	2,520.0		
	747 (742)	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANS. SERVICES FOR ELDERLY & DISABLED PEOPLE IN RURAL RACINE COUNTY: 2002-2004	TP	PE	0.0	0.0	0.0	0.0	LOCAL	48.6	51.1	53.6	153.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	194.6	204.3	214.6	613.5		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	243.2	255.4	268.2	766.8							
				TOTAL	243.2	255.4	268.2	766.8	TOTAL	243.2	255.4	268.2	766.8		

[d] The location of the three commuter park-ride lots will be selected from a set of four potential locations: STH 36 and STH 164; IH 43 and STH 50; IH 43 and STH 167; and IH 94 and STH 142 / CTH S.

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
RACINE COUNTY	748 (743)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN RACINE COUNTY	HS	*PE*	10.0	0.0	0.0	10.0	*LOCAL*	1.0	0.0	0.0	1.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	9.0	0.0	0.0	9.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	10.0	0.0	0.0	10.0	*TOTAL*	10.0	0.0	0.0	10.0		
	749 (744)	CONSTRUCT BIKE/PED TRAIL PHASE IB STH 31-WILLOW RD RACINE COUNTY CMAQ	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	50.0	0.0	50.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	250.0	0.0	250.0	*FED*	0.0	200.0	0.0	200.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	0.0	250.0	0.0	250.0	*TOTAL*	0.0	250.0	0.0	250.0		
	750 (745)	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH CONNECTING EXISTING PATHS NORTH OF WATERFORD(V) AND SOUTH OF ROCHESTER(V)	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	94.6	68.2	0.0	162.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	473.0	341.0	0.0	814.0	*FED*	378.4	272.8	0.0	651.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	473.0	341.0	0.0	814.0	*TOTAL*	473.0	341.0	0.0	814.0		
	751 (746)	PLANNING, ENGINEERING, AND REAL ESTATE SERVICE FOR PHASE II,EXTENSION OF THE RACINE/STURTEVANT TRAIL	EE	*PE*	60.0	0.0	0.0	60.0	*LOCAL*	12.0	0.0	0.0	12.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	48.0	0.0	0.0	48.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	60.0	0.0	0.0	60.0	*TOTAL*	60.0	0.0	0.0	60.0		
	752 (747)	CONSTRUCTION OF A BICYCLE PATH FROM WILLOW RD TO WEST BLVD IN CITY OF RACINE AND TOWN OF MT PLEASANT IN RACINE COUNTY (3.20 MI)	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	46.0	0.0	0.0	46.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	230.0	0.0	0.0	230.0	*FED*	184.0	0.0	0.0	184.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	230.0	0.0	0.0	230.0	*TOTAL*	230.0	0.0	0.0	230.0		
BURLINGTON (CITY)	753 (748)	MODIFY GEOMETRY OF THE MILWAUKEE/ MCHENRY/ JEFFERSON/ AMANDA INTERSECTION IN BURLINGTON TO IMPROVE SAFETY	HS	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	16.4	0.0	0.0	16.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	163.9	0.0	0.0	163.9	*FED*	147.5	0.0	0.0	147.5		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	163.9	0.0	0.0	163.9	*TOTAL*	163.9	0.0	0.0	163.9		
	754 (749)	PREPARATION OF A PEDESTRIAN/BICYCLE PLAN FOR THE CITY OF BURLINGTON	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	6.0	0.0	0.0	6.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	24.0	0.0	0.0	24.0		
				OTHER	30.0	0.0	0.0	30.0	*STP-O*						
				TOTAL	30.0	0.0	0.0	30.0	*TOTAL*	30.0	0.0	0.0	30.0		
	755 (750)	CONSTRUCTION OF OVERLOOKS AND DECORATIVE FACIA ON THE NEW STATE ST (STH 142) BRIDGE OVER THE FOX RIVER IN CITY OF BURLINGTON	EE	*PE*	17.0	0.0	0.0	17.0	*LOCAL*	3.4	28.8	0.0	32.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	144.0	0.0	144.0	*FED*	13.6	115.2	0.0	128.8		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	17.0	144.0	0.0	161.0	*TOTAL*	17.0	144.0	0.0	161.0		
	756 (751)	DESIGN AND CONSTRUCTION OF THE BURLINGTON RIVER FRONT BICYCLE AND PEDESTRIAN PATH IN THE CITY OF BURLINGTON	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	162.7	0.0	0.0	162.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	813.5	0.0	0.0	813.5	*FED*	650.8	0.0	0.0	650.8		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	813.5	0.0	0.0	813.5	*TOTAL*	813.5	0.0	0.0	813.5		
MOUNT PLEASANT (TOWN)	757 (752)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF LATHROP AVE FROM CTH X (S TAYLOR AVE) TO CTH KR IN THE TOWN OF MOUNT PLEASANT (1.50 MILES)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	800.0	0.0	800.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	800.0	0.0	800.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	800.0	0.0	800.0	*TOTAL*	0.0	800.0	0.0	800.0		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
MOUNT PLEASANT (TOWN)	758	RECONSTRUCTION WITH AUXILIARY LANES OF EMMERTSEN RD. FROM 16TH ST. TO STH 20 IN THE TOWN OF MT PLEASANT (0.42 MILES)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	400.0	0.0	400.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	400.0	0.0	400.0	*FED*	0.0	0.0	0.0	0.0		
	(753)			*OTHER*	0.0	0.0	0.0	0.0							
				TOTAL	0.0	400.0	0.0	400.0	*TOTAL*	0.0	400.0	0.0	400.0		
RACINE (CITY)	759	RECONSTRUCTION WITH NO ADDITIONAL LANES OF KINZIE AVE FROM WEST BLVD TO CHICAGO ST IN THE CITY OF RACINE (0.30 MILE)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	75.9	0.0	0.0	75.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	379.6	0.0	0.0	379.6	*FED*	303.7	0.0	0.0	303.7		
	(754)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	379.6	0.0	0.0	379.6	*TOTAL*	379.6	0.0	0.0	379.6		
	760	RECONSTRUCTION WITH NO ADDITIONAL LANES OF RAPIDS DR FROM MT PLEASANT ST TO DOUGLAS AVE IN THE CITY OF RACINE (0.63 MILE)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	283.0	0.0	283.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	1,415.0	0.0	1,415.0	*FED*	0.0	1,132.0	0.0	1,132.0		
	(755)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	1,415.0	0.0	1,415.0	*TOTAL*	0.0	1,415.0	0.0	1,415.0		
	761	RECONSTRUCTION WITH NO ADDITIONAL LANES OF 21ST ST FROM STH 31 TO OHIO ST IN THE CITY OF RACINE	HP	*PE*	10.0	0.0	0.0	10.0	*LOCAL*	2.0	349.0	0.0	351.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	1,745.0	0.0	1,745.0	*FED*	8.0	1,396.0	0.0	1,404.0		
	(756)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	10.0	1,745.0	0.0	1,755.0	*TOTAL*	10.0	1,745.0	0.0	1,755.0		
	762	PURCHASE OF FIVE REPLACEMENT BUSES FOR THE BELLE URBAN SYSTEM IN 2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	300.0	300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	1,200.0	1,200.0		
	(757)			*OTHER*	0.0	0.0	1,500.0	1,500.0	*FTA 5309*						
				TOTAL	0.0	0.0	1,500.0	1,500.0	*TOTAL*	0.0	0.0	1,500.0	1,500.0		
	763	PURCHASE OF TWO REPLACEMENT REPLICA TROLLEY BUSES FOR THE RACINE TRANSIT SYSTEM IN 2003	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	116.0	0.0	116.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	464.0	0.0	464.0		
	(758)			*OTHER*	0.0	580.0	0.0	580.0	*FTA 5309*						
				TOTAL	0.0	580.0	0.0	580.0	*TOTAL*	0.0	580.0	0.0	580.0		
	764	PROPERTY ACQUISITION AND DESIGN OF DOWNTOWN TRANSIT CENTER FOR THE RACINE TRANSIT SYSTEM (WI-03-0074)	TP	*PE*	200.0	0.0	0.0	200.0	*LOCAL*	120.0	0.0	0.0	120.0	A	EXEMPT
				ROW	400.0	0.0	0.0	400.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	480.0	0.0	0.0	480.0		
	(759)			*OTHER*	0.0	0.0	0.0	0.0	*FTA 5309*						
				TOTAL	600.0	0.0	0.0	600.0	*TOTAL*	600.0	0.0	0.0	600.0		
	765	REPLACE SUPERVISORY VEHICLE FOR THE RACINE TRANSIT SYSTEM: 2002	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	4.0	0.0	0.0	4.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	16.0	0.0	0.0	16.0		
	(760)			*OTHER*	20.0	0.0	0.0	20.0	*FTA 5309*						
				TOTAL	20.0	0.0	0.0	20.0	*TOTAL*	20.0	0.0	0.0	20.0		
	766	PURCHASE AND INSTALL AN AUTOMATIC VEHICLE LOCATION SYSTEM (WI-03-0074)	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	28.0	0.0	0.0	28.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	112.0	0.0	0.0	112.0		
	(761)			*OTHER*	140.0	0.0	0.0	140.0	*FTA 5309*						
				TOTAL	140.0	0.0	0.0	140.0	*TOTAL*	140.0	0.0	0.0	140.0		
	767	UPGRADE FIRE SPRINKLER SYSTEM WI-03-0066	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	13.0	0.0	0.0	13.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	65.0	0.0	0.0	65.0	*FED*	52.0	0.0	0.0	52.0		
	(762)			*OTHER*	0.0	0.0	0.0	0.0	*FTA 5309*						
				TOTAL	65.0	0.0	0.0	65.0	*TOTAL*	65.0	0.0	0.0	65.0		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
RACINE (CITY)	768 (763)	ENGINEERING FOR FIRE SPRINKLER SYSTEM IN BUS STORAGE AND MAINTENANCE GARAGES FOR THE BELLE URBAN SYSTEM WI-03-0063	TP	*PE*	10.0	0.0	0.0	10.0	*LOCAL*	2.0	0.0	0.0	2.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	8.0	0.0	0.0	8.0		
				OTHER	0.0	0.0	0.0	0.0	*FTA 5309*						
				TOTAL	10.0	0.0	0.0	10.0	*TOTAL*	10.0	0.0	0.0	10.0		
	769 (764)	REPLACEMENT OF BUS STOP SIGNS WI-03-0063	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	8.0	0.0	0.0	8.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	32.0	0.0	0.0	32.0		
				OTHER	40.0	0.0	0.0	40.0	*FTA 5309*						
				TOTAL	40.0	0.0	0.0	40.0	*TOTAL*	40.0	0.0	0.0	40.0		
	770 (765)	INFORMATION TECHNOLOGY IMPROVEMENTS FOR THE BELLE URBAN SYSTEM IN ACCORDANCE WITH WISDOT STUDY FINDINGS (WI-03-0074)	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	30.0	0.0	0.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	120.0	0.0	0.0	120.0		
				OTHER	150.0	0.0	0.0	150.0	*FTA 5309*						
				TOTAL	150.0	0.0	0.0	150.0	*TOTAL*	150.0	0.0	0.0	150.0		
	771 (766)	REPLACE THE FARE BOXES OF THE RACINE TRANSIT SYSTEM	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	20.0	0.0	0.0	20.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	80.0	0.0	0.0	80.0		
				OTHER	100.0	0.0	0.0	100.0	*FTA 5309*						
				TOTAL	100.0	0.0	0.0	100.0	*TOTAL*	100.0	0.0	0.0	100.0		
	772 (767)	REPLACE BUS FUELING SYSTEM PUMPS AND METERS AT THE CITY TRANSIT GARAGE	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	10.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	40.0	40.0		
				OTHER	0.0	0.0	50.0	50.0	*FTA 5309*						
				TOTAL	0.0	0.0	50.0	50.0	*TOTAL*	0.0	0.0	50.0	50.0		
	773 (768)	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM 2003-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	940.5	978.2	1,918.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	2,110.8	2,195.2	4,306.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	1,230.3	1,279.5	2,509.8		
				OTHER	0.0	4,281.6	4,452.9	8,734.5	*FTA 5307*						
				TOTAL	0.0	4,281.6	4,452.9	8,734.5	*TOTAL*	0.0	4,281.6	4,452.9	8,734.5		
	774 (769)	REPLACE MAINTENANCE GARAGE LIGHTING FOR THE BELLE URBAN SYSTEM WI-03-0056 FUNDED	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	4.0	0.0	0.0	4.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	16.0	0.0	0.0	16.0		
				OTHER	20.0	0.0	0.0	20.0	*FTA 5309*						
				TOTAL	20.0	0.0	0.0	20.0	*TOTAL*	20.0	0.0	0.0	20.0		
	775 (770)	REPLACE ALL LIGHTING IN STORAGE GARAGE FOR THE BELLE URBAN SYSTEM WI-03-0063	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	7.0	0.0	0.0	7.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	28.0	0.0	0.0	28.0		
				OTHER	35.0	0.0	0.0	35.0	*FTA 5309*						
				TOTAL	35.0	0.0	0.0	35.0	*TOTAL*	35.0	0.0	0.0	35.0		
	776 (771)	REPLACEMENT OF TELEPHONE AND TELEPHONE INFORMATION SYSTEM FOR THE RACINE TRANSIT SYSTEM WI-03-0063	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	3.0	0.0	0.0	3.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	12.0	0.0	0.0	12.0		
				OTHER	15.0	0.0	0.0	15.0	*FTA 5309*						
				TOTAL	15.0	0.0	0.0	15.0	*TOTAL*	15.0	0.0	0.0	15.0		
	777 (772)	REPLACE AND RELOCATE TWO-WAY RADIO ANTENNA AND TOWER FOR THE RACINE TRANSIT SYSTEM (WI-03-0074)	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	40.0	0.0	0.0	40.0		
				OTHER	50.0	0.0	0.0	50.0	*FTA 5309*						
				TOTAL	50.0	0.0	0.0	50.0	*TOTAL*	50.0	0.0	0.0	50.0		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
RACINE (CITY)	778	REPLACEMENT OF 5 BUSES IN 2000 (WI-03-0074)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	347.2	0.0	0.0	347.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,388.6	0.0	0.0	1,388.6		
	(773)			OTHER	1,735.8	0.0	0.0	1,735.8	FTA 5309						
				TOTAL	1,735.8	0.0	0.0	1,735.8	TOTAL	1,735.8	0.0	0.0	1,735.8		
	779	REPLACE SERVICE TRUCK FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	9.0	9.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	36.0	36.0		
	(774)			OTHER	0.0	0.0	45.0	45.0	FTA 5309						
				TOTAL	0.0	0.0	45.0	45.0	TOTAL	0.0	0.0	45.0	45.0		
	780	CONSTRUCTION OF OFF STREET TRANSIT CENTER FOR THE RACINE TRANSIT SYSTEM NEAR THE FORMER CHICAGO & NORTH WESTERN RAILWAY PASSENGER DEPOT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	380.0	0.0	380.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,900.0	0.0	1,900.0	FED	0.0	1,520.0	0.0	1,520.0		
	(775)			OTHER	0.0	0.0	0.0	0.0	FTA 5309						
				TOTAL	0.0	1,900.0	0.0	1,900.0	TOTAL	0.0	1,900.0	0.0	1,900.0		
	781	DEVELOP PARK/RIDE PARKING LOT AT THE OFF-STREET TRANSIT CENTER IN RACINE DEVELOP PARK AND RIDE LOT AT CENTER AND STATE ST RAILROAD DEPOT CITY OF RACINE CMAQ	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	41.0	41.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	205.0	205.0	FED	0.0	0.0	164.0	164.0		
	(776)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	0.0	205.0	205.0	TOTAL	0.0	0.0	205.0	205.0		
	782	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM: 2000-2002	TP	PE	0.0	0.0	0.0	0.0	LOCAL	673.3	878.0	904.3	2,455.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,881.9	1,970.5	2,029.6	5,882.0		
				CONST	0.0	0.0	0.0	0.0	FED	955.8	1,148.5	1,183.0	3,287.3		
	(777)			OTHER	3,511.0	3,997.0	4,116.9	11,624.9	FTA 5307						
				TOTAL	3,511.0	3,997.0	4,116.9	11,624.9	TOTAL	3,511.0	3,997.0	4,116.9	11,624.9		
	783	OPERATING ASSISTANCE FOR THE WISCONSIN COACH LINES KENOSHA/RACINE/ MILWAUKEE BUS SERVICE: 2002-2004	TP	PE	0.0	0.0	0.0	0.0	LOCAL	65.9	68.5	71.2	205.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	516.0	536.7	558.2	1,610.9		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
	(778)			OTHER	581.9	605.2	629.4	1,816.5							
				TOTAL	581.9	605.2	629.4	1,816.5	TOTAL	581.9	605.2	629.4	1,816.5		
	784	ENGINEERING/DESIGN FOR REPLACEMENT OF THE MAINTENANCE/ADMINISTRATION BUILDING FOR THE RACINE TRANSIT SYSTEM	TP	PE	280.0	0.0	0.0	280.0	LOCAL	56.0	0.0	0.0	56.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	224.0	0.0	0.0	224.0		
	(779)			OTHER	0.0	0.0	0.0	0.0	FTA 5309						
				TOTAL	280.0	0.0	0.0	280.0	TOTAL	280.0	0.0	0.0	280.0		
	785	CONSTRUCTION OF A REPLACEMENT MAINTENANCE ADMINISTRATION BUILDING FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	644.0	0.0	644.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	3,220.0	0.0	3,220.0	FED	0.0	2,576.0	0.0	2,576.0		
	(780)			OTHER	0.0	0.0	0.0	0.0	FTA 5309						
				TOTAL	0.0	3,220.0	0.0	3,220.0	TOTAL	0.0	3,220.0	0.0	3,220.0		
	786	MODIFICATIONS TO FARE COLLECTION SYSTEM TO PROVIDE FOR PASSENGER COUNTING/RECONCILIATION FOR THE RACINE TRANSIT SYSTEM WI-03-0066	TP	PE	0.0	0.0	0.0	0.0	LOCAL	12.0	0.0	0.0	12.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	48.0	0.0	0.0	48.0		
	(781)			OTHER	60.0	0.0	0.0	60.0	FTA 5309						
				TOTAL	60.0	0.0	0.0	60.0	TOTAL	60.0	0.0	0.0	60.0		
	787	INSTALLATION OF SECURITY ALARM SYSTEM FOR BOTH BUS GARAGE BUILDINGS FOR THE RACINE TRANSIT SYSTEM WI-03-0066	TP	PE	0.0	0.0	0.0	0.0	LOCAL	5.0	0.0	0.0	5.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	20.0	0.0	0.0	20.0		
	(782)			OTHER	25.0	0.0	0.0	25.0	FTA 5309						
				TOTAL	25.0	0.0	0.0	25.0	TOTAL	25.0	0.0	0.0	25.0		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
RACINE (CITY)	788 (783)	BUILDING IMPROVEMENTS AND REPAIRS INCLUDING ELECTRICAL WORK, ROOF REPAIRS,AND MAINTENANCE AREA IMPROVEMENTS FOR RACINE TRANSIT SYSTEM (WI-03-0066)	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	18.0	0.0	0.0	18.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	90.0	0.0	0.0	90.0	*FED*	72.0	0.0	0.0	72.0		
				OTHER	0.0	0.0	0.0	0.0	*FTA 5309*						
				TOTAL	90.0	0.0	0.0	90.0	*TOTAL*	90.0	0.0	0.0	90.0		
	789 (784)	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICE FOR ELDERLY & DISABLED IN THE RACINE URBANIZED AREA: 2002-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	60.0	61.7	63.5	185.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	135.1	139.2	143.4	417.7		
				CONST	0.0	0.0	0.0	0.0	*FED*	78.9	81.3	83.8	244.0		
				OTHER	274.0	282.2	290.7	846.9	*FTA 5307*						
				TOTAL	274.0	282.2	290.7	846.9	*TOTAL*	274.0	282.2	290.7	846.9		
	790 (785)	INFORMATION TECHNOLOGY IMPROVEMENTS FOR THE BELLE URBAN SYSTEM IN 2002	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	30.0	0.0	0.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	120.0	0.0	0.0	120.0		
				OTHER	150.0	0.0	0.0	150.0	*FTA 5309*						
				TOTAL	150.0	0.0	0.0	150.0	*TOTAL*	150.0	0.0	0.0	150.0		
	791 (786)	INFORMATION TECHNOLOGY IMPROVEMENTS FOR THE BELLE URBAN SYSTEM IN RACINE FOR 2003	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	30.0	0.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	120.0	0.0	120.0		
				OTHER	0.0	150.0	0.0	150.0	*FTA 5309*						
				TOTAL	0.0	150.0	0.0	150.0	*TOTAL*	0.0	150.0	0.0	150.0		
	792 (787)	INFORMATION TECHNOLOGY IMPROVEMENTS IN 2004 FOR THE BELLE URBAN SYSTEM IN RACINE	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	30.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	120.0	120.0		
				OTHER	0.0	0.0	150.0	150.0	*FTA 5309*						
				TOTAL	0.0	0.0	150.0	150.0	*TOTAL*	0.0	0.0	150.0	150.0		
	793 (788)	EIGHT ENGINE OVERHAULS FOR BUSES IN THE BELLE URBAN SYSTEM FLEET	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	64.0	0.0	0.0	64.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	256.0	0.0	0.0	256.0		
				OTHER	320.0	0.0	0.0	320.0	*FTA 5309*						
				TOTAL	320.0	0.0	0.0	320.0	*TOTAL*	320.0	0.0	0.0	320.0		
	794 (789)	SEVENTEEN ENGINE OVERHAULS FOR BUSES IN THE BELLE URBAN SYSTEM FLEET	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	129.2	0.0	0.0	129.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	516.8	0.0	0.0	516.8		
				OTHER	646.0	0.0	0.0	646.0	*FTA 5309*						
				TOTAL	646.0	0.0	0.0	646.0	*TOTAL*	646.0	0.0	0.0	646.0		
	795 (790)	PURCHASE OF 5 REPLACMENT BUSES IN 2002 FOR THE BELLE URBAN SYSTEM	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	364.5	0.0	0.0	364.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	1,458.0	0.0	0.0	1,458.0		
				OTHER	1,822.5	0.0	0.0	1,822.5	*FTA 5309*						
				TOTAL	1,822.5	0.0	0.0	1,822.5	*TOTAL*	1,822.5	0.0	0.0	1,822.5		
	796 (791)	PURCHASE OF 5 REPLACEMENT BUSES IN 2003 FOR THE BELLE URBAN SYSTEM	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	375.4	0.0	375.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	1,501.8	0.0	1,501.8		
				OTHER		1,877.2	0.0	1,877.2	*FTA 5309*						
				TOTAL		1,877.2	0.0	1,877.2	*TOTAL*	0.0	1,877.2	0.0	1,877.2		
	797 (792)	PURCHASE FIVE BUS SHELTERS FOR THE CITY OF RACINE IN 2002	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	5.0	0.0	0.0	5.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	20.0	0.0	0.0	20.0		
				OTHER	25.0	0.0	0.0	25.0	*FTA 5309*						
				TOTAL	25.0	0.0	0.0	25.0	*TOTAL*	25.0	0.0	0.0	25.0		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
RACINE (CITY)	798	PURCHASE FIVE BUS SHELTERS FOR THE CITY OF RACINE IN 2003	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	5.0	0.0	5.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	20.0	0.0	20.0		
	(793)			*OTHER*	0.0	25.0	0.0	25.0	*FTA 5309*						
				TOTAL	0.0	25.0	0.0	25.0	*TOTAL*	0.0	25.0	0.0	25.0		
	799	PURCHASE FIVE BUS SHELTERS FOR THE CITY OF RACINE IN 2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	5.0	5.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	20.0	20.0		
	(794)			*OTHER*	0.0	0.0	25.0	25.0	*FTA 5309*						
				TOTAL	0.0	0.0	25.0	25.0	*TOTAL*	0.0	0.0	25.0	25.0		
	800	PURCHASE AND REHABILITATION OF PASSENGER DEPOT ON STATE STREET IN THE CITY OF RACINE	TI	*PE*	257.5	0.0	0.0	257.5	*LOCAL*	75.5	300.0	0.0	375.5	A	EXEMPT
				ROW	120.0	0.0	0.0	120.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	302.0	1,200.0	0.0	1,502.0		
	(795)			*OTHER*	0.0	1,500.0	0.0	1,500.0	*STP-E*						
				TOTAL	377.5	1,500.0	0.0	1,877.5	*TOTAL*	377.5	1,500.0	0.0	1,877.5		
	801	EXTENSION OF SATURDAY EVENING TRANSIT SERVICE IN THE CITY OF RACINE	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	32.0	0.0	0.0	32.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	128.2	0.0	0.0	128.2		
	(796)			*OTHER*	160.2	0.0	0.0	160.2	*CMAQ*						
				TOTAL	160.2	0.0	0.0	160.2	*TOTAL*	160.2	0.0	0.0	160.2		
	802	EXPANSION OF MILWAUKEE, RACINE, KENOSHA EXPRESS BUS SERVICE	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	82.7	0.0	0.0	82.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	330.5	0.0	0.0	330.5		
	(797)			*OTHER*	413.2	0.0	0.0	413.2	*CMAQ*						
				TOTAL	413.2	0.0	0.0	413.2	*TOTAL*	413.2	0.0	0.0	413.2		
	803	IMPLEMENTATION OF SUNDAY TRANSIT SERVICE IN THE CITY OF RACINE 2000-2002	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	40.0	0.0	0.0	40.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	159.7	0.0	0.0	159.7		
	(798)			*OTHER*	199.7	0.0	0.0	199.7	*CMAQ*						
				TOTAL	199.7	0.0	0.0	199.7	*TOTAL*	199.7	0.0	0.0	199.7		
	804	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE HORLICK DR. SOUTH BRIDGE OVER THE ROOT RIVER IN THE CITY OF RACINE (P-51-0702)	OH	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	50.0	0.0	0.0	50.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	250.0	0.0	0.0	250.0	*FED*	200.0	0.0	0.0	200.0		
	(799)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	250.0	0.0	0.0	250.0	*TOTAL*	250.0	0.0	0.0	250.0		
	805	REHABILITATION OF HORLICK DRIVE/LIBERTY STREET NORTH BRIDGE (P-51-0708) OVER ROOT RIVER IN CITY OF RACINE	OH	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	68.0	0.0	0.0	68.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	340.0	0.0	0.0	340.0	*FED*	272.0	0.0	0.0	272.0		
	(800)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	340.0	0.0	0.0	340.0	*TOTAL*	340.0	0.0	0.0	340.0		
	806	INSTALL LIGHTING REPRESENTATIVE OF THE AREA OF THE SURROUNDING ARCHITECTURE OF THE UPTOWN BUSINESS DISTRICT IN CITY/RACINE	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	16.8	0.0	0.0	16.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	84.0	0.0	0.0	84.0	*FED*	67.2	0.0	0.0	67.2		
	(801)			*OTHER*	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	84.0	0.0	0.0	84.0	*TOTAL*	84.0	0.0	0.0	84.0		
	807	DEVELOPMENT OF A MASTER PLAN FOR THE LAKESHORE BICYCLE PATHWAY WITHIN THE CITY OF RACINE AND TOWN OF MOUNT PLEASANT	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	12.0	0.0	0.0	12.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	48.0	0.0	0.0	48.0		
	(802)			*OTHER*	60.0	0.0	0.0	60.0	*STP-O*						
				TOTAL	60.0	0.0	0.0	60.0	*TOTAL*	60.0	0.0	0.0	60.0		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
RACINE (CITY)	808	CONSTRUCTION OF ROOT RIVER BICYCLE PATH	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	103.6	0.0	0.0	103.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	519.2	0.0	0.0	519.2	*FED*	415.6	0.0	0.0	415.6		
	(803)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	519.2	0.0	0.0	519.2	*TOTAL*	519.2	0.0	0.0	519.2		
	809	LANDSCAPING OF MAIN STREET (STH 32) FROM STATE ST TO 7TH ST IN DOWNTOWN RACINE	EE	*PE*	182.6	0.0	0.0	182.6	*LOCAL*	38.5	216.0	0.0	254.5	A	EXEMPT
				ROW	10.0	0.0	0.0	10.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	1,080.0	0.0	1,080.0	*FED*	154.1	864.0	0.0	1,018.1		
	(804)			*OTHER*	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	192.6	1,080.0	0.0	1,272.6	*TOTAL*	192.6	1,080.0	0.0	1,272.6		
	810	CONSTRUCT LAKE MICHIGAN PATHWAY FROM CHICORY RD TO THREE MILE RD CITY OF RACINE CMAQ	EE	*PE*	174.3	0.0	0.0	174.3	*LOCAL*	34.9	255.3	0.0	290.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	1,276.5	0.0	1,276.5	*FED*	139.4	1,021.2	0.0	1,160.6		
	(805)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	174.3	1,276.5	0.0	1,450.8	*TOTAL*	174.3	1,276.5	0.0	1,450.8		
ROCHESTER (VILLAGE)	811	REHABILITATE BRIDGE ON ROCHESTER ST OVER WIND LAKE DRAINAGE CANAL VILLAGE OF ROCHESTER LOCAL BRIDGE P-51-0701	OH	*PE*	27.0	0.0	0.0	27.0	*LOCAL*	5.4	28.9	0.0	34.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	144.7	0.0	144.7	*FED*	21.6	115.8	0.0	137.4		
	(806)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	27.0	144.7	0.0	171.7	*TOTAL*	27.0	144.7	0.0	171.7		
STURTEVANT (VILLAGE)	812	DESIGN AND CONSTRUCTION OF REPLACEMENT AMTRAK STATION IN THE VILLAGE OF STURTEVANT	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	205.0	0.0	0.0	205.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	965.0	0.0	0.0	965.0	*FED*	820.0	0.0	0.0	820.0		
	(807)			*OTHER*	60.0	0.0	0.0	60.0	*CMAQ*						
				TOTAL	1,025.0	0.0	0.0	1,025.0	*TOTAL*	1,025.0	0.0	0.0	1,025.0		
WATERFORD (VILLAGE)	813	PUBLIC CNG COMPRESSED NATURAL GAS FUELING FACILITY VILLAGE OF WATERFORD CMAQ	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	77.0	0.0	77.0	A	EXEMPT
				ROW	0.0	30.0	0.0	30.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	355.0	0.0	355.0	*FED*	0.0	308.0	0.0	308.0		
	(808)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	0.0	385.0	0.0	385.0	*TOTAL*	0.0	385.0	0.0	385.0		
	814	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG MAIN STREET (STH 20 AND STH 83) IN THE VILLAGE OF WATERFORD	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	18.0	0.0	0.0	18.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	90.0	0.0	0.0	90.0	*FED*	72.0	0.0	0.0	72.0		
	(809)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	90.0	0.0	0.0	90.0	*TOTAL*	90.0	0.0	0.0	90.0		
YORKVILLE (TOWN)	815	REPLACEMENT OF TWO MILE ROAD BRIDGE OVER THE EAST BRANCH OF THE ROOT RIVER CANAL P-51-0055 IN THE TOWN OF YORKVILLE	OH	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	25.0	0.0	0.0	25.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	125.0	0.0	0.0	125.0	*FED*	100.0	0.0	0.0	100.0		
	(810)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	125.0	0.0	0.0	125.0	*TOTAL*	125.0	0.0	0.0	125.0		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	816 (811)	RECONDITIONING OF IH-43 FROM ROCK COUNTY LINE TO STH 20 IN WALWORTH COUNTY (26.90 MILES)	HP	PE	0.0	600.0	0.0	600.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	120.0	3,000.0	3,120.0		
				CONST	0.0	0.0	15,000.0	15,000.0	FED	0.0	480.0	12,000.0	12,480.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	0.0	600.0	15,000.0	15,600.0	TOTAL	0.0	600.0	15,000.0	15,600.0		
	817 (812)	OVERLAY IH 43 BRIDGE DECKS FROM THE ROCK COUNTY LINE TO STH 50 (EXCLUDING CTH X) IN WALWORTH COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	180.0	0.0	0.0	180.0		
				CONST	1,800.0	0.0	0.0	1,800.0	FED	1,620.0	0.0	0.0	1,620.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	1,800.0	0.0	0.0	1,800.0	TOTAL	1,800.0	0.0	0.0	1,800.0		
	818 (813)	OVERLAY IH 43 BRIDGE DECKS FROM STH 50 TO USH 12 IN WALWORTH COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	135.0	0.0	0.0	135.0		
				CONST	1,350.0	0.0	0.0	1,350.0	FED	1,215.0	0.0	0.0	1,215.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	1,350.0	0.0	0.0	1,350.0	TOTAL	1,350.0	0.0	0.0	1,350.0		
	819 (814)	RECONSTRUCTION OF THE INTERSECTION OF POTTER RD AND USH 12	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	66.0	0.0	66.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	264.0	0.0	264.0		
				OTHER	0.0	330.0	0.0	330.0	STP-O						
				TOTAL	0.0	330.0	0.0	330.0	TOTAL	0.0	330.0	0.0	330.0		
	820 (815)	CONSTRUCTION OF A NEW EASTBOUND OFF RAMP FROM USH 12 TO STH 50 IN THE CITY OF LAKE GENEVA	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	50.0	0.0	0.0	50.0	STATE	50.0	160.0	0.0	210.0		
				CONST	0.0	800.0	0.0	800.0	FED	0.0	640.0	0.0	640.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	800.0	0.0	850.0	TOTAL	50.0	800.0	0.0	850.0		
	821 (816)	CONSTRUCTION OF A DRAINAGE PIPE IN THE VILLAGE OF DARIEN ON USH 14	HP	PE	300.0	0.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	500.0	0.0	500.0	STATE	300.0	500.0	0.0	800.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	300.0	500.0	0.0	800.0	TOTAL	300.0	500.0	0.0	800.0		
	822 (817)	RECONDITIONING OF WALWORTH AVE. (STH 11) FROM TURTLE CREEK DRIVE TO CUMMINGS STREET IN THE CITY OF DELAVAN (0.77 MILES)	HP	PE	40.0	0.0	0.0	40.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	100.0	0.0	0.0	100.0	STATE	100.0	150.0	0.0	250.0		
				CONST	0.0	750.0	0.0	750.0	FED	30.0	600.0	0.0	630.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	140.0	750.0	0.0	890.0	TOTAL	140.0	750.0	0.0	890.0		
	823 (818)	RECONDITIONING OF NORTH ST. (STH 20) FROM W. VILLAGE LIMIT TO EAST OF THOMAS DR. IN THE VILLAGE OF EAST TROY (1.26 MILES)	HP	PE	260.0	0.0	0.0	260.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	52.0	375.0	0.0	427.0		
				CONST	0.0	1,875.0	0.0	1,875.0	FED	208.0	1,500.0	0.0	1,708.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	260.0	1,875.0	0.0	2,135.0	TOTAL	260.0	1,875.0	0.0	2,135.0		
	824 (819)	RECONDITIONING OF STH 36 FROM STH 120 TO THE EAST WALWORTH COUNTY LINE (6.57 MILES)	HP	PE	0.0	400.0	0.0	400.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	80.0	0.0	80.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	320.0	0.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	400.0	0.0	400.0	TOTAL	0.0	400.0	0.0	400.0		
	825 (820)	RESURFACING OF STH 50 FROM WRIGHT ST. TO NORTH SHORE DR. IN THE CITY OF DELAVAN (0.84 MI)	HP	PE	200.0	0.0	0.0	200.0	LOCAL	0.0	0.0	6.5	6.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	40.0	0.0	652.7	692.7		
				CONST	0.0	0.0	3,295.2	3,295.2	FED	160.0	0.0	2,636.0	2,796.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	200.0	0.0	3,295.2	3,495.2	TOTAL	200.0	0.0	3,295.2	3,495.2		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	826 (821)	RECONSTRUCTION WITH NO ADDITIONAL TRAVEL LANES OF STH 59 FROM JEFFERSON COUNTY LINE TO STH 89 IN WALWORTH COUNTY (3.5 MI)	HP	PE	0.0	0.0	360.0	360.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	72.0	72.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	288.0	288.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	360.0	360.0	TOTAL	0.0	0.0	360.0	360.0		
	827 (822)	RECONDITIONING OF STH 67 FROM SOUTH MAIN STREET TO THEATRE ROAD	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	269.9	0.0	269.9		
				CONST	0.0	1,349.3	0.0	1,349.3	FED	0.0	1,079.4	0.0	1,079.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	1,349.3	0.0	1,349.3	TOTAL	0.0	1,349.3	0.0	1,349.3		
	828 (823)	RECONSTRUCTION OF STH 67 WITH NO ADDITIONAL CAPACITY FROM IH-43 TO WALWORTH ST. IN THE CITY OF ELKHORN (1.15 MILES)	HP	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	20.0	500.0	0.0	520.0		
				CONST	0.0	2,500.0	0.0	2,500.0	FED	80.0	2,000.0	0.0	2,080.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	100.0	2,500.0	0.0	2,600.0	TOTAL	100.0	2,500.0	0.0	2,600.0		
	829 (824)	RESURFACING OF STH 89 FROM USH 14 TO SOUTHERN WHITEWATER CITY LIMIT IN WALWORTH COUNTY (7.5 MI)	HP	PE	0.0	0.0	225.0	225.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	45.0	45.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	180.0	180.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	225.0	225.0	TOTAL	0.0	0.0	225.0	225.0		
	830 (825)	RECONDITIONING OF STH 120 FROM STH 36 TO EAST TROY (10.0 MILES)	HP	PE	0.0	0.0	200.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	40.0	40.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	160.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	200.0	200.0	TOTAL	0.0	0.0	200.0	200.0		
	831 (826)	RESURFACING OF STH 120 FROM WILLOW RD TO USH 12 IN THE CITY OF LAKE GENEVA AND TOWN OF LINN (5.14 MILES)	HP	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	20.0	0.0	200.0	220.0		
				CONST	0.0	0.0	1,000.0	1,000.0	FED	80.0	0.0	800.0	880.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	100.0	0.0	1,000.0	1,100.0	TOTAL	100.0	0.0	1,000.0	1,100.0		
	832 (827)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM CENTER ST TO EDWARDS BLVD IN THE CITY OF LAKE GENEVA (0.80 MILES)	HI	PE	400.0	0.0	0.0	400.0	LOCAL	100.0	0.0	0.0	100.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	300.0	0.0	0.0	300.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	833 (828)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM STH 67 EAST TO GENEVA LAKES RD. IN THE TOWN OF GENEVA (1.70 MILES)	HI	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	500.0	0.0	0.0	500.0	STATE	510.0	0.0	0.0	510.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	550.0	0.0	0.0	550.0	TOTAL	550.0	0.0	0.0	550.0		
	834 (829)	CONSTRUCTION OF THE CITY OF WHITEWATER BYPASS (STH 12) (5.30 MILES)	HE	PE	500.0	500.0	500.0	1,500.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	8,500.0	12,500.0	10,500.0	31,500.0		
				CONST	8,000.0	12,000.0	10,000.0	30,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	8,500.0	12,500.0	10,500.0	31,500.0	TOTAL	8,500.0	12,500.0	10,500.0	31,500.0		
	835 (830)	CONSTRUCT A RELOCATED STH 120 ALONG THE EAST SIDE OF THE CITY OF LAKE GENEVA FROM WILLOW ROAD TO STH 50 (4.40 MI)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	1,749.4	0.0	0.0	1,749.4	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	5,250.6	0.0	0.0	5,250.6		
				CONST	7,000.0	0.0	0.0	7,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	7,000.0	0.0	0.0	7,000.0	TOTAL	7,000.0	0.0	0.0	7,000.0		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WALWORTH COUNTY	836 (831)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN WALWORTH COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	837 (832)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN WALWORTH COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	838 (833)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MARTIN STREET (CTH C) FROM STATE LINE RD TO STH 67 IN TOWN OF SHARON	HP	PE	0.0	6.0	22.0	28.0	LOCAL	0.0	38.0	447.2	485.2	A	EXEMPT
				ROW	0.0	184.0	0.0	184.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,213.8	2,213.8	FED	0.0	152.0	1,788.6	1,940.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	190.0	2,235.8	2,425.8	TOTAL	0.0	190.0	2,235.8	2,425.8		
	839 (834)	RECONSTRUCTION WITH AUXILIARY LANES OF E GENEVA STREET (CTH H) FROM STH 67 TO ELKHORN AREA HIGH SCHOOL	HP	PE	22.0	0.0	0.0	22.0	LOCAL	4.4	230.0	0.0	234.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,150.0	0.0	1,150.0	FED	17.6	920.0	0.0	937.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	22.0	1,150.0	0.0	1,172.0	TOTAL	22.0	1,150.0	0.0	1,172.0		
	840 (835)	REHABILITATE BRIDGE ON CTH H OVER CTH NN WALWORTH COUNTY LOCAL BRIDGE P-64-0008	HP	PE	17.2	0.0	0.0	17.2	LOCAL	3.4	9.2	0.0	12.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	46.0	0.0	46.0	FED	13.8	36.8	0.0	50.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	17.2	46.0	0.0	63.2	TOTAL	17.2	46.0	0.0	63.2		
	841 (836)	REPLACEMENT OF S. SECOND STREET BRIDGE OVER SWAN CREEK (B-64-0677) IN WALWORTH COUNTY	HP	PE	69.2	0.0	0.0	69.2	LOCAL	13.8	39.1	0.0	52.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	195.5	0.0	195.5	FED	55.4	156.4	0.0	211.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	69.2	195.5	0.0	264.7	TOTAL	69.2	195.5	0.0	264.7		
	842 (837)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WILLOW RD (FUTURE CTH BB) FROM SOUTH SHORE DR TO STH 120 (1.30 MILES)	HP	PE	0.0	18.0	0.0	18.0	LOCAL	0.0	33.6	0.0	33.6	A	EXEMPT
				ROW	0.0	150.0	0.0	150.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	134.4	0.0	134.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	168.0	0.0	168.0	TOTAL	0.0	168.0	0.0	168.0		
	843 (838)	RECONSTRUCTION WITH AUXILIARY LANES OF CTH NN FROM USH 12 TO LAKELAND COMPLEX IN WALWORTH COUNTY (1.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	440.0	0.0	440.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,200.0	0.0	2,200.0	FED	0.0	1,760.0	0.0	1,760.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	2,200.0	0.0	2,200.0	TOTAL	0.0	2,200.0	0.0	2,200.0		
	844 (839)	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN WALWORTH COUNTY:2002-2004	TP	PE	0.0	0.0	0.0	0.0	LOCAL	23.5	24.6	25.9	74.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	93.7	98.5	103.4	295.6		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	117.2	123.1	129.3	369.6							
				TOTAL	117.2	123.1	129.3	369.6	TOTAL	117.2	123.1	129.3	369.6		
	845 (840)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN WALWORTH COUNTY	HS	PE	10.0	0.0	0.0	10.0	LOCAL	1.0	0.0	0.0	1.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	9.0	0.0	0.0	9.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		

Source: SEWRPC.

Table B-2

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

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
BLOOMFIELD (TOWN)	846 (841)	REPLACEMENT OF TOMBEAU ROAD BRIDGE OVER TOMBEAU LAKE IN THE TOWN BLOOMFIELD	OH	PE	47.0	0.0	0.0	47.0	LOCAL	9.4	25.6	0.0	35.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	128.0	0.0	128.0	FED	37.6	102.4	0.0	140.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	47.0	128.0	0.0	175.0	TOTAL	47.0	128.0	0.0	175.0		
DELAVAN (CITY)	847 (842)	CONSTRUCT NEW ACCESS ROADS ON STH 50 AT GENEVA ST, WRIGHT ST, AND BORG RD CITY OF DELEVAN WALWORTH CO HES	HS	PE	11.0	0.0	0.0	11.0	LOCAL	32.5	0.0	0.0	32.5	A	EXEMPT
				ROW	50.0	0.0	0.0	50.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	292.5	0.0	0.0	292.5		
				OTHER	264.0	0.0	0.0	264.0	STP-S						
				TOTAL	325.0	0.0	0.0	325.0	TOTAL	325.0	0.0	0.0	325.0		
EAST TROY (VILLAGE)	848 (843)	CONSTRUCTION OF A NEW HEATED MUSEUM CENTER TO SECURE HISTORIC DOCUMENTS AND ARTIFACTS IN THE VILLAGE OF EAST TROY	EE	PE	36.0	0.0	0.0	36.0	LOCAL	7.2	90.0	0.0	97.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	28.8	360.0	0.0	388.8		
				OTHER	0.0	450.0	0.0	450.0	STP-E						
				TOTAL	36.0	450.0	0.0	486.0	TOTAL	36.0	450.0	0.0	486.0		
LAKE GENEVA (CITY)	849 (844)	REHABILITATION OF STH 50 BRIDGE OVER THE WHITE RIVER B-64-0657 IN THE CITY OF LAKE GENEVA	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	40.3	0.0	40.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	201.4	0.0	201.4	FED	0.0	161.1	0.0	161.1		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	201.4	0.0	201.4	TOTAL	0.0	201.4	0.0	201.4		
	850 (845)	CONSTRUCTION OF MEMORIAL BIKE TRAIL FROM SAGE ST TO SOUTH ST ALONG ABANDONED RR LINE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	45.8	0.0	0.0	45.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	229.0	0.0	0.0	229.0	FED	183.2	0.0	0.0	183.2		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	229.0	0.0	0.0	229.0	TOTAL	229.0	0.0	0.0	229.0		
	851 (846)	CONSTRUCTION OF BICYCLE PATH AND LANDSCAPING ALONG THE LAKE GENEVA BYPASS (STH 120) FROM CTH H TO STH 50	EE	PE	18.0	0.0	0.0	18.0	LOCAL	3.6	14.9	0.0	18.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	74.5	0.0	74.5	FED	14.4	59.6	0.0	74.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	18.0	74.5	0.0	92.5	TOTAL	18.0	74.5	0.0	92.5		
	852 (847)	CONSTRUCT PHASE II BIKE TRAIL ALONG TOWN LINE RD CITY OF LAKE GENEVA WALWORTH COUNTY CMAQ	EE	PE	31.6	0.0	0.0	31.6	LOCAL	6.3	31.5	0.0	37.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	157.6	0.0	157.6	FED	25.3	126.1	0.0	151.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	31.6	157.6	0.0	189.2	TOTAL	31.6	157.6	0.0	189.2		
LYONS (TOWN)	853 (848)	BRIDGE REPLACEMENT ON SHERIDAN SPRINGS RD OVER WHITE RIVER TOWN OF LYONS LOCAL BRIDGE P-64-0073	OH	PE	41.4	0.0	0.0	41.4	LOCAL	8.3	31.0	0.0	39.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	155.0	0.0	155.0	FED	33.1	124.0	0.0	157.1		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	41.4	155.0	0.0	196.4	TOTAL	41.4	155.0	0.0	196.4		
WHITEWATER (CITY) (PART)	854 (849)	OPERATING ASSISTANCE FOR THE CITY OF WHITEWATER TAXI BASED TRANSIT SYSTEM: 2000	TI	PE	0.0	0.0	0.0	0.0	LOCAL	4.0	4.2	4.4	12.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	70.1	73.2	76.3	219.6		
				CONST	0.0	0.0	0.0	0.0	FED	60.7	63.4	66.1	190.2		
				OTHER	134.8	140.8	146.8	422.4	FTA 5311						
				TOTAL	134.8	140.8	146.8	422.4	TOTAL	134.8	140.8	146.8	422.4		
	855 (850)	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH CONNECTING THE UNIVERSITY OF WISCONSIN WHITEWATER WITH CITY OF WHITEWATER DOWNTOWN	EE	PE	0.0	0.0	0.0	0.0	LOCAL	56.0	0.0	0.0	56.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	280.0	0.0	0.0	280.0	FED	224.0	0.0	0.0	224.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	280.0	0.0	0.0	280.0	TOTAL	280.0	0.0	0.0	280.0		

Source: SEWRPC.

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Appendix C

1988-2001 SOUTHEAST WISCONSIN DVMT SUMMARY
BASED ON HPMS UNIVERSE DATA

Year	KENOSHA	MILWAUKEE	OZAUKEE	RACINE	WALWORTH	WASHINGTON	WAUKESHA	Total	% Change	State % Chg.
1988	2,396,000	14,991,000	1,737,000	2,958,000	1,899,000	2,009,000	6,510,000	32,500,000		
1989	2,552,000	15,298,000	1,765,000	3,045,000	1,915,000	2,063,000	6,609,000	33,247,000	2.30%	1.78%
1990	2,731,000	15,756,000	1,835,000	3,321,000	2,172,000	2,177,000	6,712,000	34,704,000	4.38%	2.76%
1991	2,791,000	16,076,000	1,864,000	3,321,000	2,135,000	2,208,000	7,124,000	35,519,000	2.35%	2.67%
1992	2,913,000	16,380,000	2,013,000	3,413,000	2,233,000	2,364,000	7,330,000	36,646,000	3.17%	4.49%
1993	2,875,000	17,328,000	2,130,000	3,542,000	2,280,000	2,504,000	7,777,000	38,436,000	4.88%	2.76%
1994	3,118,000	16,733,000	2,062,000	3,518,000	2,236,000	2,558,000	7,639,000	37,864,000	-1.49%	3.01%
1995	3,169,000	16,931,000	2,180,000	3,566,000	2,288,000	2,691,000	8,162,000	38,987,000	2.97%	2.23%
1996	3,119,800	16,988,500	1,990,000	3,631,300	2,334,300	2,739,800	8,248,900	39,052,800	0.17%	2.42%
1997	3,097,500	16,619,800	2,154,500	3,605,400	2,318,300	2,703,897	8,612,300	39,111,697	0.15%	2.07%
1998	3,142,600	16,612,700	2,272,500	3,688,000	2,451,000	2,790,100	8,802,300	39,759,200	1.66%	4.32%
1999	3,256,800	17,243,000	2,282,300	3,710,200	2,524,200	2,930,200	8,720,600	40,667,300	2.28%	1.63%
2000	3,244,200	17,550,400	2,290,000	3,694,900	2,539,700	3,051,300	8,938,100	41,308,600	1.58%	0.54%
2001	3,203,100	17,385,800	2,195,800	3,641,900	2,525,300	3,034,200	8,727,100	40,713,200	-1.44%	0.00%

Shading indicates year traffic counts taken. Milwaukee County an anomaly, with about one-third of county counted each year.

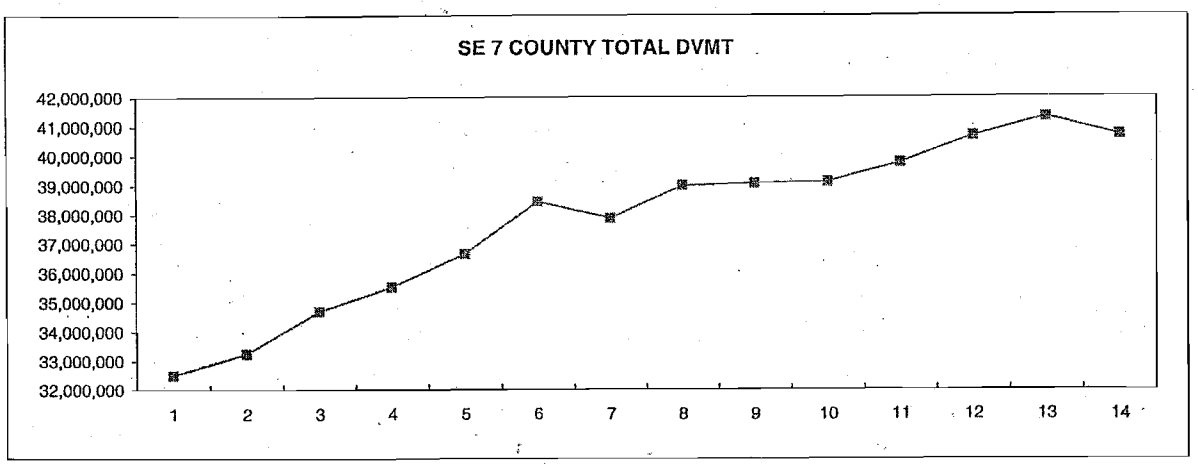
City of Milwaukee counts to state standards begun in 1993. HPMS revised in 1993.

Traffic counts for HPMS updated between actual count years by statewide growth factors.

1994 HPMS VMT for District 2, especially Milwaukee and Waukesha counties, probably low due to automation problems in getting count data to transfer between computer files correctly.

Estimates taken directly from HPMS master file, not adjusted to statewide control total.

Most important number for air quality purposes highlighted at bottom right.



SUMMARY: *Compound Annual Percentage Change Rates Between Actual Count Years for Each County*

	KENOSHA	MILWAUKEE	OZAUKEE	RACINE	WALWORTH	WASHINGTON	WAUKESHA	TOTAL	TOTAL - Walworth	Total (Best Data)
Period	1990-99	1990-2001	1992-2001	1990-99	1990-99	1992-2001	1991-2000	1990-2001	1990-2001	1990-2001
Annual Rate	1.98%	0.90%	0.97%	1.24%	1.68%	2.81%	2.28%	1.46%	1.47%	1.48%

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Appendix D

REVIEW AND REAFFIRMATION OF YEAR 2020 REGIONAL LAND USE AND TRANSPORTATION PLANS AND EXTENSION OF PLAN DESIGN YEAR TO 2025

INTRODUCTION

The year 2020 regional transportation system plan was adopted by the Regional Planning Commission in December 1997. The plan was reviewed and reaffirmed by the Commission early in the year 2000. In addition, the Commission's regional transportation planning process, and regional transportation plan, underwent a Federal certification review in 2001 and 2002, and have been certified by the U. S. Department of Transportation, Federal Highway and Transit Administrations as fully meeting federal transportation planning requirements.

This report documents another review and reaffirmation of the year 2020 regional transportation plan, and provides an interim extension of the plan design year to 2025. The Commission has initiated a major review and reevaluation of the regional land use and transportation plans; however, much of the data to support this effort will not be available until sometime in mid-to-late 2003, and the major review and reevaluation will not be completed until late 2005. Thus, this review and reaffirmation of the regional land use and transportation plans, and the interim extension of design year to 2025, will be valid for about three years.

The following sections of this memorandum document this review and reaffirmation of the year 2020 regional land use and transportation system plans. The document includes a review of the year 2020 plan, including a review of the year 2020 plan recommendations, a review of the forecasts and plans for regional growth and development which provide the framework for the regional transportation system plan, a review of transportation trends since the completion of the year 2020 regional transportation system plan in December 1997 based on available data, and a review of the status of implementation of the year 2020 regional transportation system plan. Following a reaffirmation of the validity of the year 2020 plan based upon this review, the report includes the proposed extension of the plan to the year 2025 with respect to demographic and economic forecasts, regional land use plan, and regional transportation plan.

REGIONAL LAND USE AND TRANSPORTATION SYSTEM PLANS FOR SOUTHEASTERN WISCONSIN: 2020

The year 2020 regional land use plan is documented in SEWRPC Planning Report No. 45, *A Regional Land Use Plan for Southeastern Wisconsin: 2020,* and the year 2020 regional transportation plan is documented in SEWRPC Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020.*

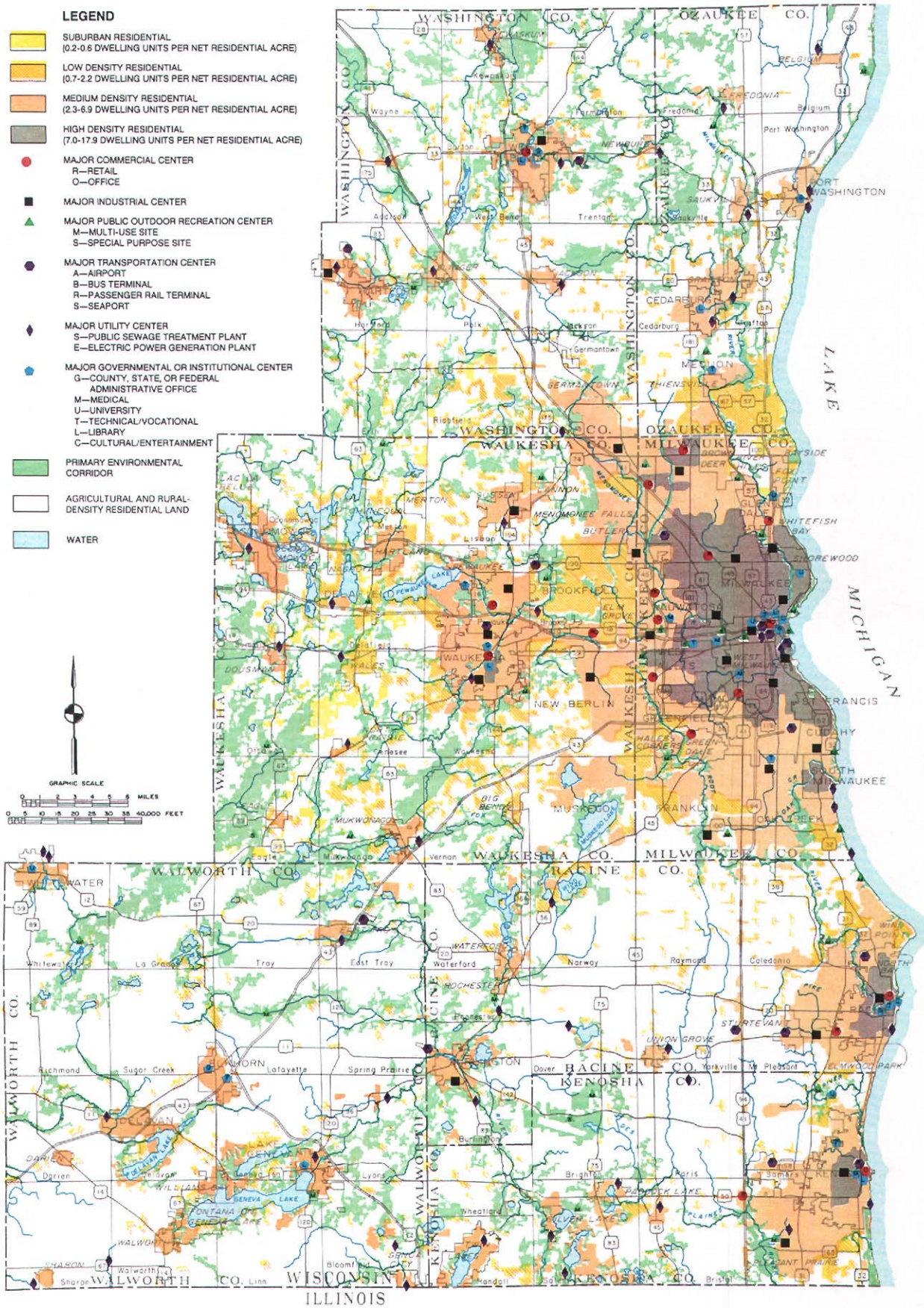
Land Use Plan

The regional land use plan recommends attainment of a centralized regional settlement pattern and seeks to reverse current land use development trends. The plan, as shown on Map 1, recommends stabilization and revitalization of the urban centers of the Region, particularly of the Milwaukee, Racine, and Kenosha urbanized areas. It recommends that new urban development be encouraged to occur largely as infill in existing urban centers, and in defined urban growth areas emanating outward from the existing urban centers of the Region. Moreover, new urban development in the defined urban growth areas is proposed to occur at densities which can efficiently and effectively support essential urban services, including water supply, sanitary sewerage, and public transit.

The plan also seeks to discourage and reduce urban sprawl, which typically involves use of onsite sewage disposal and water supply facilities. Such decentralized development is costly and difficult, if not impossible, to serve efficiently with public transit, and reduces the potential for carpooling. In addition, the number of trips required to serve such development and the length of those trips may be expected to be higher than for comparable centralized development. Urban development occurring in a scattered, low-density pattern also results in a demand for urban facilities and services, such as improved highways, throughout a widespread area of mixed rural-urban land uses, and can result in conflicts with, and diseconomies for, remaining agricultural uses.

Although the land use plan envisions continued reliance on the private land market as the major determinant of the location, density, and character of future land use development within the Region, it proposes to influence the operation of that market and its effects on land use development through public land use development regulations in order to promote a more orderly and economic regional development pattern, to avoid intensification of existing and the creation of new areawide developmental and environmental problems, and to achieve a more healthful and attractive, as well as more efficient, regional settlement pattern.

ADOPTED LAND USE PLAN FOR THE SOUTHEASTERN WISCONSIN REGION: 2020



The plan also seeks to influence the operation of the private land market in three significant ways. First, the plan recommends that urban development be encouraged to occur only in those areas of the Region which are covered by soils suitable for such development; which are not subject to special hazards, such as flooding and shoreline erosion; and which can be readily served by essential municipal facilities and services, including centralized public sanitary sewerage, water supply, and public transit service. The plan further recommends that new residential development in the defined urban growth areas occur primarily in planned neighborhoods at medium urban densities, averaging about five dwelling units per net residential acre. In this respect, the plan seeks to moderate the declining trend in urban population density experienced within the Region. The plan envisions a total of 27 major industrial centers and 18 major commercial centers within existing urban areas and areas proposed to be converted to urban use by the plan design year 2020.

Second, the plan recommends the protection of all remaining primary environmental corridors of the Region from intrusion by incompatible urban development, and discourages the location of urban development, as well, in the secondary environmental corridors and isolated natural areas. The primary environmental corridors encompass only about 17 percent of the total area of the Region and include all the major lakes and streams and most of the associated undeveloped shorelands and floodlands; most of the best remaining woodlands, wetlands, and wildlife habitat areas; areas with rough topography and significant geologic formations; most of the best remaining sites having scenic, historic, and scientific value; the major groundwater recharge and discharge areas; and many existing park sites and most of the best remaining potential park sites. The preservation of these corridors is important to the maintenance of a high level of environmental quality in the Region, to the protection of its natural beauty and cultural heritage, and to the provision of opportunities for certain scientific, educational, and recreational activities. The exclusion of urban development from these corridors will also prevent the creation of serious and costly development problems, such as wet and flooded basements, pavement and building foundation failures, and excessive clearwater infiltration and inflow into sanitary sewerage facilities.

Third, the plan recommends the retention in essentially rural use of almost all remaining prime agricultural lands, consisting of the most productive farmlands and units in the Region. Protection and preservation of this prime agricultural land is recommended not only for economic reasons, but also to assure the wholesomeness of the future regional environment and to contribute to the preservation of the unique cultural heritage of the Region, as well as of its natural beauty.

Although the adopted regional land use plan contains many other recommendations for guiding land use development within the Region into a better settlement pattern, the three recommendations summarized above are the most important.

Transportation System Plan

The regional transportation system plan is designed to serve the regional land use plan and not a projection of current land use development trends toward further decentralization of population, employment, and urban land uses. All future needs for transit and highway improvements considered in regional transportation planning are derived from the future growth proposed in the regional land use plan. Thus, if transportation facilities and services do indeed promote land use development and redevelopment, implementation of the transportation system plan should promote implementation of the land use plan, which recommends a desirable pattern of future land use with respect to travel requirements.

The regional transportation system plan has been developed in concert with the principles of congestion management, including the definition of performance measures to establish congestion problems and to assist in the evaluation of alternative measures to address congestion and the evaluation and recommendation of alternative measures to resolve the identified congestion problems. The development and evaluation of transportation alternatives which would address existing and anticipated future traffic congestion problems was done in a disciplined way so as to ensure that highway capacity expansion projects were proposed for inclusion in the plan only as a last resort. Appropriate, detailed, quantified attention was paid to determining the extent to which a wide variety of transportation system management measures, including pricing, land use, traffic management, and transit, could be used to resolve congestion problems. Once that extent was determined, highway capacity improvement proposals were placed into the plan to resolve most, but not all, of the residual congestion problems.

The year 2020 transportation system plan has been developed to be fiscally constrained. The total costs of the transportation plan, including both capital and operating costs, are estimated and compared to existing expected available Federal, State, and local revenues, and any funding shortfalls are identified. This comparison of estimated plan costs and revenues indicates that the plan may be funded largely within existing revenues. This finding is consistent with the substantial progress made during the last few years in plan implementation with respect to both public transit and arterial streets and highways, and with the increased Federal highway and transit funding being provided to the State of Wisconsin and the Southeastern Wisconsin Region as a result of ISTEA and its reauthorization. The year 2020 transportation system plan has three principal components: public transit, transportation systems management, and arterial streets and highways. These three components are described in the following sections.

Public Transit

The regional transportation system plan calls for major increases in the levels of rapid and express transit service provided within the Region, as well as increases in the level of local service provided (see Table 1). The plan

proposes the development of a true system of rapid and express transit routes integrated with local transit service. Rapid transit routes would operate within all major travel corridors oriented to the Milwaukee central business district (CBD), with express transit operating over a grid pattern of routes largely within Milwaukee County. In total, the plan proposes an approximately 70 percent increase in transit service as measured by vehicle-miles of service, from the 65,000 vehicle-miles of such service provided in 1995 to 111,500 vehicle-miles in 2020. This

Table 1

TRANSIT SYSTEM OPERATING CHARACTERISTICS IN THE REGION: 1995 AND 2020 RECOMMENDED PLAN

Transit Service Characteristics	Existing 1995[b]	Recommended Plan
Round-Trip Route Length (miles)		
Rapid Routes	523	1,360
Express Routes	437	430
Local Routes		
Kenosha Urbanized Area	192	210
Milwaukee Urbanized Area	1,135	1,530
Racine Urbanized Area	186	200
Subtotal	1,513	1,940
Total	2,473	3,730
Average Weekday Vehicle Requirements[a]		
Peak Period	537	819
Midday Off-Peak Period	286	375
Revenue Vehicle-Miles (average weekday)		
Rapid	3,800	14,700
Express	5,400	21,500
Local	55,800	75,300
Total	65,000	111,500
Revenue Vehicle-Hours (average weekday)		
Rapid	200	600
Express	310	1,400
Local	4,730	6,600
Total	5,240	8,600

[a] *Represents only the vehicles required for daily system operation. Excludes vehicles needed as spare or backup.*

[b] *Transit vehicle-miles of service in Southeastern Wisconsin increased by over 20 percent from about 65,000 vehicle-miles of service in 1995 to 80,000 vehicle-miles of service in 2001, with the bulk of the expansion between 1997 and 2001. Service expansion included the initiation of new service between Milwaukee County and Ozaukee and Washington Counties, new evening service in the Waukesha and Racine areas, and additional service in Milwaukee and Waukesha Counties, including in the IH 94 East-West travel corridor. It is estimated that transit vehicle-miles of service declined in 2002 to about 76,000 vehicle-miles of service, and will decline in 2003 to about 72,600 vehicle-miles of service. This estimated decline in transit service is principally in the Milwaukee, Waukesha, and Washington County transit systems and includes reductions in service frequency, route restructuring and cutbacks, and elimination of selected routes. The estimated amount of transit service expected to be provided on an average weekday in 2003 represents about a 12 percent increase in service since 1995. The transit service element of the plan may be considered consistent with, or slightly ahead of, the implementation schedule in the year 2020 plan; however, to stay on schedule in future years will require stabilization of transit service levels in the next few years and then a return to annual increases in transit service as did occur in the mid to late 1990s.*

Source: SEWRPC.

increase embodies the combined effects of proposed improvements in the frequency of operation of rapid and express and local transit and the additions and extensions of rapid, express, and local transit routes. The transit recommendations are shown in graphic summary form on Maps 2 and 3.

Rapid Transit

The plan recommends that existing freeway flyer bus service within the Region continue to be operated from the Milwaukee CBD southwesterly to the Village of Mukwonago; westerly to the Cities of Waukesha and Oconomowoc; northwesterly to the Villages of Germantown and Jackson and to the Cities of Hartford and West Bend; and northerly to the Cities of Mequon, Cedarburg, and Port Washington. The plan also proposes the enhancement of the level of freeway flyer bus service provided in these corridors. The plan also calls for the expansion of such service in the south corridor to the Cities of Racine and Kenosha. The network of rapid transit routes is shown in red on Map 2. The planned rapid transit system would serve intermediate stations spaced about every three to five miles and would provide service in both directions during both peak periods.

The plan recommends that the number of rapid transit revenue vehicle-miles of service provided be increased by 11,900 vehicle-miles, from 3,800 in 1995 to 14,700 by 2020. Similarly, the plan recommends that the number of rapid transit revenue vehicle-hours of service be increased by 400 vehicle-hours, from 200 in 1995 to 600 by 2020.

The rapid transit service provided under the recommended plan would operate primarily during peak periods, from 6:00 a.m. to 8:30 a.m. and from 3:30 p.m. to 6:30 p.m. on weekdays. Midday service would be provided over some routes, with limited weekend and evening service. Headways on the rapid transit system would range from five to 30 minutes during peak periods to 30 to 60 minutes during off-peak periods over those routes provided with service during the midday and evening.

The fares for rapid transit service would remain at the current 1997 levels, adjusted only for future general price inflation. The freeway flyer rapid transit bus fare for a trip within Milwaukee County would be $1.60. The fare charged for a trip between points within Milwaukee County and the limits of the Milwaukee urbanized area would be $2.10. The fare charged for a trip between the Milwaukee CBD and the outer limits of the rapid transit system would be $3.10.

Map 2

PUBLIC TRANSIT ELEMENT OF THE ADOPTED REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN: 2020

RAPID TRANSIT SERVICE

BUS SERVICE IN MIXED TRAFFIC ON FREEWAYS AND SURFACE ARTERIAL STREETS AND HIGHWAYS

EXPRESS TRANSIT SERVICE

BUS SERVICE IN MIXED TRAFFIC OR EXCLUSIVE LANES ON SURFACE ARTERIAL STREETS AND HIGHWAYS

TRANSIT STATIONS

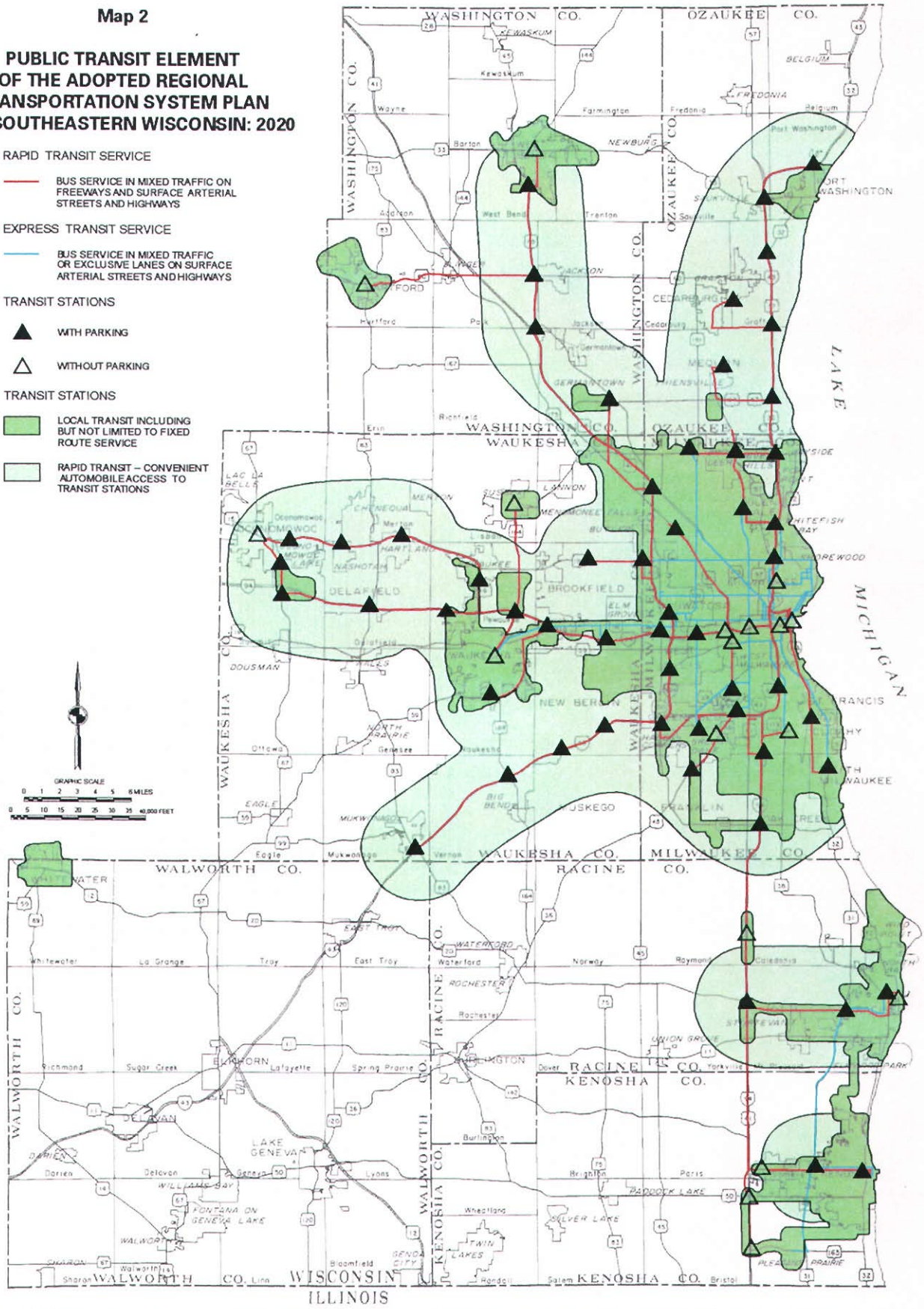
WITH PARKING

WITHOUT PARKING

TRANSIT STATIONS

LOCAL TRANSIT INCLUDING BUT NOT LIMITED TO FIXED ROUTE SERVICE

RAPID TRANSIT – CONVENIENT AUTOMOBILE ACCESS TO TRANSIT STATIONS



Under the regional transportation system plan, rapid transit commuter rail facilities and express transit light rail facilities would be considered as alternatives to motor-bus transit service over arterial street and highway lanes. Consideration of such fixed-guideway transit service facilities would be initiated as part of federally required detailed transit planning alternatives analysis studies for each of the corridors identified under the plan. The potential corridors for commuter rail and light rail facilities are shown on Map 3. The implementation of these fixed-guideway transit facilities would depend upon the outcome of the corridor studies. Upon completion of each study, the local units of government concerned--particularly, the potential transit operator involved--the Wisconsin Department of Transportation, and the Regional Planning Commission would have to affirm the study findings and, if necessary, amend the regional transportation system plan.

Source: SEWRPC

Map 3

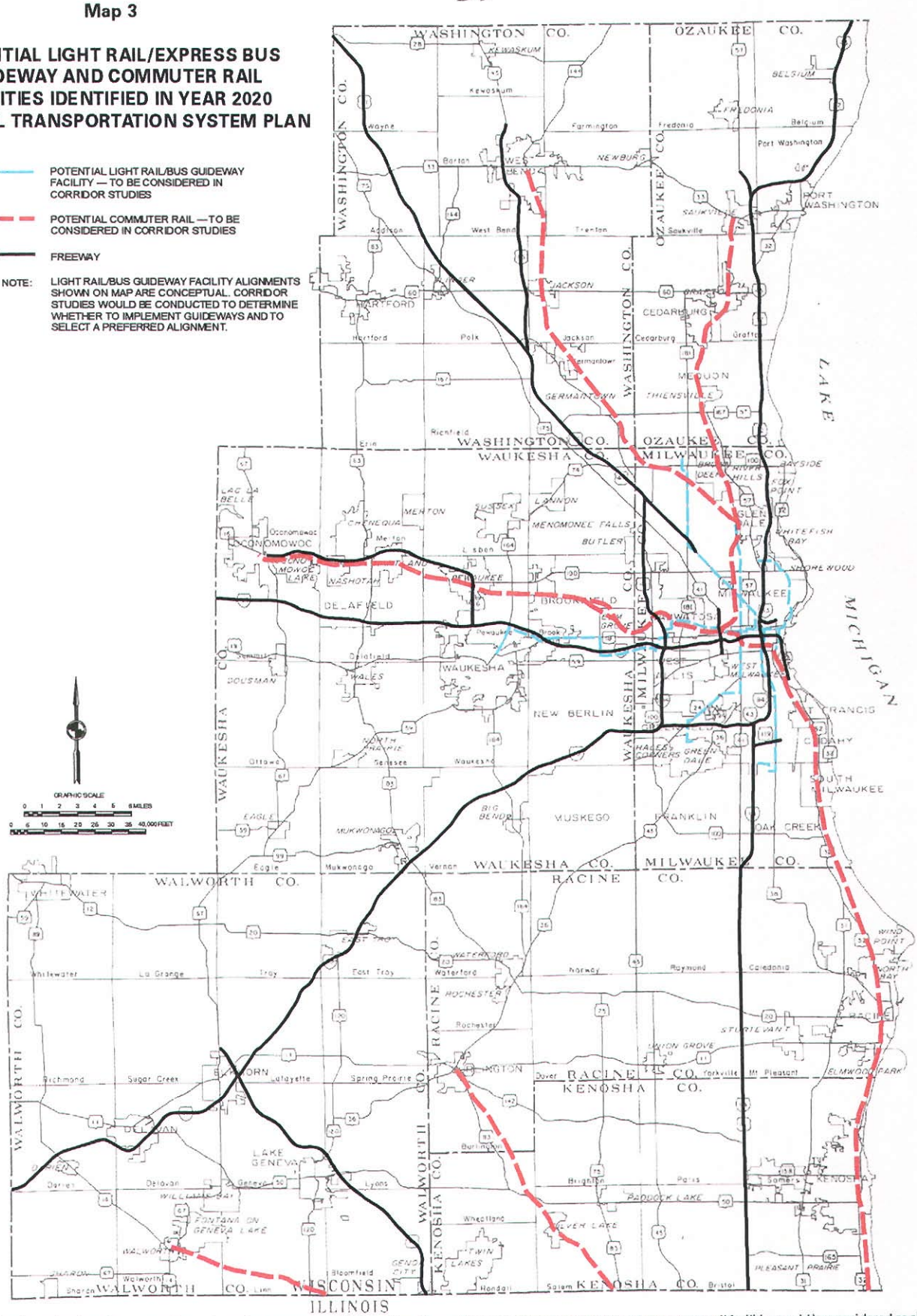
POTENTIAL LIGHT RAIL/EXPRESS BUS GUIDEWAY AND COMMUTER RAIL FACILITIES IDENTIFIED IN YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN

POTENTIAL LIGHT RAIL/BUS GUIDEWAY FACILITY — TO BE CONSIDERED IN CORRIDOR STUDIES

POTENTIAL COMMUTER RAIL — TO BE CONSIDERED IN CORRIDOR STUDIES

FREEWAY

NOTE: LIGHT RAIL/BUS GUIDEWAY FACILITY ALIGNMENTS SHOWN ON MAP ARE CONCEPTUAL. CORRIDOR STUDIES WOULD BE CONDUCTED TO DETERMINE WHETHER TO IMPLEMENT GUIDEWAYS AND TO SELECT A PREFERRED ALIGNMENT.



Under the adopted regional transportation system plan express transit light-rail and bus guideway facilities and rapid transit commuter rail facilities could be considered as alternatives to motor-bus transit service in mixed traffic over arterial street and highway lanes. Consideration of such fixed-guideway transit service facilities would be initiated as part of federally required detailed planning transit alternatives analysis studies for each of the identified corridors. The addition of these potential fixed guideway transit facilities to the regional plan, and the ultimate implementation of these fixed guideway transit facilities, depends upon the outcome of the corridor studies. Upon completion of a study, the local units of government concerned -- specifically, the transit operator concerned -- the Wisconsin Department of Transportation and the Regional Planning Commission would have to affirm the study findings, determine to pursue guideway implementation, and, as necessary, amend the regional transportation system plan.

Source: SEWRPC

The plan identifies a potential system of commuter-rail passenger service lines as an alternative to freeway flyer bus rapid transit service in four major Milwaukee-oriented travel corridors: from Milwaukee through the Cities of St. Francis, Cudahy, South Milwaukee, Oak Creek, and Racine to the City of Kenosha and to Chicago over the Canadian Pacific Railway and Union Pacific Railroad lines; from Milwaukee through the City of Wauwatosa, Village of Elm Grove, City of Brookfield, Village of Pewaukee, Village of Hartland, City of Delafield, and Village of Nashotah to the City of Oconomowoc over the Canadian Pacific Railway lines; from Milwaukee through the Villages of Germantown and Jackson to the City of West Bend over the Canadian Pacific Railway, Wisconsin & Southern Railroad, Union Pacific Railroad, and Canadian National Railway lines; and from Milwaukee through the Village of Brown Deer, City of Cedarburg, and Village of Grafton to the Village of Saukville over the Canadian Pacific Railway, Wisconsin & Southern Railroad, and Canadian National Railway lines (see Map 3). The plan also recognizes the potential to provide commuter-rail passenger service in two Chicago-oriented corridors: from the Village of Walworth through Fox Lake, Illinois, to Chicago over Wisconsin & Southern Railroad and Metra railway lines, and from the City of Burlington through the Village of Silver Lake and Antioch, Illinois, to Chicago over Canadian National Railway lines. Corridor transit alternatives analysis studies would be required for these potential commuter rail facilities and services; as a result, these facilities and services are not explicitly included in the regional plan. Consideration of commuter rail transit service would be initiated as part of Federally required detailed planning transit alternatives analysis studies for each of the identified corridors. The addition of these commuter rail facilities to the regional plan, and their ultimate implementation, depends upon the outcome of the corridor studies. Upon completion of a study, the local units of government concerned—specifically, the transit operator concerned—the Wisconsin Department of Transportation and the Regional Planning Commission would have to affirm the study findings, determine to pursue commuter rail implementation, and amend the regional transportation system plan. Feasibility studies—a precursor to alternatives analysis studies—have been completed in two potential commuter rail corridors—Burlington to Chicago, and Walworth to Chicago—and have been completed in the Milwaukee to Kenosha corridor. A corridor transit alternatives analysis study is underway in the Milwaukee to Kenosha and Chicago corridor.

The plan also recognized the potential to establish exclusive busway facilities (see Map 31 of SEWRPC Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020.*) These facilities would be located within, or parallel to, the most heavily congested freeway corridors. The ultimate decision concerning the provision of such facilities would also be made following detailed corridor alternatives analysis study/preliminary engineering study/final environmental impact statement of the corridors. Therefore, these facilities have not been explicitly included in the regional transportation plan.

Express Transit

The regional transportation system plan recommends that 12 regular express transit bus routes be provided in a grid pattern, largely within Milwaukee County. Within the Milwaukee urbanized area, the express transit would be provided in major travel corridors to connect major activity centers, including the Milwaukee CBD and high- and medium-density residential areas. One express transit route would also connect the CBD's of the Cities of Racine and Kenosha. The planned express routes are shown in blue on Map 2. Express route stop spacing would range from one-quarter mile to one-mile, and generally average one-half-mile between stops.

Under the plan, the extent of express transit service would be significantly expanded through the provision of a grid of express routes. The frequency of operation of transit vehicles over the express routes would also be significantly increased. As shown in Table 1, the number of vehicle-miles provided on an average weekday would increase by 16,100 vehicle-miles, from about 5,400 in 1995 to about 21,500 in 2020. Similarly, vehicle-hours of express service provided on an average weekday would increase by 1,090 vehicle-hours, from 310 in 1995 to 1,400 in 2020.

Express transit service would be provided on weekdays from 6:00 a.m. to 6:00 p.m. on all routes and during weekday evenings and weekends on some routes. Peak-period headways would range from five to 15 minutes in the Milwaukee urbanized area and extend to 30 minutes on the route connecting Racine and Kenosha. Off-peak headways would range from 20 to 30 minutes within the Milwaukee urbanized area to 60 minutes on the Racine-Kenosha route. Express transit fares would remain at 1997 levels, $1.35 in Milwaukee County and $1.00 on the Racine-Kenosha route. It is assumed that these fares would increase with general price inflation over the plan design period.

Five travel corridors are identified in the plan as having potential for light-rail express or express bus guideway transit service and would represent upgrading of the proposed express bus transit routes. (See Map 3). The ultimate decision concerning the provision of light-rail or express bus guideway facilities in these corridors would be determined in Federally required alternative analysis studies/preliminary engineering studies/final environmental impact statements. Therefore, these facilities have not been explicitly included in the regional transportation plan. Consideration of light rail and express bus guideway transit service facilities would be initiated as part of federally required detailed planning transit alternatives analysis studies for each of the identified corridors. The addition of light rail and express guideway transit facilities to the regional plan, and the ultimate implementation of these fixed guideway transit facilities, depends upon the outcome of the corridor studies. Upon completion of a study, the local units of government concerned—specifically, the transit operator concerned—the Wisconsin Department of Transportation and the Regional Planning Commission would have to

affirm the study findings, determine to pursue light rail or bus guideway implementation, and amend the regional transportation system plan. The potential light-rail or express bus guideway facilities are envisioned to operate with preferential treatment over reserved street lanes within street rights-of-way or over exclusive rights-of-way, such as along railway or former electric interurban railway rights-of-way. Light-rail and express bus guideway operating characteristics may be expected to vary, depending upon the type of right-of-way and adjacent development and attendant station spacing, and may approach rapid transit operating characteristics. An alternatives analysis study considering a guided busway alternative is underway in the Milwaukee CBD including corridors to the west to Miller Park and to the north to the University of Wisconsin-Milwaukee.

Local Transit

The level of local service envisioned in the plan consists of buses operating over arterial and collector streets, with frequent stops for passenger boarding and alighting. As an alternative to buses providing local transit service, streetcars or trolleys could provide local transit service, as is done in the City of Kenosha today. Local fixed-route service would continue to be provided and would be extended within Milwaukee County and the Cities of Waukesha, Racine, and Kenosha and their environs. The plan recommends that the local transit operators undertake detailed implementation studies to identify the best way to provide for service enhancement and extensions, holding open the possibility of transit-center oriented local route systems, and route-deviation or demand-responsive systems to replace, in some areas, existing and potential extensions of grid route systems. As shown on Map 2, areas of expanded local transit service are generally located in southern and northern Milwaukee County and in the most heavily developed portions of Waukesha County. Under the plan, local transit service would operate over 75,300 vehicle-miles of service on an average weekday round trip route-miles within the Region, representing an increase of 19,500 vehicle-miles, or 35 percent, over the approximately 55,800 vehicle-miles provided in 1995.

The frequency of local transit service would be substantially improved over 1995 levels. Within Milwaukee County, peak-period headways on the major routes in the area south of Silver Spring Drive, east of 76th Street, and north of Layton Avenue would be improved from 10 to 40 minutes to 10 minutes. Peak-period headways in the Racine and Kenosha urban areas would be improved from 20 to 30 minutes to 15 to 30 minutes. Peak-period headways in the Waukesha urban area would be improved such that all routes would operate at 30-minute headways.

Under the plan, local transit fares would remain at 1997 levels, adjusted only for the effects of general price inflation. Accordingly, fares within Milwaukee County would be $1.35; within the Cities of Kenosha, Racine, and Waukesha, $1.00, increasing only with general price inflation. The plan also recognizes the need to provide local

transit service in the smaller urban communities of the Region, particularly through shared-ride taxi service, including the continuation of the shared-ride taxi services provided in the Cities of Hartford, Port Washington, West Bend, and Whitewater.

Arterial Street and Highway System

The planned arterial street and highway system in the Region in the year 2020 is summarized in Table 2. In 1995, the arterial street and highway system in the Region consisted of about 3,277 route-miles of facilities. Under the regional plan, the arterial system would be increased by about 323 route-miles, by the year 2020, to a total of 3,600 route-miles. The additional arterial mileage reflects primarily the conversion of existing nonarterial facilities to arterial function as urban development occurs within the Region. About 124 route-miles, or 3.5 percent of the proposed total arterial system mileage, would be added through new construction.

The recommended year 2020 arterial street and highway system for the Region identifies the number of traffic lanes to be provided on each segment of arterial street. Arterial facilities are identified as having either two, four, six, or eight lanes. The number of lanes identified refers to through travel lanes, that is, those lanes that would carry traffic directly through intersections. Thus, the number does not include any auxiliary traffic lanes provided at intersections for left- and right-turning movements, or any auxiliary lanes provided along the facility for vehicle parking, or for use by vehicles in distress. The roadway cross-section to be selected for each roadway improvement project—whether or not the roadway would include turn lanes, auxiliary lanes, and a median—would be determined by the State, county, and local government implementing agencies following their conduct of preliminary engineering. The preliminary engineering study would, as well, determine whether the proposed roadway improvement would, or would not, be implemented.

The plan recommended arterial street and highway system capacity improvement and expansion to add traffic lanes to the existing arterial street system are shown for each county on Maps 4 through 10.

System Expansion: Constructing New Facilities

System expansion consists of all projects which would significantly increase the capacity of the existing system through construction of new facilities. The plan would provide for the construction of 124 route-miles of new arterial facilities. These include such long-planned facilities as the STH 16 bypass of Oconomowoc, the completion of the Waukesha bypass, and the STH 36 bypass of Burlington, and also the extension of Canal Street in Milwaukee. In all, proposed new arterial street and highway facilities would represent about 3.5 percent of the total planned arterial route-miles in the year 2020.

Table 2

ARTERIAL STREET AND HIGHWAY SYSTEM PRESERVATION, IMPROVEMENT, AND EXPANSION BY ARTERIAL FACILITY TYPE BY COUNTY: 2020 REGIONAL TRANSPORTATION SYSTEM PLAN[a,b]

County	System Preservation (miles)	System Improvement (miles)	System Expansion (miles)	Total Miles
Kenosha				
Freeway	12.0	0.0	0.0	12.0
Standard Arterial	290.3	44.8	8.5	343.6
Subtotal	302.3	44.8	8.5	355.6
Milwaukee				
Freeway	62.4	4.4	0.0	66.8
Standard Arterial	679.9	40.3	10.3	730.5
Subtotal	742.3	44.7	10.3	797.3
Ozaukee				
Freeway	23.2	4.0	0.0	27.2
Standard Arterial	223.9	47.7	7.0	278.6
Subtotal	247.1	51.7	7.0	305.8
Racine				
Freeway	12.0	0.0	0.0	12.0
Standard Arterial	342.0	50.6	21.5	414.1
Subtotal	354.0	50.6	21.5	426.1
Walworth				
Freeway	48.9	0.0	16.7	65.6
Standard Arterial	361.0	36.7	17.8	415.5
Subtotal	409.9	36.7	34.5	481.1
Washington				
Freeway	42.8	0.0	0.0	42.8
Standard Arterial	348.2	43.6	21.8	413.6
Subtotal	391.0	43.6	21.8	456.4
Waukesha				
Freeway	59.0	1.0	5.7	65.7
Standard Arterial	555.2	141.6	15.0	711.8
Subtotal	614.2	142.6	20.7	777.5
Region				
Freeway	260.3	9.4	22.4	292.1
Standard Arterial	2,800.5	405.3	101.9	3307.7
Total	3,060.8	414.7	124.3	3599.8

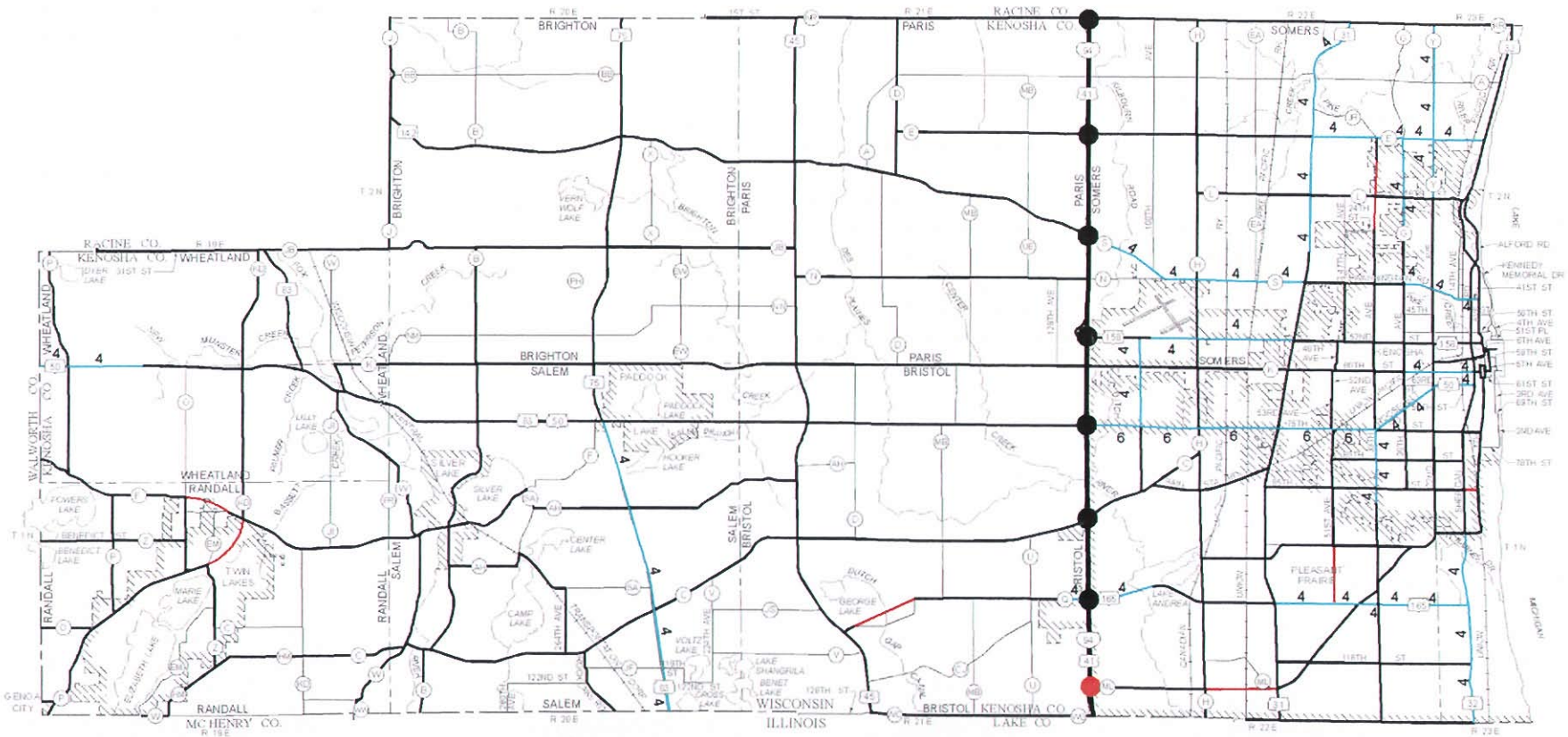
[a]*To date, since the completion of the year 2020 plan in 1997, an estimated 81 miles of the 539 miles of system improvement and expansion have been completed.*

[b]*Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible state, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a planned project will proceed to implementation will be made by the responsible state, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.*

Source: SEWRPC

Map 4

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN KENOSHA COUNTY: 2020[a]



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 — NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW
- EXISTING

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED ALONG STH 158 FROM IH 94 TO STH 31 TO ACCOMMODATE ITS ULTIMATE IMPROVEMENT TO SIX TRAVEL LANES.

2. SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED ALONG CTH K FROM IH 94 TO STH 31 TO ACCOMMODATE ITS ULTIMATE IMPROVEMENT TO SIX TRAVEL LANES.

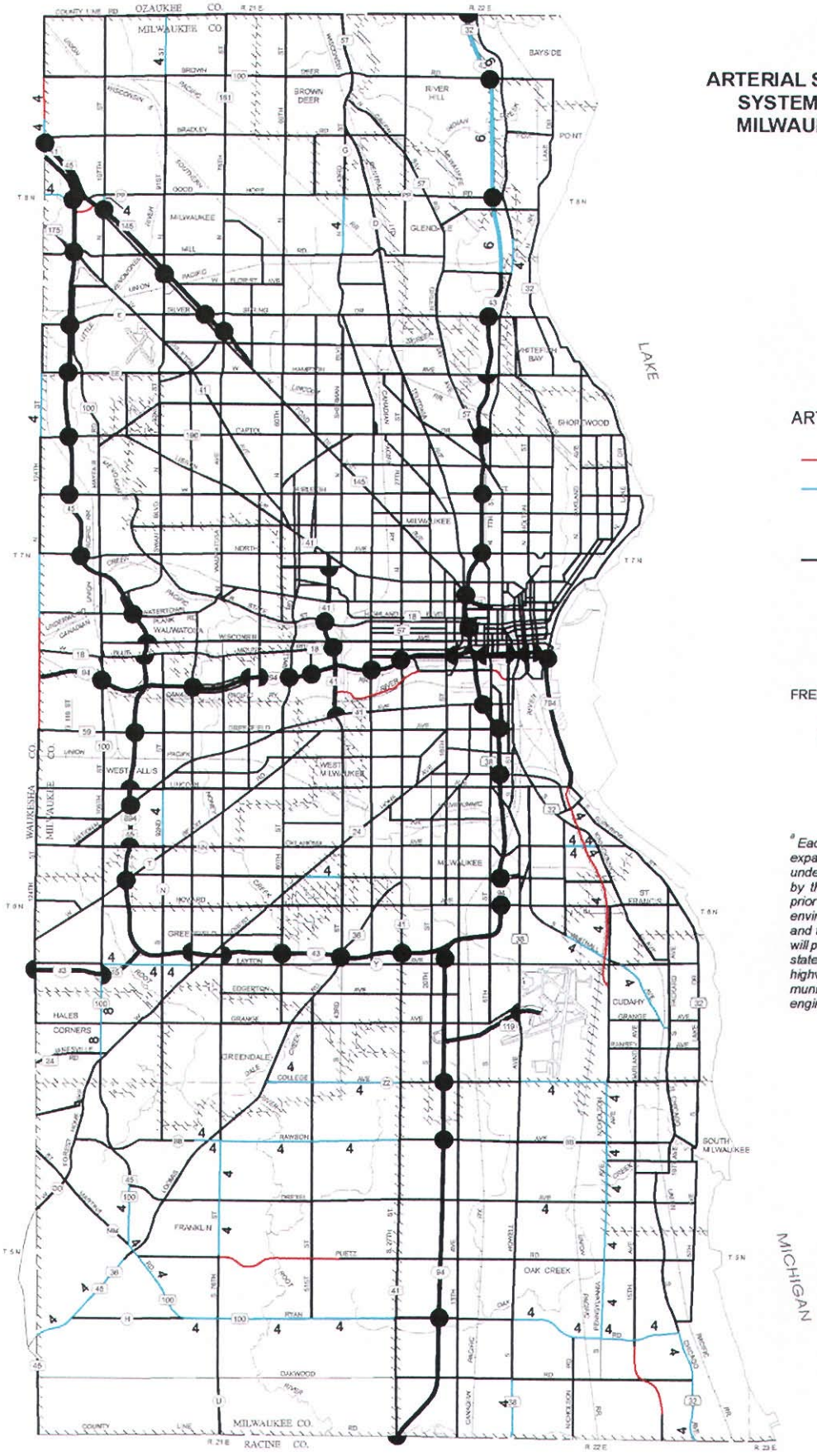
3. AS IMPROVEMENTS ARE MADE TO IH 94, THE FRONTAGE ROADS ALONG IH 94, AND THE HIGHWAY FACILITIES WHICH INTERCHANGE WITH OR CROSS IH 94, THE ULTIMATE IMPROVEMENT OF IH 94 TO EIGHT TRAVEL LANES SHOULD BE TAKEN INTO CONSIDERATION.

4. AS IMPROVEMENTS ARE MADE TO IH 94 AND THE FRONTAGE ROADS ALONG IN 94 IN THE VICINITY OF CTH K, THE ULTIMATE PROVISION OF AN INTERCHANGE WITH CTH K SHOULD BE TAKEN INTO CONSIDERATION.

5. AS URBAN DEVELOPMENT PROCEEDS ON LANDS ABUTTING CTH KR BETWEEN IH 94 AND STH 32, SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED FOR THE ULTIMATE IMPROVEMENT OF CTH KR TO FOUR TRAVEL LANES.

[a] *Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible state, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible state, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.*

Source: SEWRPC.



Map 5

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN MILWAUKEE COUNTY: 2020[a]

ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- EXISTING

[a] *Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible state, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible state, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.*

GRAPHIC SCALE

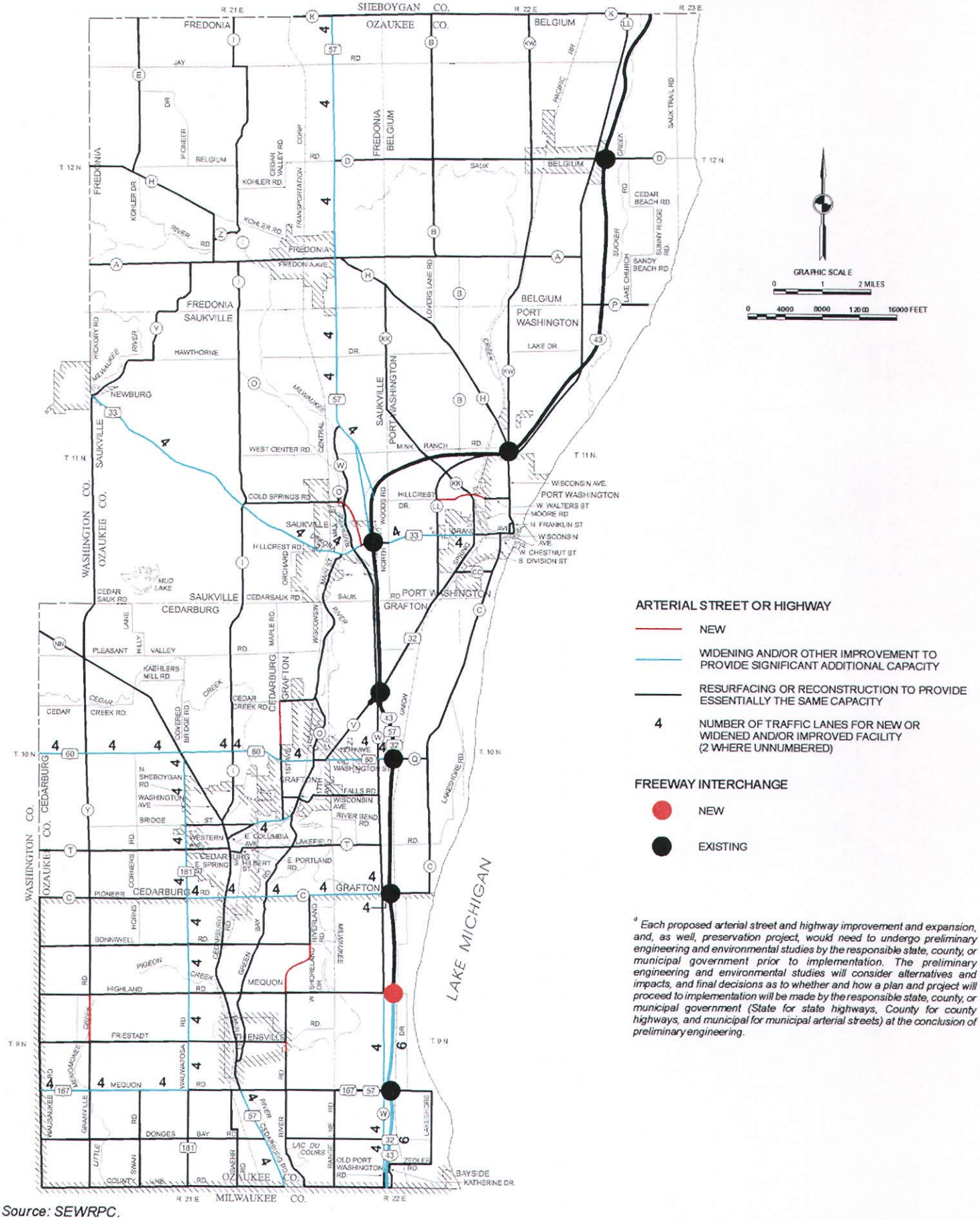
0 1 2 MILES

0 4000 8000 12000 16000 FEET

Source: SEWRPC.

Map 6

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN OZAUKEE COUNTY: 2020[a]

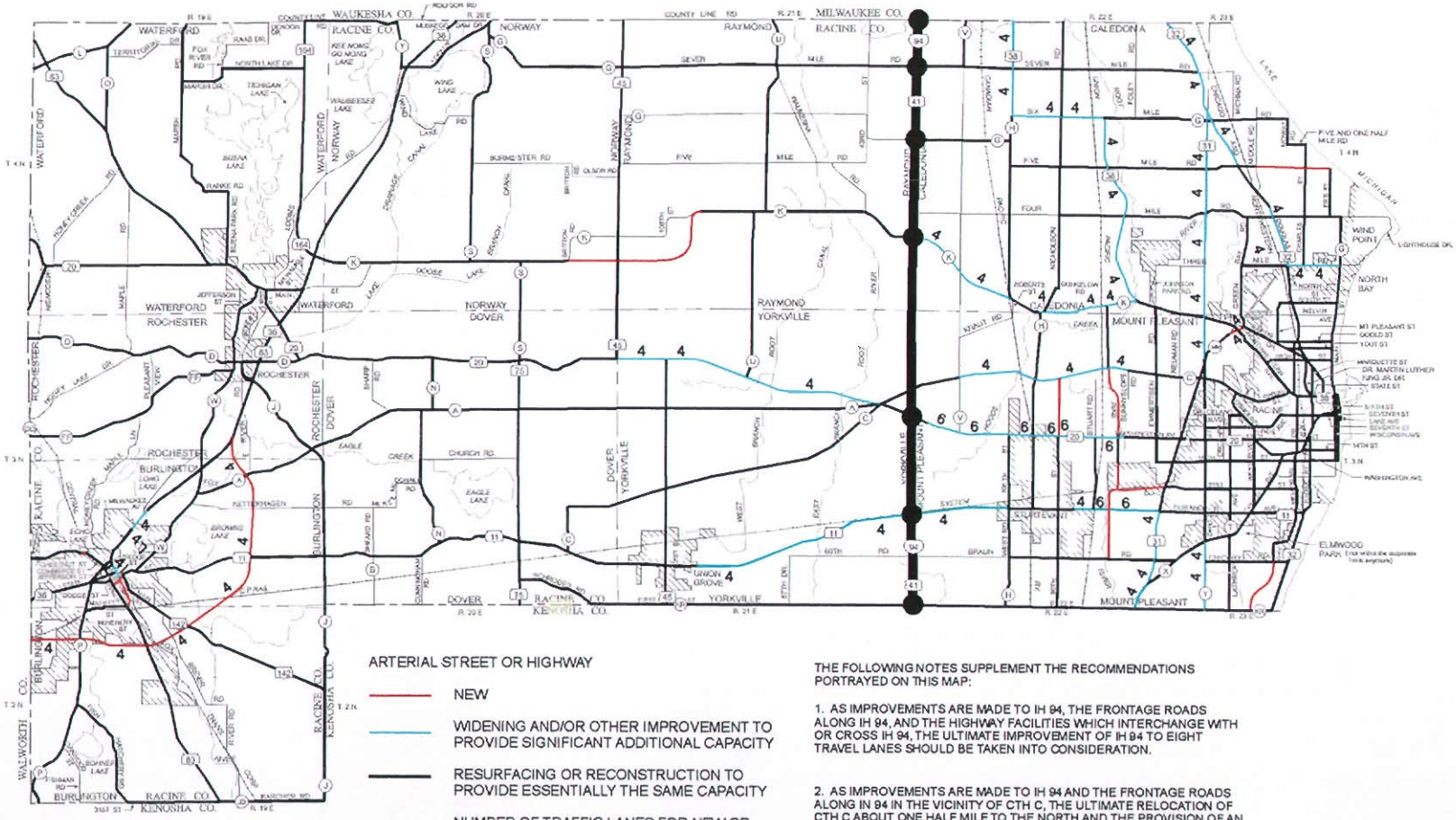


[a] *Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible state, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible state, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.*

Source: SEWRPC.

Map 7

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN RACINE COUNTY: 2020[a]



ARTERIAL STREET OR HIGHWAY

NEW

WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY

RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY

4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

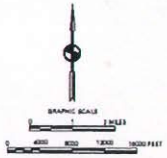
EXISTING

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. AS IMPROVEMENTS ARE MADE TO IH 94, THE FRONTAGE ROADS ALONG IH 94, AND THE HIGHWAY FACILITIES WHICH INTERCHANGE WITH OR CROSS IH 94, THE ULTIMATE IMPROVEMENT OF IH 94 TO EIGHT TRAVEL LANES SHOULD BE TAKEN INTO CONSIDERATION.

2. AS IMPROVEMENTS ARE MADE TO IH 94 AND THE FRONTAGE ROADS ALONG IN 94 IN THE VICINITY OF CTH C, THE ULTIMATE RELOCATION OF CTH C ABOUT ONE HALF MILE TO THE NORTH AND THE PROVISION OF AN INTERCHANGE WITH IH 94 AT THAT LOCATION SHOULD BE TAKEN INTO CONSIDERATION.

3. AS URBAN DEVELOPMENT PROCEEDS ON LANDS ABUTTING CTH KR BETWEEN IH 94 AND STH 32, SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED FOR THE ULTIMATE IMPROVEMENT OF CTH KR TO FOUR TRAVEL LANES.

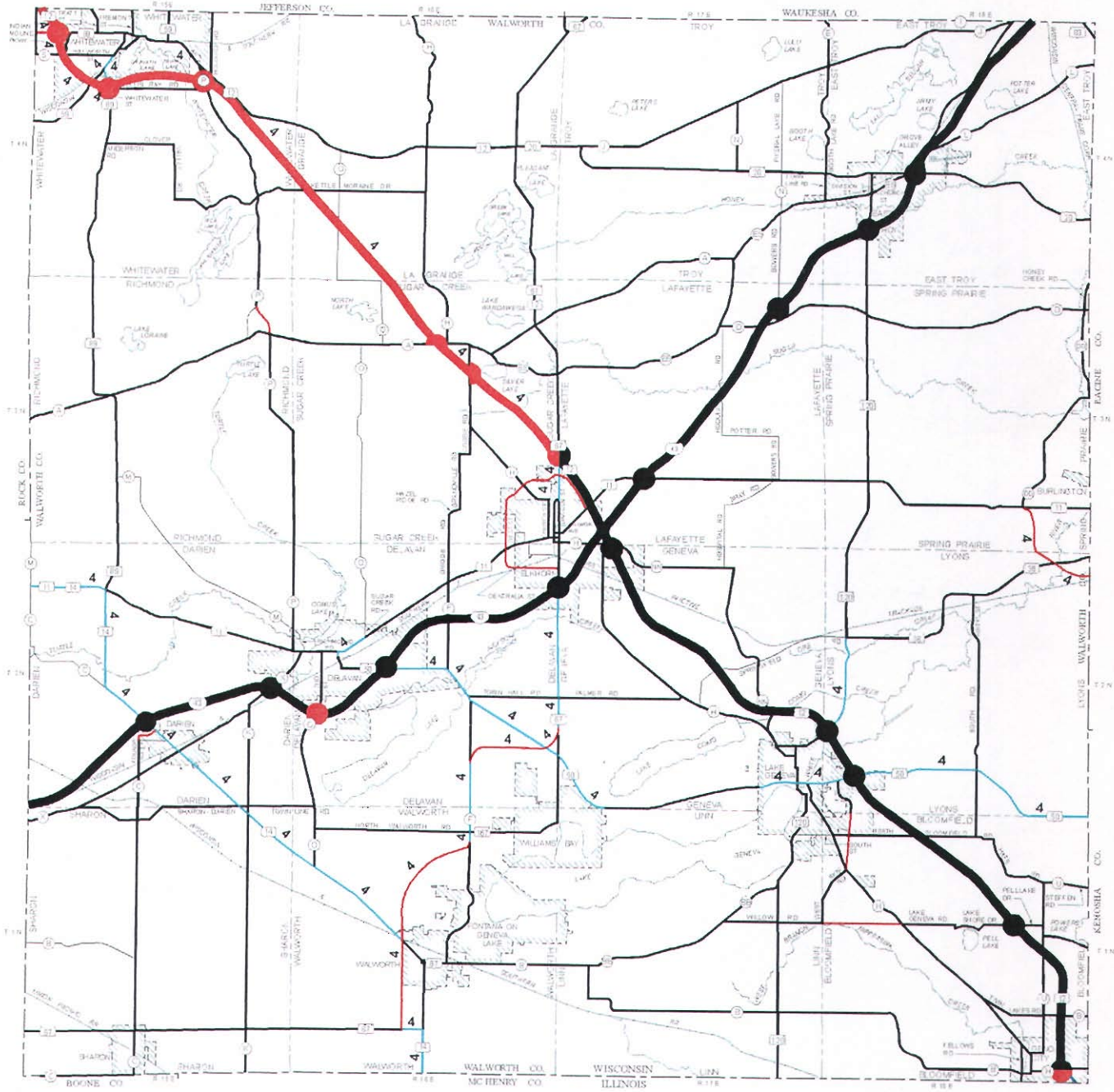


[a] *Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible state, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible state, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.*

Source: SEWRPC

Map 8

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WALWORTH COUNTY: 2020[a]



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

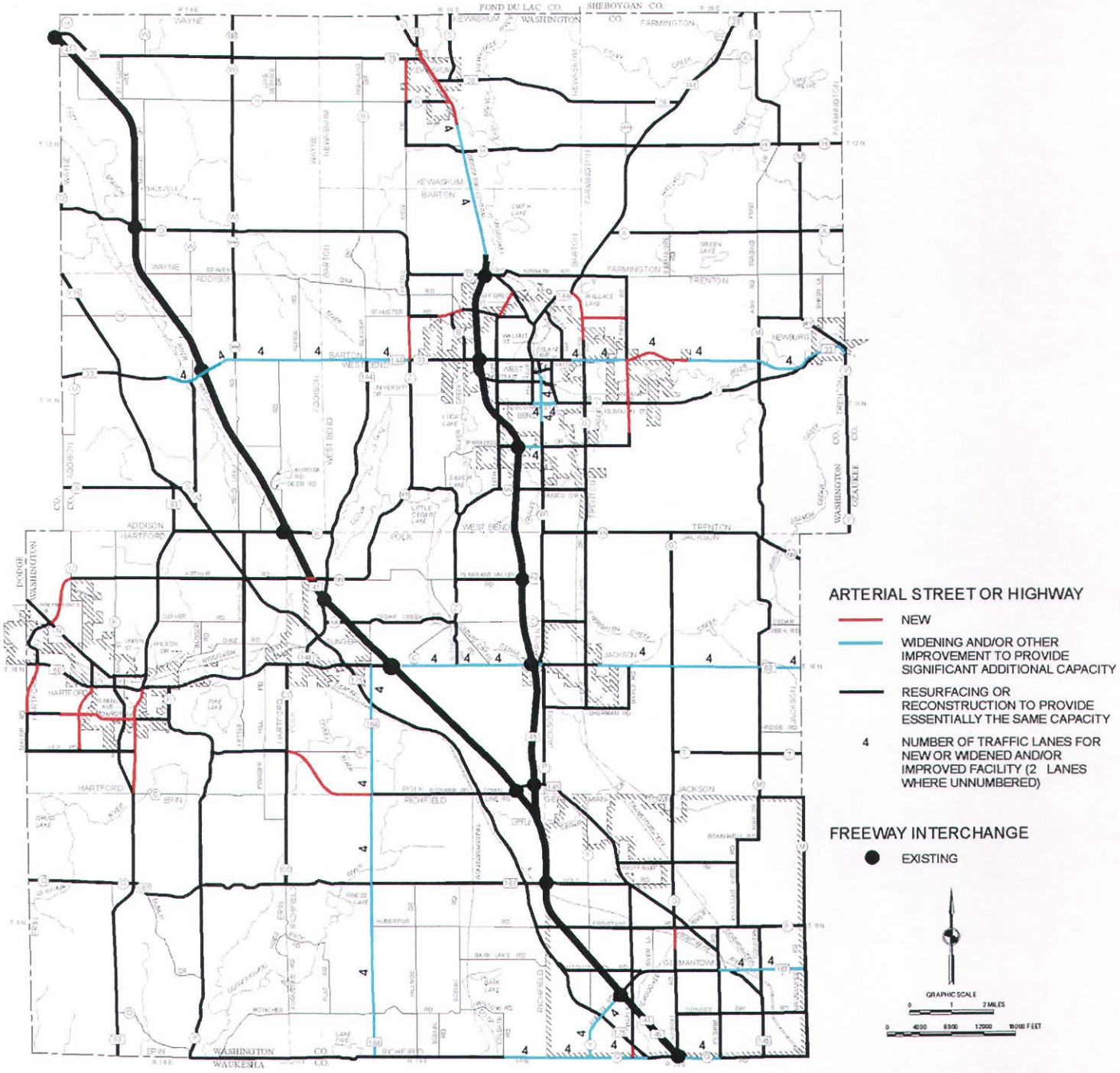
- NEW INTERCHANGE
- NEW HALF INTERCHANGE
- EXISTING

[a] *Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible state, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible state, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.*

Source: SEWRPC.

Map 9

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WASHINGTON COUNTY: 2020[a]

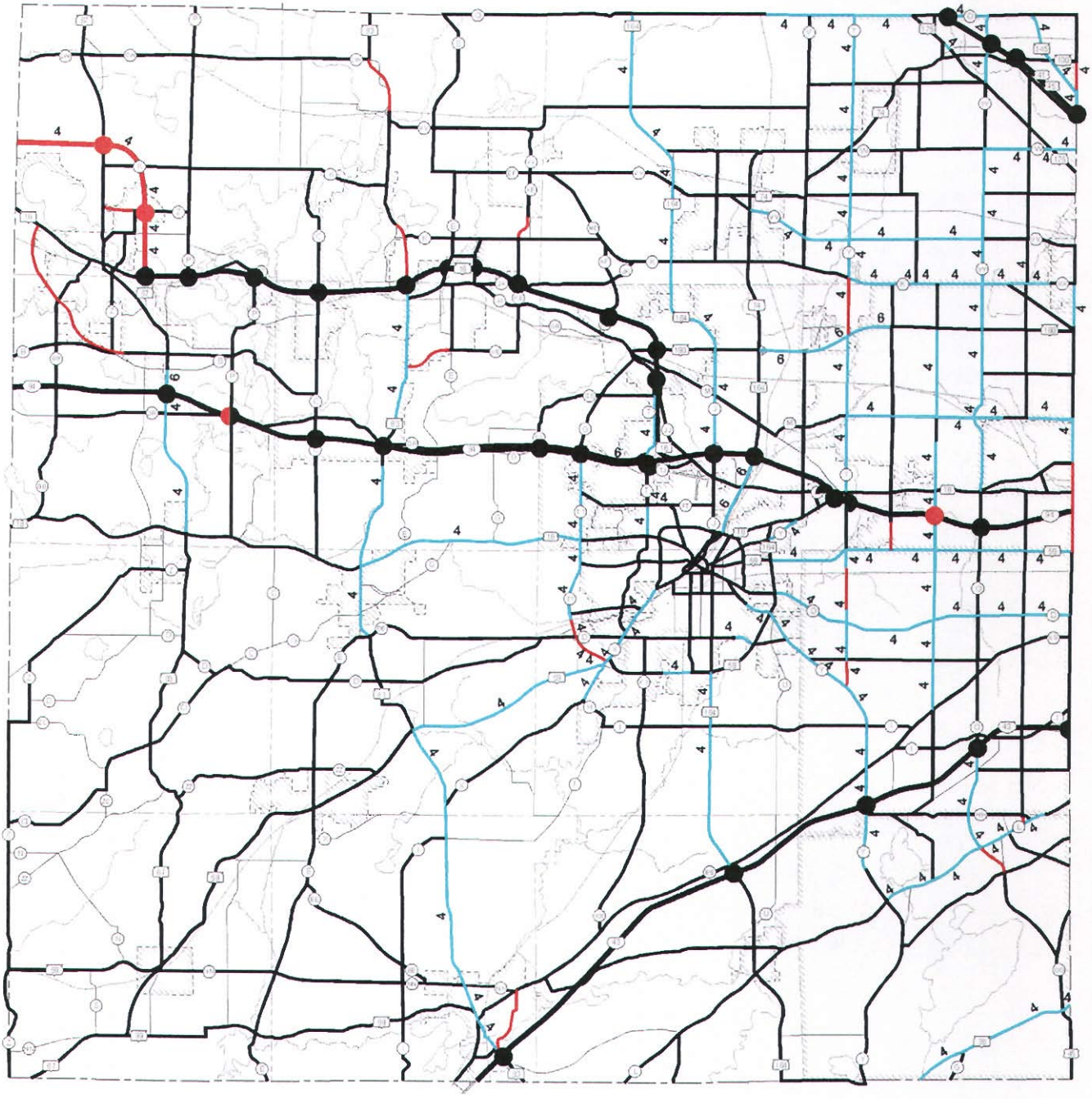


[a] *Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible state, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible state, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.*

Source: SEWRPC.

Map 10

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WAUKESHA COUNTY: 2020[a]



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY [a]
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW INTERCHANGE
- NEW HALF INTERCHANGE
- EXISTING

GRAPHIC SCALE

0 1 2 MILES

0 4000 8000 12000 16000 FEET

[a] *Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible state, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible state, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.*

Source: SEWRPC.

System Improvement: Widening Existing Facilities

System improvement consists of all projects which would significantly increase the capacity of the existing system through street widening to provide additional through traffic lanes. Under the final plan, a total of 415 route-miles of facilities would be widened and improved with respect to traffic carrying capacity. Proposed improvements would include the widening of CTH J and STH 164 in Washington and Waukesha Counties; of Cleveland Avenue (CTH D) and Racine Avenue (CTH Y) in Waukesha County; of STH 31 and CTH Y in Kenosha and Racine Counties; of Northwestern Avenue (CTH K) and Spring Street (CTH C) in Racine County; of STH 57 and Port Washington Road (CTH W) in Ozaukee County; of STH 33 in Ozaukee and Washington Counties; and of Ryan Road (STH 100) in Milwaukee County. The system improvement activities would comprise about 11.5 percent of the total planned arterial system.

The Commission is currently conducting a study of the reconstruction of the freeway system of Southeastern Wisconsin. The preliminary plan for that study recommends the widening of 127 miles of freeway with additional lanes as the freeway system is reconstructed. The regional transportation plan does not include this proposed freeway system capacity expansion. The proposed lanes would need to be included in the final freeway system plan, and the regional transportation plan would need to be formally amended in order for those proposed lanes to be part of the plan.

System Preservation: Maintaining Existing Facilities

System preservation consists of all arterial preservation projects required to maintain the structural adequacy and serviceability of the existing arterial system without significantly increasing the capacity of that system. This would include all projects classified as resurfacing and reconstruction for the same capacity. The plan proposes system preservation activities for about 3,061 route-miles of the arterial system representing about 85 percent of the total planned arterial system in the year 2020.

Included in the category of preservation is the reconstruction needed to renew the freeway system in Southeastern Wisconsin. That freeway system is nearing the end of its physical and economic life, and is the "backbone" of the entire regional arterial street and highway system. The freeway system represents about 8 percent of the mileage of arterial streets and highways in the Region, but carries over 36 percent of the total daily traffic. The pavement and bridge structures and surfaces will wear out over the next 30 years. Moreover, the geometric design of this freeway system and, in particular, the configuration of the major interchanges, is obsolete and, given the extremely heavy traffic loading, increasingly dangerous.

The plan recommends the reconstruction and consideration in preliminary engineering and environmental impact studies of modernization of the Southeastern Wisconsin freeway system, particularly the Zoo, Mitchell, Hale, Stadium, and Marquette interchanges, and the reconstruction of freeway interchanges as needed in Kenosha and Racine Counties to urban design standards. Consideration in reconstruction is recommended to be given to elimination of lane drops at interchanges, provision of adequate merging and diverging lane lengths, provision of auxiliary lanes, provision of adequate shoulders and lateral clearance, improvements in horizontal and vertical curvature, and conversion of left-hand off-ramps and on-ramps to the right hand side of the freeway.

Highway improvements are recommended in the regional transportation plan only as a last resort, that is, to address the congestion which may not be expected to be alleviated by land use, systems management, or public transit measures. The first elements considered for inclusion in the regional transportation plan were the transit and transportation system management elements. The potential of these elements to eliminate congestion was explicitly identified. Highway improvements were then recommended to be added to the regional transportation plan to resolve to the extent practicable the residual existing and probable future traffic congestion.

Transportation Systems Management Element

The transportation systems management element of the plan is intended to encourage more efficient use of the existing transportation system. It includes travel demand management measures to encourage carpooling and transit travel and thereby reduce vehicular travel. It also includes traffic management measures which seek to obtain the maximum vehicular capacity practicable from existing arterial street and highway facilities. The transportation systems management element of the plan includes the following seven measures:

1. Freeway Traffic Management

   Implementation of an areawide freeway traffic management system, including an operational control strategy that would, through restricted access of single-occupancy vehicles at ramp meters, attempt to minimize freeway traffic flow breakdown and stop-and-go traffic and provide for minimum average operating speeds of about 30 miles per hour on all freeway segments during peak traffic periods. Buses and high-occupancy vehicles would receive preferential access at the ramps. The system would also include elements to provide advisory information and to better manage traffic incidents.

2. Arterial Curb-Lane Parking Restrictions

   Restriction of curb-lane parking as needed during peak periods along about 400 miles, or about 11 percent, of the planned 3,600-mile arterial street and highway system in order to reduce traffic congestion and help provide good transit service. Local governmental units would consider the

proposed curb-lane parking restrictions as traffic volumes and congestion increase, and implement these restrictions rather than considering expansion of highway capacity through widening and new construction beyond that envisioned in the plan.

3. Traffic Engineering

The use of state-of-the-art traffic engineering practices to assist in achieving efficient traffic flow on arterial facilities, including intersection treatments with turn lanes as needed, and efficient traffic signalization, and the facilitation of pedestrian and bicycle movements on arterial streets and highways.

4. Traffic Management Technology

The application of advanced traffic management technology, known as Intelligent Transportation Systems (ITS), as such technology becomes practicable and available over the plan implementation period. This may include traveler information for transit and highway travel, and advanced traffic management systems for improved transportation facility operation.

5. Travel Demand Management Promotion

A regionwide program to promote travel through ridesharing, transit use, bicycle use, and pedestrian movement, together with telecommuting and work-time rescheduling as may be found feasible.

6. Detailed Land Use Planning and Site Design

The preparation and implementation by local governmental units of detailed, site-specific neighborhood land use plans to facilitate travel by transit, bicycle, and pedestrian movement, as recommended in the adopted regional land use plan.

7. Transit Systems Management and Service Enhancement Measures

The undertaking by the transit agencies in the Region of a range of activities to enhance the quality of transit services and to facilitate transit use, including conduct of marketing and public information and education activities, improvement of bus speeds through priority systems and signal preemption, and promotion of innovative fare-payment systems.

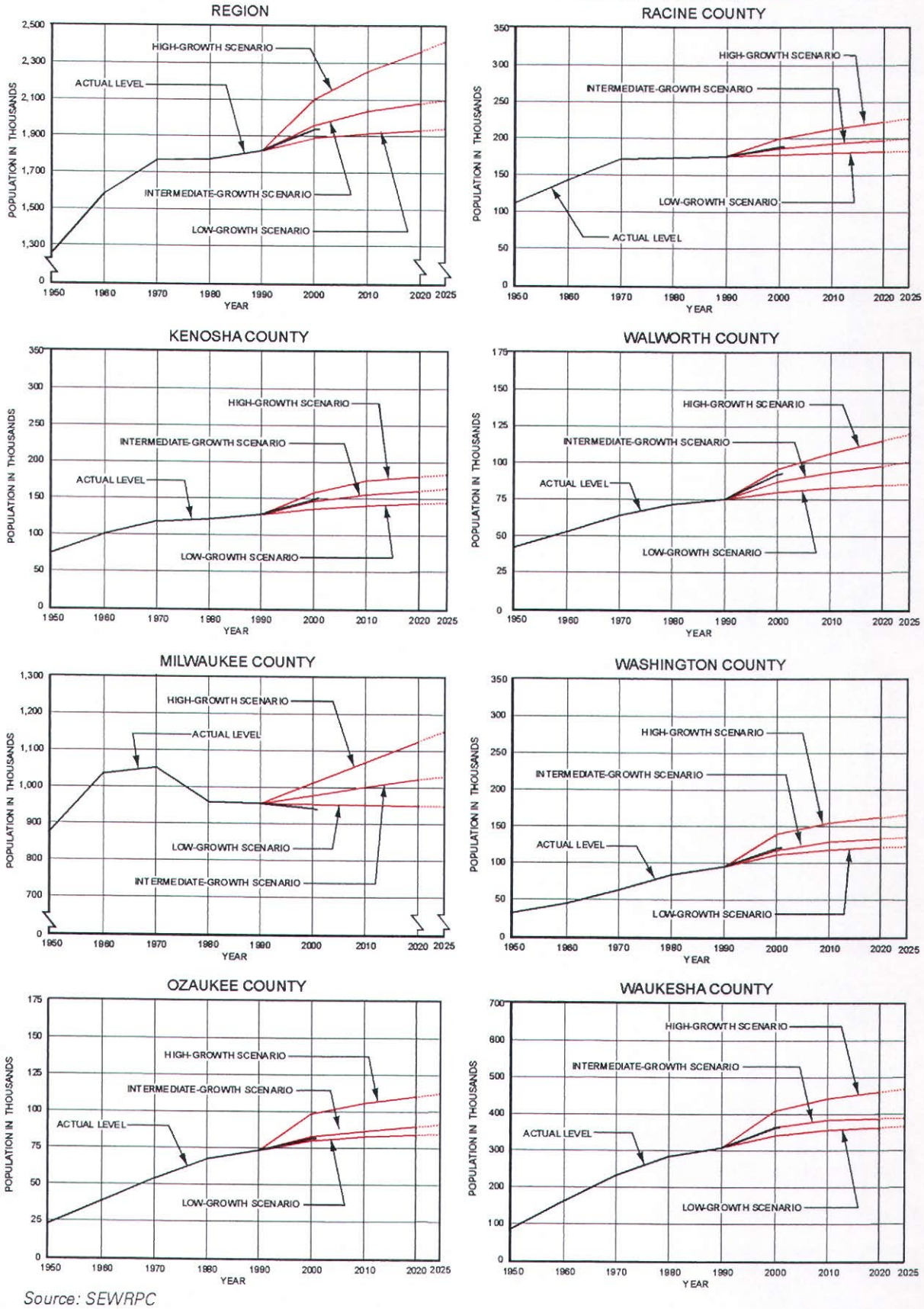
REVIEW OF YEAR 2020 POPULATION, HOUSEHOLD, AND EMPLOYMENT FORECASTS

Figures 1 through 3 document the population, household, and employment forecasts for the year 2020 upon which the regional land use and transportation plans are based, and the trends in the historic growth and change in population, households, and employment in the seven county Region and in each of the seven counties through the year 2001. Comparison of estimated current population, household, and employment levels to forecast levels indicate that the forecasts remain valid for long-range planning at both regional and county levels. Estimates of population and households have been closely following forecasts. Estimates of employment have exceeded forecasts due to unprecedented 15 years of economic growth without any significant reversal. However, the economic downturn of recent years may be expected to bring employment estimates more in line with intermediate growth forecasts in the long term, and employment growth over the next 20 years may be expected to be slower due to labor force requirements to be met almost entirely by in-migration rather than growth from existing Region population through increased female labor force participation or movement of population into ages of labor force. Also presented in Figures 1 through 3 are the interim extensions of the year 2020 forecasts to the year 2025. The interim extensions represent an increase of about 1 to 3 percent in regional population, households, and employment from the year 2020 to the year 2025. The Commission staff will be conducting a major review of forecasts to be initiated in mid-2003. This major review will result in the preparation of new population, household, and employment forecasts with a design year of 2035, which will be used for the preparation of new regional land use and transportation plans to be completed by the end of the year 2005.

REVIEW OF ADOPTED YEAR 2020 REGIONAL LAND USE PLAN

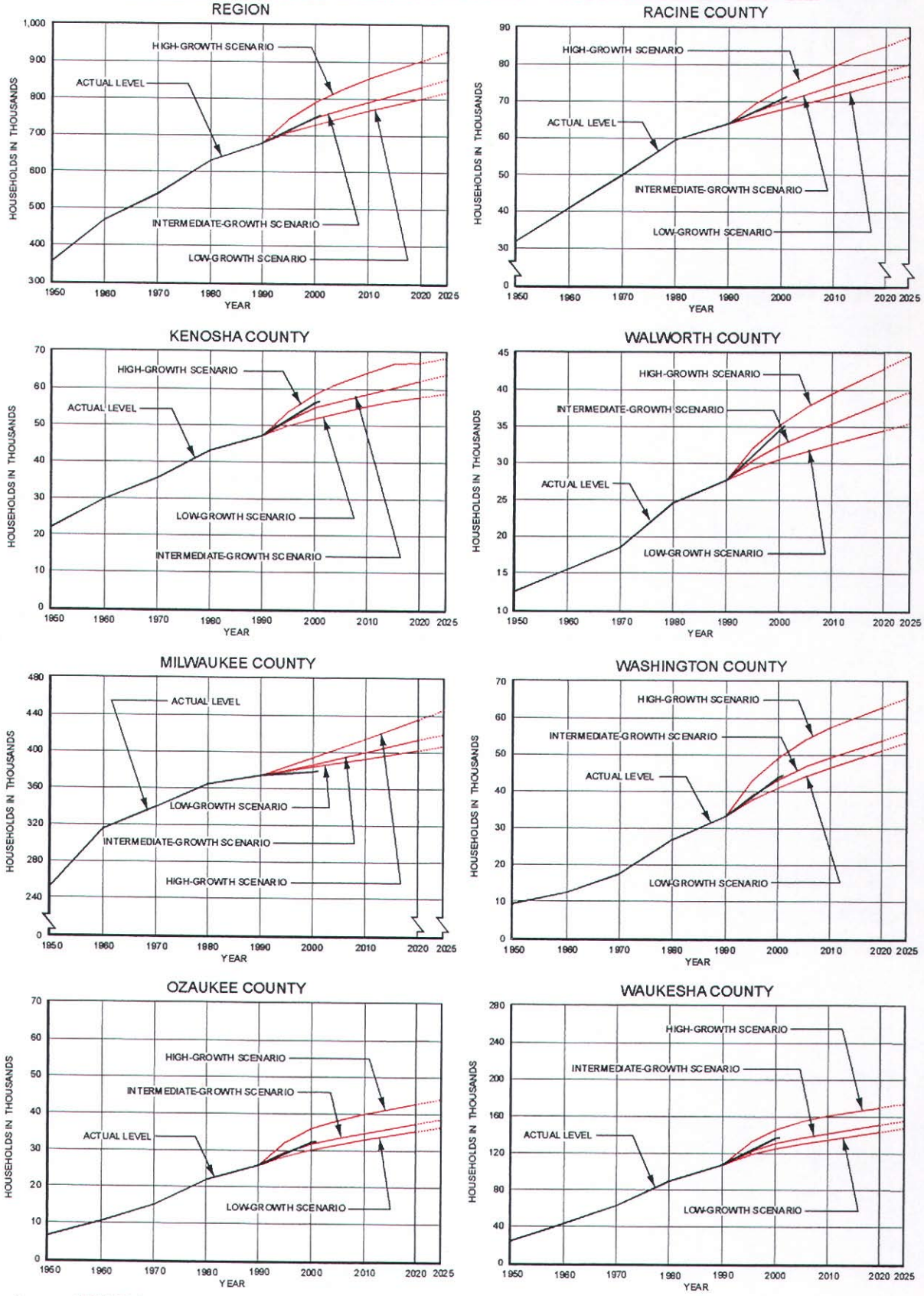
The year 2020 regional land use plan has served to substantially guide local land use planning and development decisions throughout the Region. The Counties of Kenosha, Milwaukee, Racine, Walworth, Washington, and Waukesha have endorsed and adopted the plan to serve as a guide for land use planning and development decisions within their counties. In addition, Walworth and Waukesha Counties have prepared land use plans which served to implement, refine, and detail the recommendations of the year 2020 regional land use plan. In addition, the following municipalities have either completed or have under preparation, community land use plans which serve to implement, refine, and detail the regional land use plan: the Cities of Kenosha, Mequon, New Berlin, Oak Creek, St. Francis, and West Bend; the Villages of Germantown, Hartland, Kewaskum, Pleasant Prairie, Rochester, Saukville, Sharon, Sussex, Twin Lakes, Union Grove, and Wales; and the Towns of Bloomfield, Belgium, Caledonia, Dover, Fredonia, Geneva, LaGrange, Linn, Lyons, Randall, Rochester, Saukville, Sharon, Spring Prairie, Somers, Sugar Creek, Trenton, Troy, Waterford, Wayne, and Yorkville.

Figure 1
ACTUAL AND PROJECTED REGIONAL AND COUNTY POPULATION LEVELS: 1950 - 2025



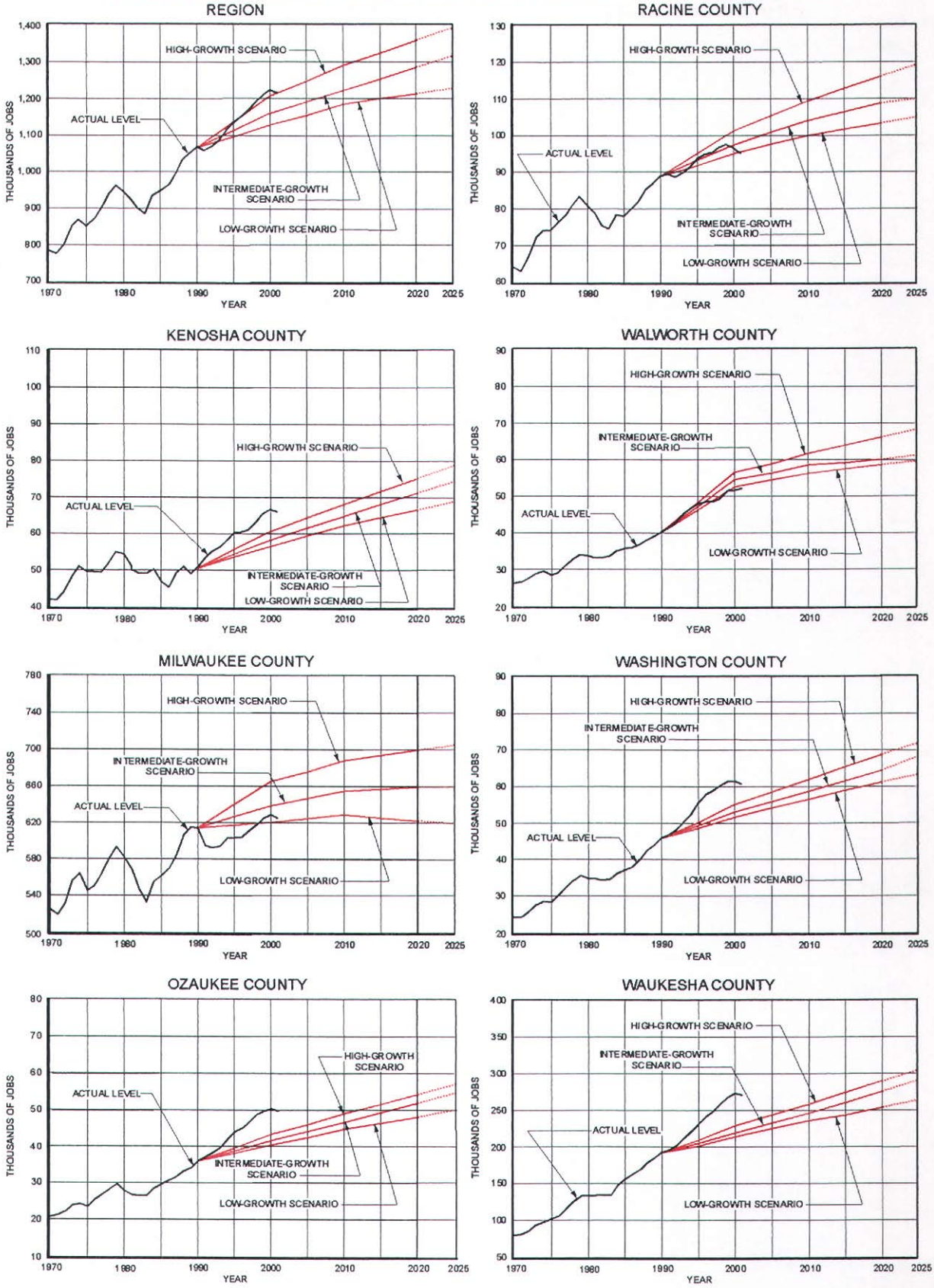
Source: SEWRPC

Figure 2
ACTUAL AND PROJECTED REGIONAL AND COUNTY HOUSEHOLD LEVELS: 1950 - 2025



Source: SEWRPC

Figure 3
ACTUAL AND PROJECTED REGIONAL AND COUNTY EMPLOYMENT LEVELS: 1970 - 2025



Source: SEWRPC

REVIEW OF YEAR 2020 ADOPTED REGIONAL TRANSPORTATION SYSTEM PLAN

The review of the validity of the adopted regional transportation system plan may be accomplished by a review of its status of implementation, and a review of transportation trends since the completion of the year 2020 transportation plan in December 1997. Review of the implementation of the regional transportation plan since its preparation and completion indicates that the plan is being implemented. With respect to the transit element of the year 2020 plan, approximately a 70 percent expansion of transit service as measured by vehicle-miles of bus service was recommended from the base year of the plan of 1995, with an emphasis on expanding rapid and express bus transit services, and improving local transit services. These recommendations for expanded and improved transit services represented a departure from a historic trend of stable or declining transit service levels within Southeastern Wisconsin since 1982. Between 1995 and 2001 transit vehicle-miles of service in Southeastern Wisconsin increased by over 20 percent from about 65,000 to 80,000 vehicle-miles of service on an average weekday. The bulk of this expansion was implemented between 1997 and 2001. The improvement and expansion of transit service has included the implementation of rapid bus transit services linking Ozaukee County and Milwaukee County, and linking Washington County and Milwaukee County, and the expansion of rapid and express bus services linking Milwaukee and Waukesha Counties. In addition, expansion of local transit service was implemented by each transit operator: Milwaukee County, the City of Waukesha, Waukesha County, and the Cities of Racine and Kenosha. It is expected that final estimates of public transit vehicle-miles of service on an average weekday will show a decline in 2002 to 76,000 vehicle-miles of service, and based upon 2003 transit operator budgets and operating plans, a further decline in 2003 to about 72,600 vehicle-miles of service. This expected decline in transit service over the years 2002 and 2003 is principally with respect to the Milwaukee, Washington, and Waukesha transit systems and includes reductions in service frequency, route restructuring, and selected elimination of routes. The estimated amount of transit service expected to be provided on an average weekday in the year 2003 of about 72,600 vehicle-miles still represents an increase in transit service of about 12 percent since 1995. The estimated level of transit service to be provided within Southeastern Wisconsin in the year 2003 may be considered consistent with, and even slightly ahead of the schedule in the year 2020 plan. However, to stay on schedule in future years will require stabilization of transit service levels in the next few years and then a return to annual increases in transit service levels as did occur in the mid to late 1990s.

Also, since 1995, public shared-ride taxi service has significantly increased from 1,700 vehicle-miles of service in 1995, to 7,600 vehicle-miles of service in 2001, and is expected to further increase to 8,100 vehicle-miles of service in 2003, with much of the expansion due to the implementation of countywide shared-ride public taxi service in Ozaukee and Washington Counties. In addition, transit fares have generally remained stable, with

increases at about the level of general price inflation. Milwaukee County Transit System base fare has increased from $1.25 in 1995 to $1.50 in 2003, about a 20 percent increase. The Milwaukee County Transit System average fare per revenue passenger which accounts for changes in the base fare and in price of passes and tickets increased from $0.79 in 1995 to $0.86 in 2002, about a nine percent increase. In comparison, general price inflation from 1995 to 2002 was estimated to increase by about 15 percent. Also, two corridor alternatives analysis studies considering fixed guideway transit as an alternative to bus service are underway in corridors identified in the regional plan. These transit alternatives analyses include the consideration of commuter rail as an alternative to rapid bus service linking the Kenosha, Racine, and Milwaukee areas and the consideration of a guided bus connector system as an alternative to bus service in the Milwaukee central business district and corridors to the west to Miller Park and to the north to the University of Wisconsin-Milwaukee.

With respect to the arterial street and highway element of the plan, implementation of that plan has also occurred since the adoption of the regional transportation system plan in 1997. Approximately 81 miles of the proposed 539 miles of arterial street widening or new surface arterial facilities have been implemented and are open to traffic. Other planned surface arterial improvements and extensions are in the process of being implemented, including preliminary engineering, final engineering design, or construction.

With respect to transportation trends, trends in vehicle-miles of travel may be considered, along with trends in transit ridership. With respect to vehicle-miles of travel, the regional transportation system plan and its underlying forecasts anticipated an average increase in regional vehicle-miles of travel of about 1.25 percent to the year 2020, with a more substantial average annual increase of approximately 2.0 percent through the 1990s. Wisconsin Department of Transportation and Regional Planning Commission estimates of regional miles of travel indicate that annual increases in vehicle-miles of travel in the seven-county region through the 1990s have averaged approximately 2.0 percent, consistent with the forecasts anticipated in the year 2020 regional transportation system plan.

With respect to transit ridership, the regional transportation system plan anticipated an increase in transit ridership of approximately 30 percent by the year 2020. Since 1995, the base year of the year 2020 regional transportation system plan, transit ridership has increased by approximately 9 percent.

SUMMARY AND CONCLUSIONS – REVIEW AND REAFFIRMATION OF REGIONAL TRANSPORTATION PLAN

This review of the adopted year 2020 regional transportation system plan indicates the continued validity of this plan, and provides the basis for the reaffirmation of this plan to guide transportation system development within Southeastern Wisconsin, and as well, the continued validity of the underlying population, household, and employment forecasts, and regional land use plan. The year 2020 regional transportation system plan was adopted by the Regional Planning Commission in late 1997, about five years ago. A first review and reaffirmation of the year 2020 regional transportation system plan was completed in early 2000, about three years ago. This current review of the regional transportation system plan indicates that the population, household, and employment forecasts which underlie the plan remain valid. The regional transportation plan, including both transit and highway elements, is being substantially implemented. Therefore, it is appropriate that the year 2020 regional transportation system plan is reaffirmed, and the design year for this plan is extended to the year 2025 in the interim until the year 2005, when a major reevaluation of the forecasts and plans will have been completed. The extension of the plan design year to 2025 will provide a 20-year timeframe for the plan and its forecasts. The next section of this report presents the extension of the plan design year to 2025, and all proposed changes to the 2020 plan to be made as part of that extension.

EXTENSION OF YEAR 2020 REGIONAL TRANSPORTATION PLAN DESIGN YEAR TO THE YEAR 2025

Population, Household, and Employment Forecasts for Year 2025

Figures 1, 2, and 3 present the proposed interim extensions of the year 2020 forecasts of population, households, and employment to the year 2025. The proposed interim forecasts represent an increase from the year 2020 to the year 2025 of about 1 percent in population and 3 percent in households and employment and a continuation of the rates of growth projected through the year 2020.

Regional Land Use Plan Extension to Year 2025

The adopted year 2020 regional land use plan is proposed to be extended as well to the year 2025 with no significant change. The modest increase in population, households, and employment of 1 to 3 percent would be added to the plan largely through additional infill and redevelopment of existing urban centers, with the remainder added to already defined urban growth areas.

Regional Transportation Plan Extension to Year 2025

Based upon consideration of the projected regional demographic and economic growth from the year 2020 to the year 2025, and the extension of the regional land use plan, the incremental transportation needs from the year 2020 to the year 2025 were defined, and incremental changes were proposed to extend the year 2020 plan to the year 2025.

Public Transit

The extension of the public transit element of the year 2020 regional transportation plan to the year 2025 proposes the continuing expansion the Region's public transit system. The expansion, as shown in Table 3 and Figure 4, would be from 111,500 vehicle-miles of service in the year 2020 to 124,700 vehicle-miles of service in the year 2025, or about a 13 percent increase. The expansion of transit service between the years 2020 and 2025 would largely include continuing improvements in service frequency and, as well, some extension of routes into more completely developed areas. Maps 11 and 12 display the proposed year 2025 public transit element of the regional transportation plan.

Transportation Systems Management Element

The transportation systems management element of the plan is intended to encourage more efficient use of the existing transportation system, and includes travel demand management measures to encourage carpooling and transit travel and thereby reduce vehicular travel. It also includes traffic management measures which seek to obtain the maximum vehicular capacity practicable from existing arterial street and highway facilities. The year 2025 interim plan will continue to recommend the following transportation systems management measures included in the year 2020 plan:

1. <u>Freeway Traffic Management</u>

   Implementation of a regionwide freeway traffic management system, including an operational control strategy that would, through restricted access of single-occupancy vehicles at ramp meters, attempt to minimize freeway traffic flow breakdown and stop-and-go traffic and provide for minimum average operating speeds of about 30 miles per hour on all freeway segments during peak traffic periods. Buses and high-occupancy vehicles would receive preferential access at the ramps. The system would also include elements to provide advisory information and to better manage traffic incidents.

Table 3

TRANSIT SYSTEM OPERATING CHARACTERISTICS IN THE REGION: 1995 AND 2025 RECOMMENDED PLAN

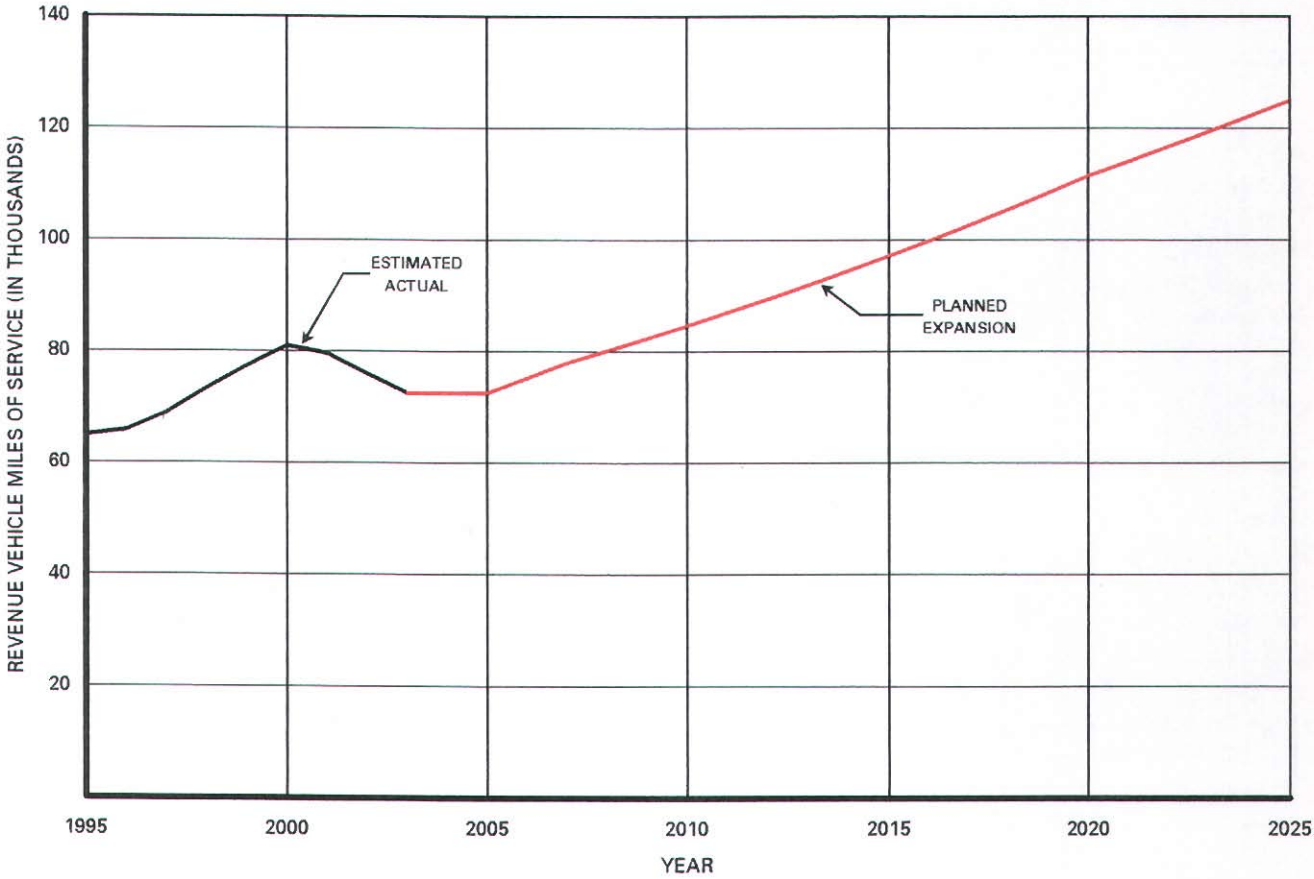
Transit Service Characteristics	Existing 1995[a]	Recommended Plan
Round-Trip Route Length (miles)		
Rapid Routes	523	1,360
Express Routes	437	430
Local Routes		
Kenosha Urbanized Area	192	220
Milwaukee Urbanized Area	1,135	1,560
Racine Urbanized Area	186	210
Subtotal	1,513	1,990
Total	2,473	3,780
Average Weekday Vehicle Requirements		
Peak Period	537	894
Midday Off-Peak Period	286	453
Revenue Vehicle-Miles (average weekday)		
Rapid	3,800	16,100
Express	5,400	22,800
Local	55,800	85,800
Total	65,000	124,700
Revenue Vehicle-Hours (average weekday)		
Rapid	200	700
Express	310	1,500
Local	4,730	7,400
Total	5,240	9,600

[a]*Transit vehicle-miles of service in Southeastern Wisconsin increased by over 20 percent from about 65,000 vehicle-miles of service in 1995 to 80,000 vehicle-miles of service in 2001, with the bulk of the expansion between 1997 and 2001. Service expansion included the initiation of new service between Milwaukee County and Ozaukee and Washington Counties, new evening service in the Waukesha and Racine areas, and additional service in Milwaukee and Waukesha Counties, including in the IH 94 East-West travel corridor. It is estimated that transit vehicle-miles of service declined in 2002 to about 76,000 vehicle-miles of service, and will decline in 2003 to about 72,600 vehicle-miles of service. This estimated decline in transit service is principally in the Milwaukee, Waukesha, and Washington County transit systems and includes reductions in service frequency, route restructuring and cutbacks, and elimination of selected routes. The estimated amount of transit service expected to be provided on an average weekday in 2003 represents about a 12 percent increase in service since 1995. The transit service element of the plan may be considered consistent with implementation schedule in the year 2020 plan; however, to stay on schedule in future years will require stabilization of transit service levels in the next few years and then a return to annual increases in transit service as did occur in the mid to late 1990s. (Public shared–ride taxi service increased from about 1,700 taxi miles of service on an average weekday in 1995 to 7,600 taxi miles of service in 2001, and is estimated to have increased to 8,000 taxi miles of service in 2002 and may be expected to increase slightly again in 2003.)*

Source: SEWRPC.

Figure 4

HISTORIC AND PLANNED VEHICLE MILES OF PUBLIC TRANSIT SERVICE ON AN AVERAGE WEEKDAY IN THE SOUTHEASTERN WISCONSIN REGION: 1995 – 2025[a]



[a] *Estimates of average weekday year 2002 and 2003 transit vehicle-miles of service are preliminary, as year 2002 estimates are based upon 11 months of data and year 2003 estimates are based upon transit operator budgets.*

Source: SEWRPC.

Map 11

PUBLIC TRANSIT ELEMENT OF THE ADOPTED REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN: 2025

RAPID TRANSIT SERVICE

BUS SERVICE IN MIXED TRAFFIC ON FREEWAYS AND SURFACE ARTERIAL STREETS AND HIGHWAYS

EXPRESS TRANSIT SERVICE

BUS SERVICE IN MIXED TRAFFIC OR EXCLUSIVE LANES ON SURFACE ARTERIAL STREETS AND HIGHWAYS

TRANSIT STATIONS

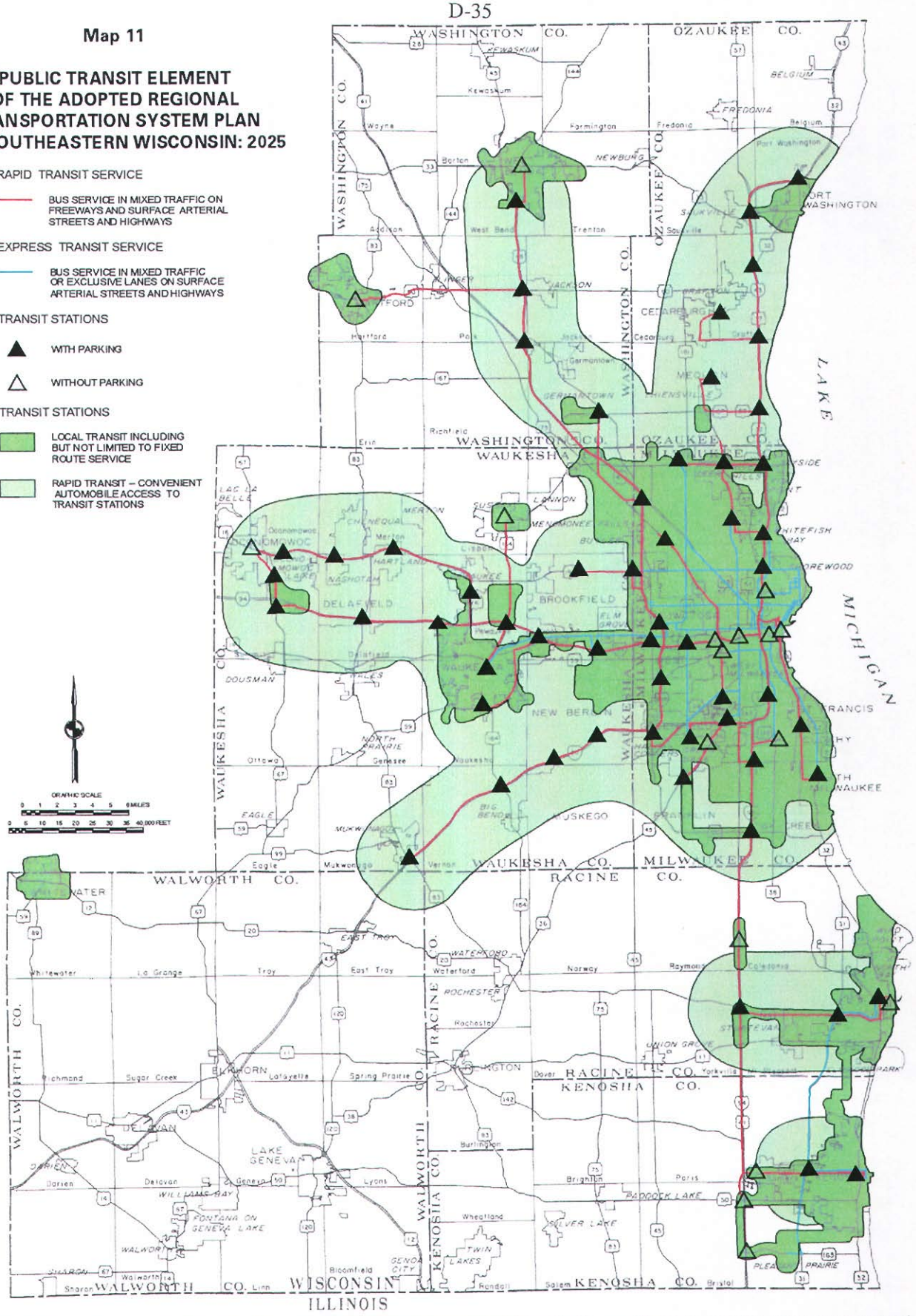
WITH PARKING

WITHOUT PARKING

TRANSIT STATIONS

LOCAL TRANSIT INCLUDING BUT NOT LIMITED TO FIXED ROUTE SERVICE

RAPID TRANSIT – CONVENIENT AUTOMOBILE ACCESS TO TRANSIT STATIONS

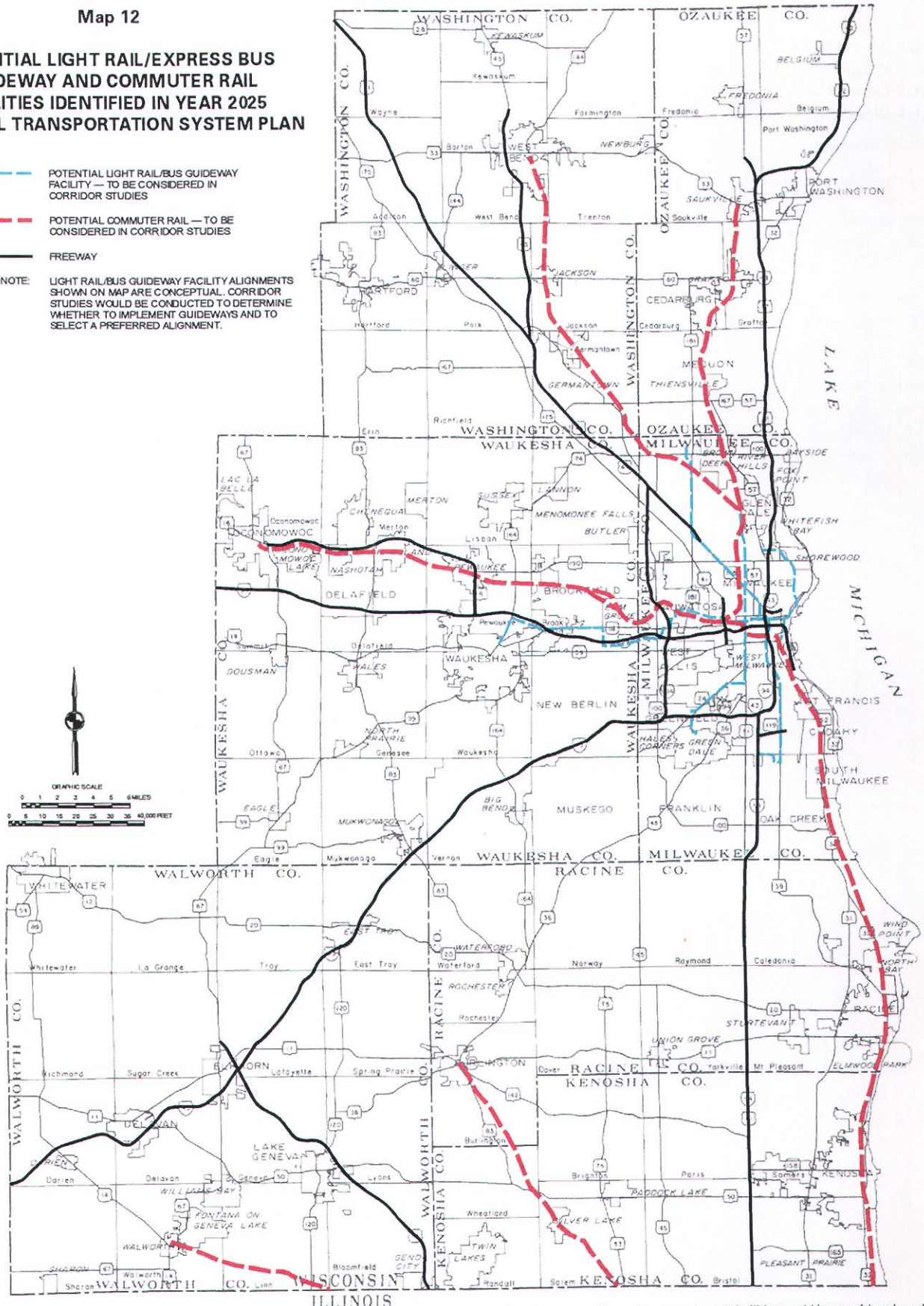


Under the regional transportation system plan, rapid transit commuter rail facilities and express transit light rail facilities would be considered as alternatives to motor-bus transit service over arterial street and highway lanes. Consideration of such fixed-guideway transit service facilities would be initiated as part of federally required detailed transit planning alternatives analysis studies for each of the corridors identified under the plan. The potential corridors for commuter rail and light rail facilities are shown on Map 12. The implementation of these fixed-guideway transit facilities would depend upon the outcome of the corridor studies. Upon completion of each study, the local units of government concerned--particularly, the potential transit operator involved--the Wisconsin Department of Transportation, and the Regional Planning Commission would have to affirm the study findings and, if necessary, amend the regional transportation system plan.

Source: SEWRPC

Map 12

POTENTIAL LIGHT RAIL/EXPRESS BUS GUIDEWAY AND COMMUTER RAIL FACILITIES IDENTIFIED IN YEAR 2025 REGIONAL TRANSPORTATION SYSTEM PLAN



Under the adopted regional transportation system plan express transit light-rail and bus guideway facilities and rapid transit commuter rail facilities could be considered as alternatives to motor-bus transit service in mixed traffic over arterial street and highway lanes. Consideration of such fixed-guideway transit service facilities would be initiated as part of federally required detailed planning transit alternatives analysis studies for each of the identified corridors. The addition of these potential fixed guideway transit facilities to the regional plan, and the ultimate implementation of these fixed guideway transit facilities, depends upon the outcome of the corridor studies. Upon completion of a study, the local units of government concerned – specifically, the transit operator concerned – the Wisconsin Department of Transportation and the Regional Planning Commission would have to affirm the study findings, determine to pursue guideway implementation, and, as necessary, amend the regional transportation system plan.

Source: SEWRPC

2. Arterial Curb-Lane Parking Restrictions

Restriction of curb-lane parking as needed during peak periods along about 400 miles, or about 11 percent, of the planned 3,600-mile arterial street and highway system in order to reduce traffic congestion and help provide good transit service. Local governmental units would consider the proposed curb-lane parking restrictions as traffic volumes and congestion increase, and implement these restrictions rather than considering expansion of highway capacity through widening and new construction beyond that envisioned in the plan.

3. Traffic Engineering

The use of state-of-the-art traffic engineering practices to assist in achieving efficient traffic flow on arterial facilities, including intersection treatments with turn lanes as needed, and efficient traffic signalization, and the facilitation of pedestrian and bicycle movements on arterial streets and highways.

4. Traffic Management Technology

The application of advanced traffic management technology, known as Intelligent Transportation Systems (ITS), as such technology becomes practicable and available over the plan implementation period. This may include traveler information for transit and highway travel, and advanced traffic management systems for improved transportation facility operation.

5. Travel Demand Management Promotion

A regionwide program to promote travel through ridesharing, transit use, bicycle use, and pedestrian movement, together with telecommuting and work-time rescheduling as may be found feasible.

6. Detailed Land Use Planning and Site Design

The continuing preparation and implementation by local governmental units of detailed, site-specific neighborhood land use plans to facilitate travel by transit, bicycle, and pedestrian movement, as recommended in the adopted regional land use plan.

7. Transit Systems Management and Service Enhancement Measures

The undertaking by the transit agencies in the Region of a range of activities to enhance the quality of transit services and to facilitate transit use, including conduct of marketing and public information and education activities, improvement of bus speeds through priority systems and signal preemption, and promotion of innovative fare-payment systems.

Arterial Street and Highway System

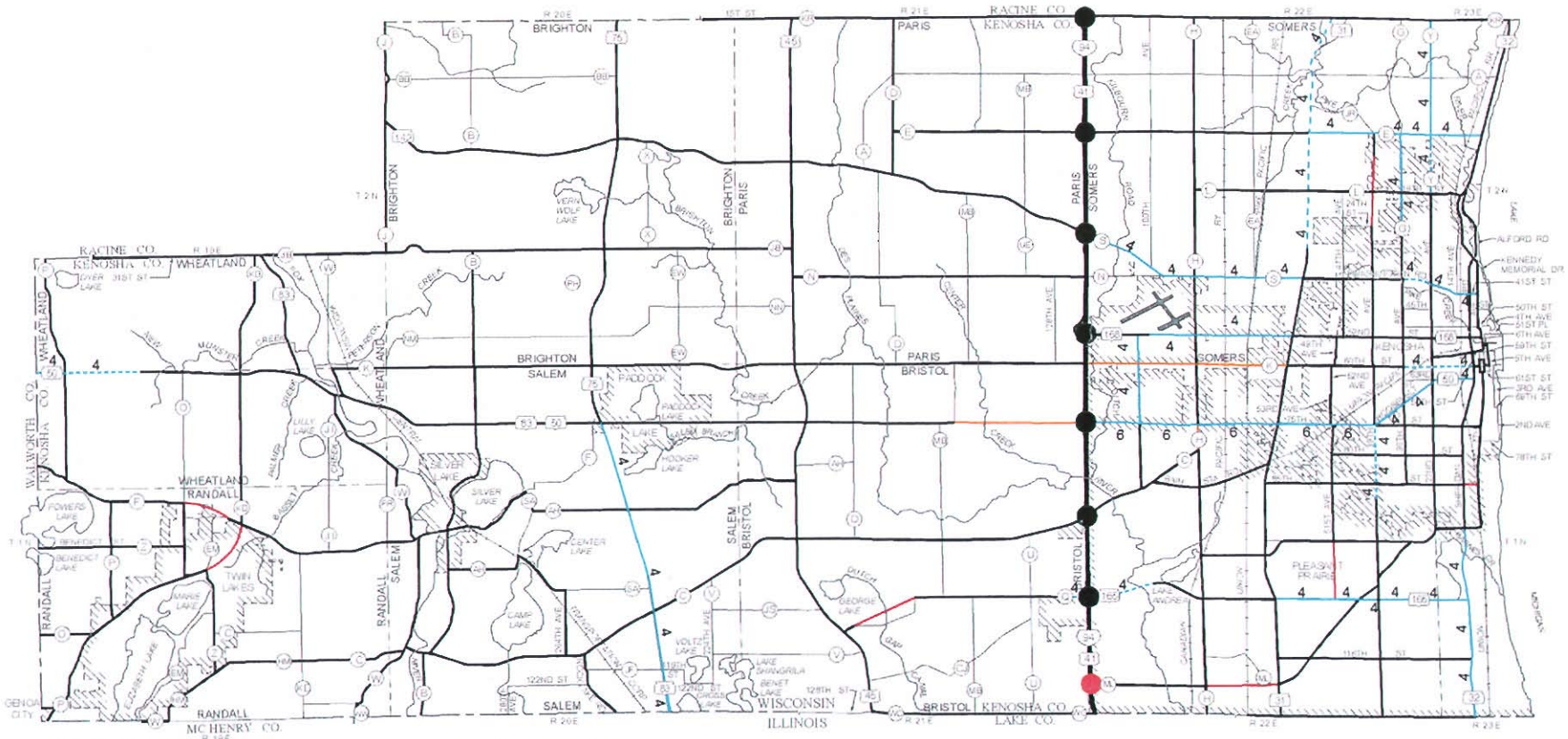
The potential incremental traffic volume, traffic congestion, and needs on the arterial street and highway system from the year 2020 to the year 2025 were reviewed. The incremental traffic volume and traffic congestion is defined as that traffic volume and traffic congestion which would not be alleviated through the proposed public transit or systems management elements of the plan.

The arterial street and highway element of the year 2020 regional transportation plan recommended the expansion of arterial capacity on 539 miles, or about 15 percent of the planned 3,600 mile arterial street and highway system, including 124 miles of new arterials and 415 miles of widened arterials. Based upon the incremental traffic volume and traffic congestion which may be expected between the years 2020 and 2025, an additional 54 miles of arterials may require consideration of capacity expansion after the year 2020. These arterials are shown on Maps 13 through 19. It is not recommended that these identified 54 miles of arterials be added at this time to the regional transportation plan for recommended capacity expansion. Rather, it is recommended that the Commission work over the next three years with each county and the municipalities in each county to consider the addition to the plan of these 54 miles of arterial capacity expansion.

* * *

Map 13

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN KENOSHA COUNTY: 2025[a]



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY RECOMMENDED UNDER PLAN WHICH HAS BEEN IMPLEMENTED AND IS OPEN TO TRAFFIC
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- POTENTIAL WIDENING NEEDED AFTER YEAR 2020 TO BE CONSIDERED IN COUNTY HIGHWAY SYSTEM PLANNING OVER NEXT THREE YEARS
- 4 — NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW
- EXISTING

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

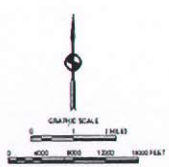
1. SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED ALONG STH 158 FROM IH 94 TO STH 31 TO ACCOMMODATE ITS ULTIMATE IMPROVEMENT TO SIX TRAVEL LANES.

2. SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED ALONG CTH K FROM IH 94 TO STH 31 TO ACCOMMODATE ITS ULTIMATE IMPROVEMENT TO SIX TRAVEL LANES.

3. AS IMPROVEMENTS ARE MADE TO IH 94, THE FRONTAGE ROADS ALONG IH 94, AND THE HIGHWAY FACILITIES WHICH INTERCHANGE WITH OR CROSS IH 94, THE ULTIMATE IMPROVEMENT OF IH 94 TO EIGHT TRAVEL LANES SHOULD BE TAKEN INTO CONSIDERATION.

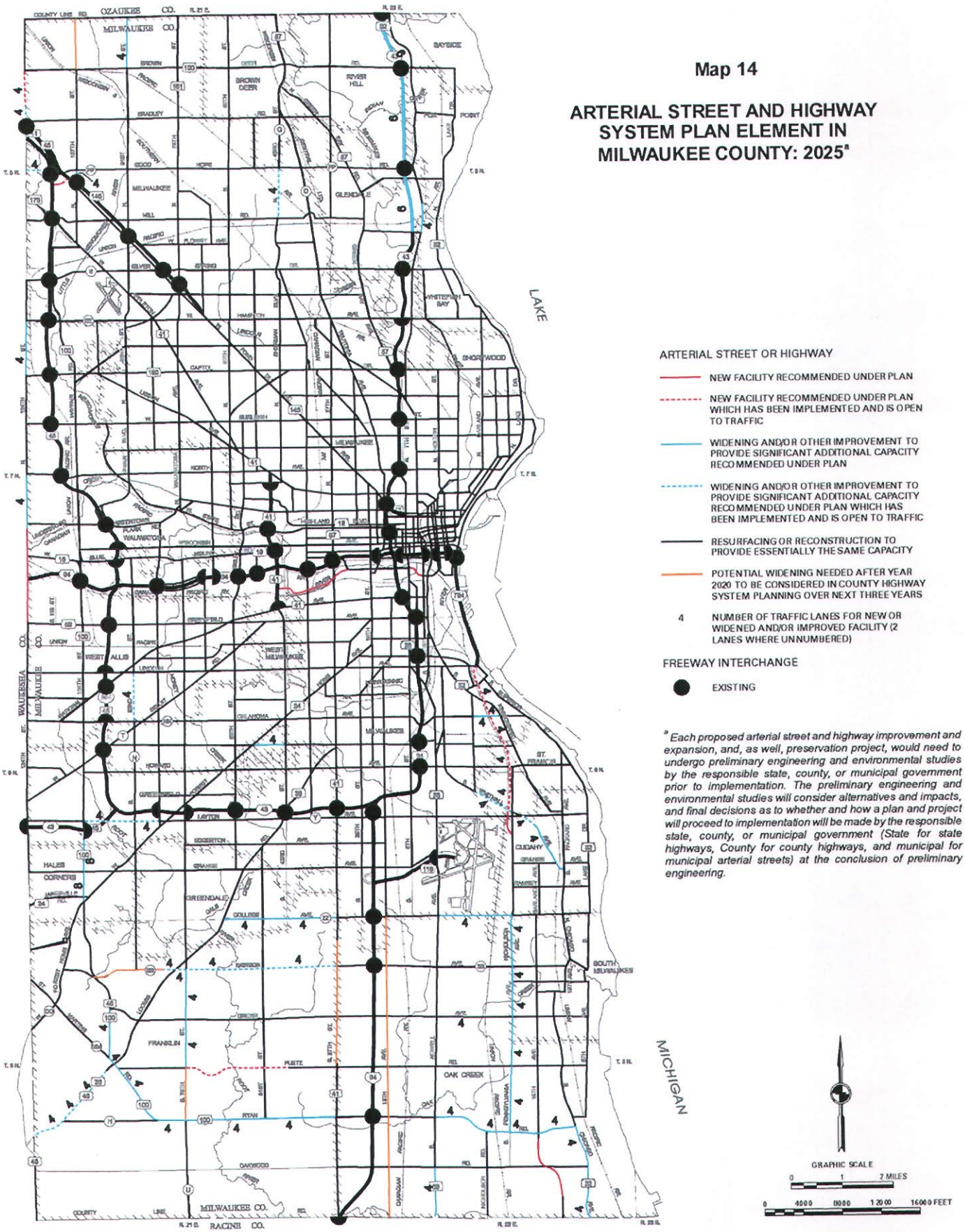
4. AS IMPROVEMENTS ARE MADE TO IH 94 AND THE FRONTAGE ROADS ALONG IN 94 IN THE VICINITY OF CTH K, THE ULTIMATE PROVISION OF AN INTERCHANGE WITH CTH K SHOULD BE TAKEN INTO CONSIDERATION.

5. AS URBAN DEVELOPMENT PROCEEDS ON LANDS ABUTTING CTH KR BETWEEN IH 94 AND STH 32, SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED FOR THE ULTIMATE IMPROVEMENT OF CTH KR TO FOUR TRAVEL LANES.



[a] *Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible state, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible state, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.*

Source: SEWRPC.



Map 14

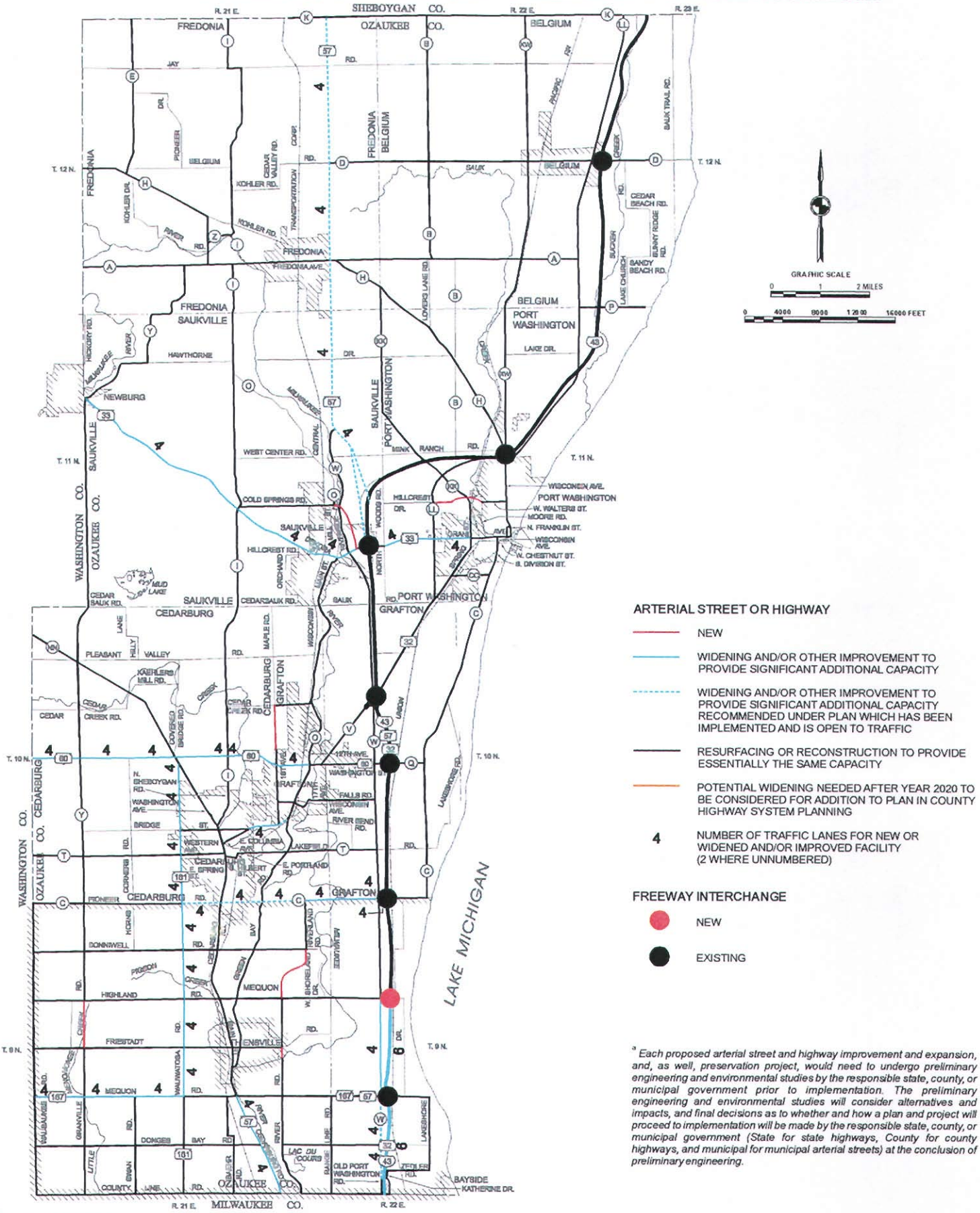
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN MILWAUKEE COUNTY: 2025[a]

[a] *Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible state, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible state, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.*

Source: SEWRPC.

Map 15

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN OZAUKEE COUNTY: 2025[a]

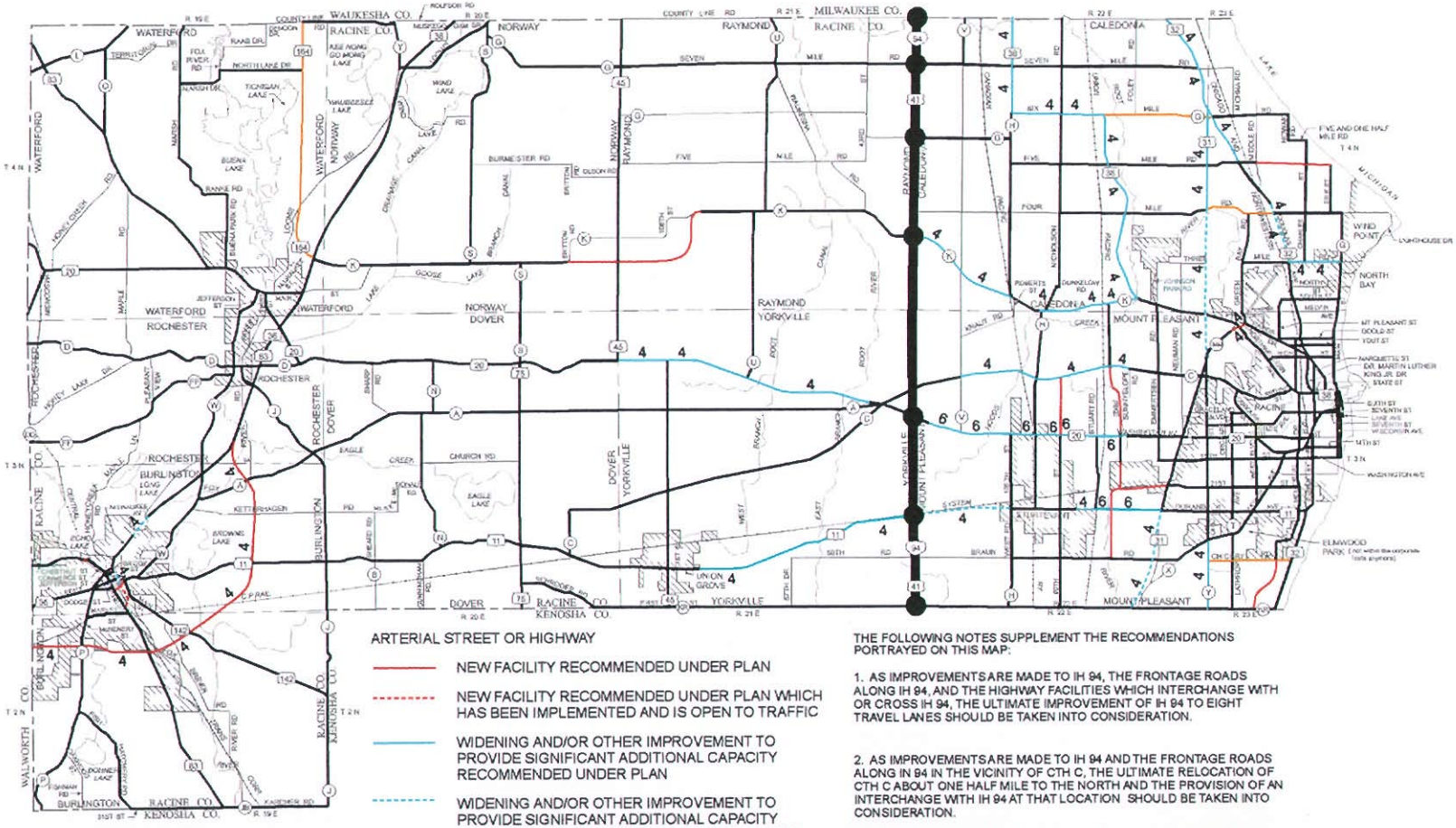


[a] *Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible state, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible state, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.*

Source: SEWRPC.

Map 16

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN RACINE COUNTY: 2025[a]



ARTERIAL STREET OR HIGHWAY

- NEW FACILITY RECOMMENDED UNDER PLAN
- NEW FACILITY RECOMMENDED UNDER PLAN WHICH HAS BEEN IMPLEMENTED AND IS OPEN TO TRAFFIC
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY RECOMMENDED UNDER PLAN
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY RECOMMENDED UNDER PLAN WHICH HAS BEEN IMPLEMENTED AND IS OPEN TO TRAFFIC
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- POTENTIAL WIDENING NEEDED AFTER YEAR 2020 TO BE CONSIDERED FOR ADDITION TO PLAN IN COUNTY HIGHWAY SYSTEM PLANNING OVER NEXT THREE YEARS
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- EXISTING

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. AS IMPROVEMENTS ARE MADE TO IH 94, THE FRONTAGE ROADS ALONG IH 94, AND THE HIGHWAY FACILITIES WHICH INTERCHANGE WITH OR CROSS IH 94, THE ULTIMATE IMPROVEMENT OF IH 94 TO EIGHT TRAVEL LANES SHOULD BE TAKEN INTO CONSIDERATION.

2. AS IMPROVEMENTS ARE MADE TO IH 94 AND THE FRONTAGE ROADS ALONG IN 94 IN THE VICINITY OF CTH C, THE ULTIMATE RELOCATION OF CTH C ABOUT ONE HALF MILE TO THE NORTH AND THE PROVISION OF AN INTERCHANGE WITH IH 94 AT THAT LOCATION SHOULD BE TAKEN INTO CONSIDERATION.

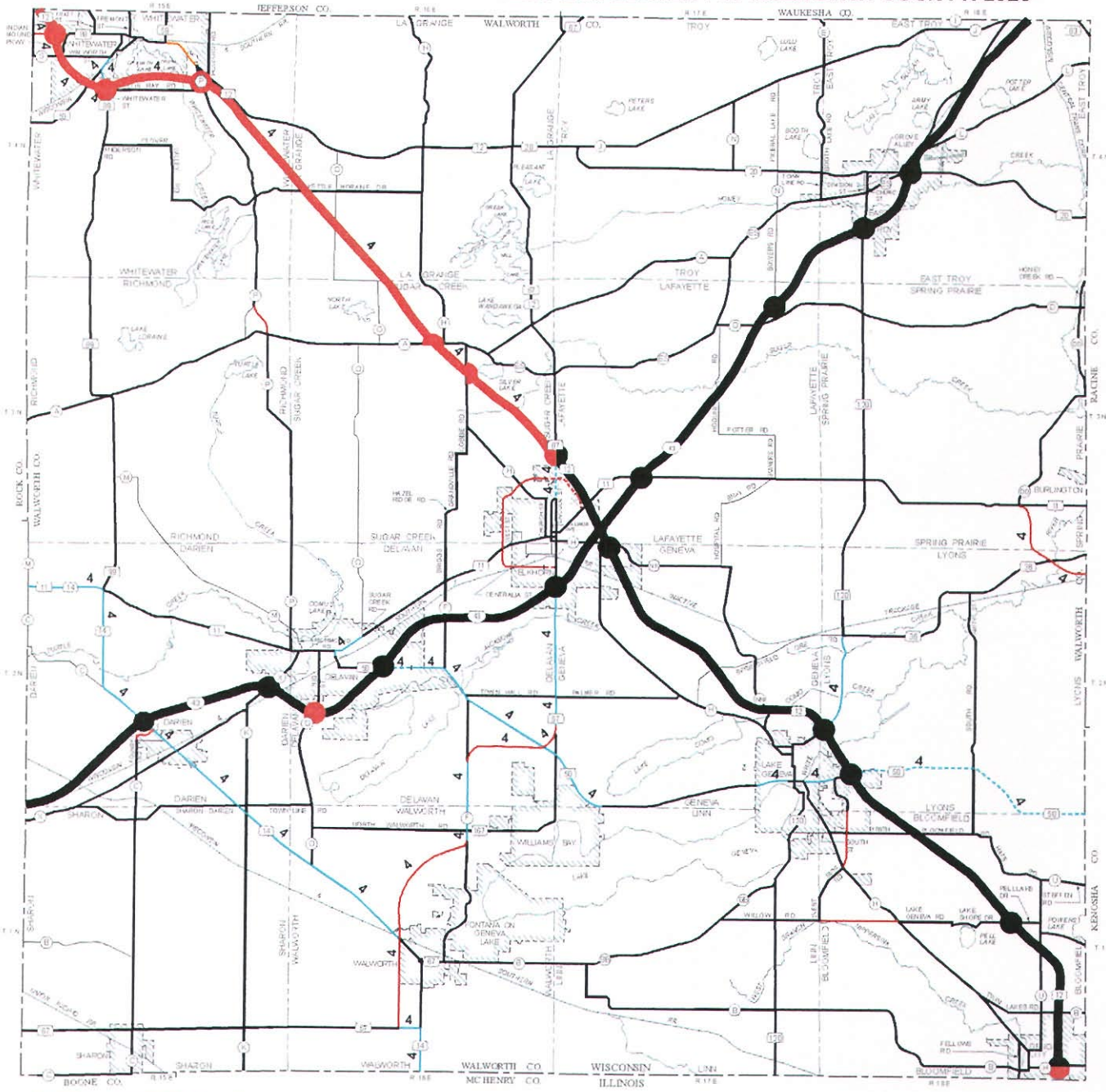
3. AS URBAN DEVELOPMENT PROCEEDS ON LANDS ABUTTING CTH KR BETWEEN IH 94 AND STH 32, SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED FOR THE ULTIMATE IMPROVEMENT OF CTH KR TO FOUR TRAVEL LANES.

[a] *Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible state, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible state, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.*

Source: SEWRPC

Map 17

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WALWORTH COUNTY: 2025[a]



ARTERIAL STREET OR HIGHWAY

- NEW FACILITY RECOMMENDED UNDER PLAN
- NEW FACILITY RECOMMENDED UNDER PLAN WHICH HAS BEEN IMPLEMENTED AND IS OPEN TO TRAFFIC
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY RECOMMENDED UNDER PLAN
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY RECOMMENDED UNDER PLAN WHICH HAS BEEN IMPLEMENTED AND IS OPEN TO TRAFFIC
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- POTENTIAL WIDENING NEEDED AFTER YEAR 2020 TO BE CONSIDERED FOR ADDITION TO PLAN IN COUNTY HIGHWAY SYSTEM PLANNING OVER THE NEXT THREE YEARS
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

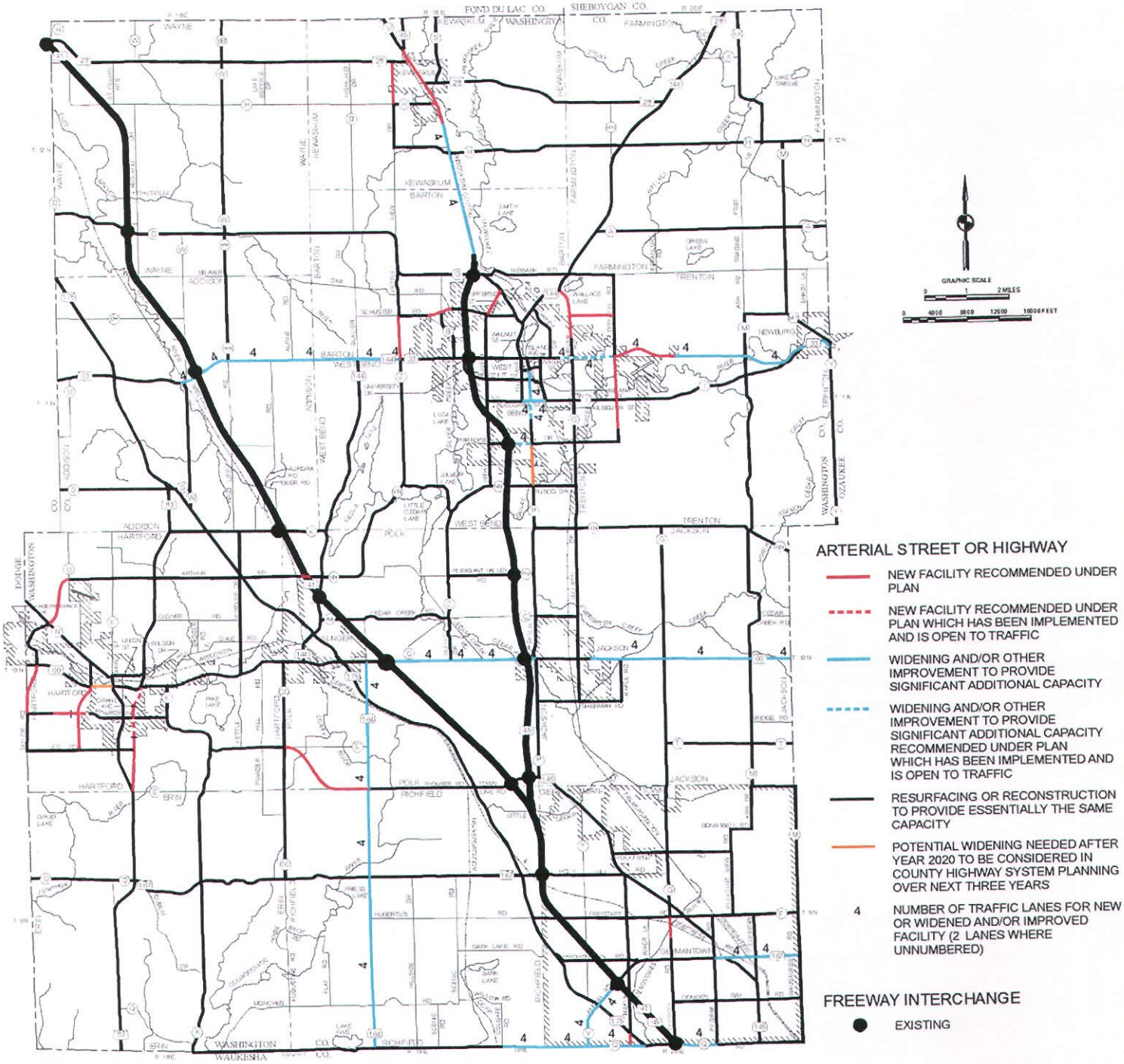
- NEW INTERCHANGE
- NEW HALF INTERCHANGE
- EXISTING

[a] Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible state, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible state, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.

Source: SEWRPC.

Map 18

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WASHINGTON COUNTY: 2025[a]

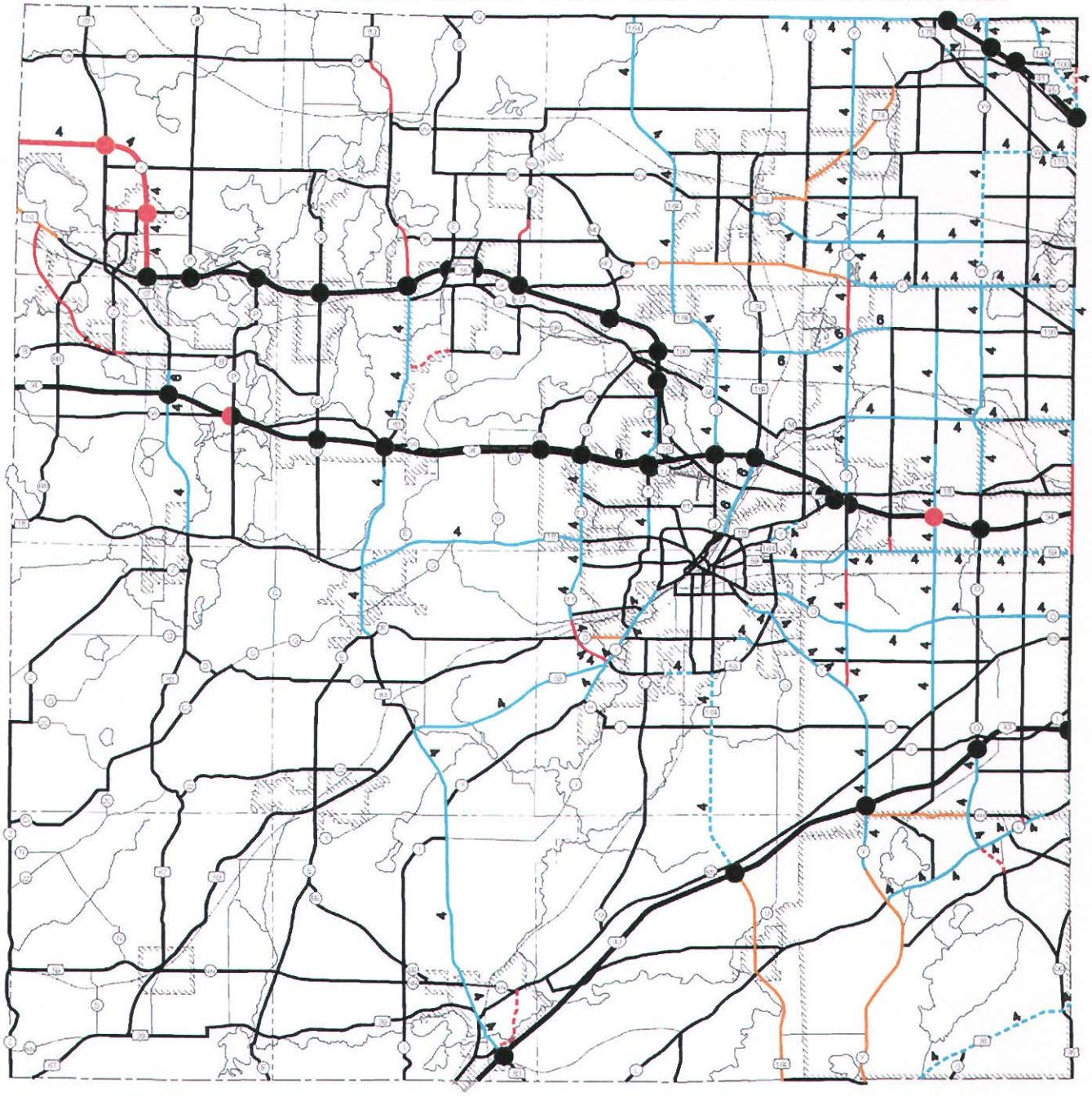


[a] *Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible state, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible state, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.*

Source: SEWRPC.

Map 19

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WAUKESHA COUNTY: 2025[a]



ARTERIAL STREET OR HIGHWAY

- NEW FACILITY RECOMMENDED UNDER PLAN
- NEW FACILITY RECOMMENDED UNDER PLAN WHICH HAS BEEN IMPLEMENTED AND IS OPEN TO TRAFFIC
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY RECOMMENDED UNDER PLAN
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY RECOMMENDED UNDER PLAN WHICH HAS BEEN IMPLEMENTED AND IS OPEN TO TRAFFIC
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- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW INTERCHANGE
- NEW HALF INTERCHANGE
- EXISTING

GRAPHIC SCALE

0 1 2 MILES

0 4000 8000 12000 16000 FEET

[a] *Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible state, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible state, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.*

Source: SEWRPC.

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Appendix E

Southeastern Wisconsin Regional Planning Commission

Staff Memorandum

VALIDATION OF COMMISSION TRAVEL SIMULATION MODELS: YEAR 1995

INTRODUCTION

The Commission's third generation travel simulation models were developed in 1993 using then new 1991 and 1992 travel survey data, 1990 census population data, 1990 land use inventory data, 1990 employment data, and 1991 transportation network inventory data. The validation of these models with respect to their ability to estimate year 1990-1991 travel and traffic within southeastern Wisconsin is documented in SEWRPC Planning Report No. 41, *A Regional Transportation Plan for Southeastern Wisconsin: 2010.* The model validation entailed applying the travel simulation models with the inventoried 1990 demographic, economic, and land use data and 1991 transportation system network data to estimate year 1990-1991 travel demand and traffic flows. The model-estimated year 1990-1991 travel demand and traffic flows were compared to actual 1990-1991 travel demand and traffic flows through a comparison of model-estimated highway vehicle and transit passenger trips to actual observed vehicle and transit passenger counts. The model validation for the year 1990-1991 indicated that the travel simulation models have the ability to forecast transit and highway travel and traffic with sufficient accuracy for transportation facility planning and design purposes, as model estimates of total highway vehicle-miles of traffic and transit ridership were within about 5 percent of estimates based upon traffic volume and transit ridership counts, and model-estimates of traffic volume of individual highway facilities were generally within 5 to 10 percent of actual traffic volume counts. In this respect, it should be recognized that the observed actual counts of vehicle traffic volume and transit ridership to which the model estimates are compared do in fact themselves represent "estimates" which may contain their own variation and errors. Many of the counts are taken on only one or two days of the entire year and, therefore, reflect the effects of the daily and monthly variations in travel, requiring adjustment to attempt to reflect average weekday conditions.

This memorandum presents a second validation of the Commission's third generation travel simulation models. The model validation is with respect to estimation of travel and traffic within southeastern Wisconsin for the year 1995. The travel simulation model validation entailed applying the travel

simulation models with year 1995 transportation system network inventory data, 1995 employment data, 1995 land use inventory data, and 1995 population estimate data—based upon the 1995 land use inventory and Wisconsin Department of Administration annual estimates—and comparison of these model estimates of 1995 highway traffic and transit ridership to actual observed year 1995 highway vehicle and transit passenger counts. In 2003, a third validation of the Commission's travel simulation models will be completed using year 2000 census population data, year 2000 land use inventory data, year 2000 employment data, and year 2000 transportation network data. Also in 2003 and 2004, the Commission travel simulation models will undergo a major review, refinement, and recalibration with year 2001 and 2002 new travel survey data.

TRAVEL MODEL VALIDATION—YEAR 1995

Table 1 compares year 1995 model-estimated average weekday vehicle-miles of travel for the Southeastern Wisconsin Region to estimates of year 1995 vehicle-miles of travel estimated from actual observed traffic counts. Model-estimated arterial street and highway system vehicle-miles of travel are within 2 percent of vehicle-miles of travel estimated from traffic counts. Map 1 compares for selected arterial streets and highways estimates of year 1995 average weekday traffic from traffic counts and travel simulation models. Model estimates of average weekday traffic are within 5 to 10 percent of estimates from traffic counts.

Table 2 compares year 1995 model-estimated average weekday Milwaukee area transit ridership to estimates based upon transit passenger counts. Model-estimated ridership is within about 10 percent of ridership estimated by passenger counts. Table 3 compares year 1995 model estimates to passenger count estimates of average weekday ridership on the major routes of the transit system. This comparison of model-estimated and traffic count-based estimates of highway traffic and transit ridership indicates that the model has the ability to forecast traffic volume with adequate accuracy for transportation planning and design purposes and the model should be considered validated based upon this analysis with respect to the year 1995.

* * *

Table E-1

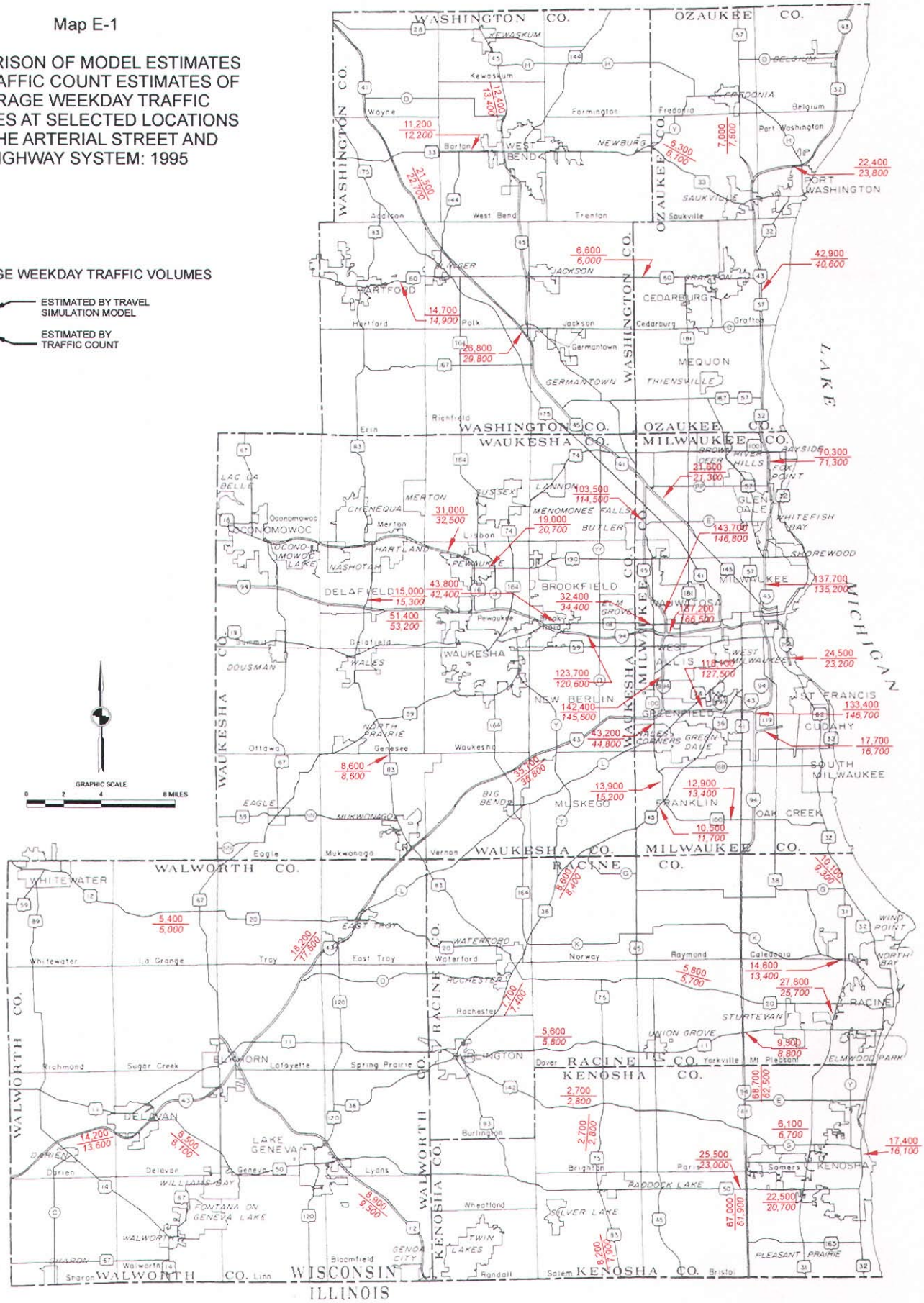
COMPARISON OF MODEL-ESTIMATED AND TRAFFIC COUNT-ESTIMATED ARTERIAL STREET AND HIGHWAY VEHICLE-MILES OF TRAVEL ON AN AVERAGE WEEKDAY IN THE REGION: 1995

County	1995 Estimated Average Weekday Vehicle-Miles of Travel from Traffic Counts	1995 Estimated Average Weekday Vehicle-Miles of Travel from Simulation Models	Percent of Estimated Travel
Kenosha	2,914,000	3,145,000	107.9
Milwaukee	14,821,000	14,634,000	98.7
Ozaukee	1,963,000	1,967,000	100.2
Racine	3,144,000	3,358,000	106.8
Walworth	2,125,000	2,261,000	106.4
Washington	2,697,000	2,671,000	99.0
Waukesha	8,390,000	8,607,000	102.6
Region	36,054,000	36,643,000	101.6

Source: SEWRPC.

Map E-1

COMPARISON OF MODEL ESTIMATES AND TRAFFIC COUNT ESTIMATES OF AVERAGE WEEKDAY TRAFFIC VOLUMES AT SELECTED LOCATIONS ON THE ARTERIAL STREET AND HIGHWAY SYSTEM: 1995



Source: SEWRPC.

Table E-2

COMPARISON OF AVERAGE WEEKDAY PUBLIC TRANSIT BOARDING PASSENGER ESTIMATES ON MILWAUKEE AREA FIXED-ROUTE BUS SERVICES: 1995 PASSENGER COUNT ESTIMATES AND MODEL ESTIMATES

Transit Systems	Total Boarding Passengers (Unlinked Trips)			
	1995 Passenger Count	1995 Model Estimate	Difference	
			Number	Percent
Milwaukee Area Transit Systems				
• Milwaukee County Transit System				
• Waukesha County Transit System				
• City of Waukesha Metro Transit				
Total All Systems	199,300	219,500	20,200	10.1

Source: SEWRPC.

Table E-3

COMPARISON OF AVERAGE WEEKDAY PUBLIC TRANSIT BOARDING PASSENGER ESTIMATES ON MILWAUKEE COUNTY TRANSIT SYSTEM MAJOR BUS ROUTES: 1995 PASSENGER COUNT ESTIMATES AND MODEL ESTIMATES

Milwaukee County Transit Systems Bus Route(s)	Total Boarding Passengers (Unlinked Trips)			
	1995 Passenger Counts	1995 Model Estimates	Difference	
			Number	Percent
30, 30x	20,400	25,100	4,700	23.0
1,23	14,100	15,200	1,100	7.8
27	12,500	13,200	700	5.6
19	12,500	14,700	2,200	17.6
15	10,800	13,900	3,100	28.7
12	10,600	12,400	1,800	17.0
62	9,000	7,100	-1,900	-21.1
80	8,700	9,600	900	10.3
10	7,400	9,000	1,600	21.6
21	7,300	5,200	-2,100	-28.8
2, 14	7,100	11,600	4,500	63.4
18	7,000	4,900	-2,100	-30.0
76	6,600	7,600	1,000	15.2
60	5,900	8,100	2,200	37.3
35	5,600	2,900	-2,700	-48.2
Subtotal	145,500	160,500	15,000	10.3
Total System	195,400	211,500	16,100	8.2

Source: SEWRPC.

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Appendix F

REVIEW AGENCY CORRESPONDENCE REGARDING THE CONFORMITY OF THE YEAR 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM AND THE REGIONAL TRANSPORTATION SYSTEM PLAN WITH THE STATE IMPLEMENTATION PLAN FOR AIR QUALITY

Federal Highway Administration
567 D'Onofrio Drive
Madison, WI 53719-2844

Federal Transit Administration
200 W. Adams Street, Suite 320
Chicago, IL 60606-5232

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March 28, 2003

Mr. Philip C. Evenson, Executive Director
Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, WI 53187-1607

Subject: Conformity of the Southeastern Wisconsin Regional Planning Commission 2002-2004 Transportation Improvement Program and the Regional Transportation System Plan as Amended to Extend the Plan Design to Year 2025 with Respect to the Wisconsin State Air Quality Implementation Plan

Dear Mr. Evenson:

The Federal Highway Administration and Federal Transit Administration have jointly reviewed the Southeastern Wisconsin Regional Planning Commission (SEWRPC) Regional Transportation System Plan (RTP) as amended to extend the plan design to year 2025 and the 2002-2004 Transportation Improvement Program (TIP) and accompanying air quality conformity analysis submitted on January 16, 2002. The plan, program, and analysis apply to the six severe ozone non-attainment counties in the Milwaukee Transportation Management Area and the Walworth County ozone maintenance area. Our reviews compared the RTP and TIP with the requirements of Titles 23 and 49 of the United States Code, the 1990 Clean Air Act Amendments (CAAA), and their related implementing regulations. The air quality conformity portion of our review was coordinated with the U.S. Environmental Protection Agency (EPA), the Wisconsin Department of Transportation (WisDOT), and the Wisconsin Department of Natural Resources (WisDNR). Please refer to the enclosed letters of review and approval from the EPA and WisDOT.

We jointly find the amended RTP and TIP for the six-county metropolitan planning area in southeastern Wisconsin and Walworth County to be in conformance with the transportation related requirements of Titles 23 and 49 U.S.C., CAAA, and related regulations including those for determining conformity with the Wisconsin State Air Quality Implementation Plan (SIP). We jointly find the SEWRPC RTP and TIP for the six-county metropolitan planning area to be in conformity with the SIP as required in 40 CFR Part 93 as amended.

This conformity finding is valid for a period of three years. A new air quality conformity determination will be required if either the RTP or TIP are modified by adding, removing and/or changing the implementation schedule of a non-exempt project, or if any other triggering events specified in 40 CFR 93.104(c) occur. Conformity can also lapse if the RTP and TIP are not updated within the required renewal periods - three years for the Plan and two years for the TIP.

Should you have any questions regarding this conformity finding, please contact Mr. Victor Austin, FTA at (312) 353-2865 or Dwight McComb, FHWA at (608) 829-7518.

Sincerely yours,

Dwight E. McComb
Federal Highway Administration
For the Division Administrator

Sincerely yours,

Joel P. Ettinger
Federal Transit Administration
Regional Administrator

Enclosures

cc: Frank J. Busalacchi, WisDOT
Rodney Clark, WisDOT
Kenneth Leonard, WisDOT
Carol Cutshall, WisDOT
Lloyd Eagan, WisDNR
Michael Leslie, USEPA Region V

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

FEB 20 2003

REPLY TO THE ATTENTION OF:

(AR-18J)

Bruce Matzke, Division Administrator
Federal Highway Administration
Wisconsin Division
567 D'Onofrio Drive
Madison, Wisconsin 53719

Dear Mr. Matzke:

The United States Environmental Protection Agency (USEPA) has completed its review of the conformity determinations for the 2002-2004 Transportation Improvement Program (TIP) and 2025 Regional Transportation Plan (Plan) for the Milwaukee severe ozone nonattainment area and Walworth County ozone maintenance plan. The TIP and Plan were prepared by the Southeastern Wisconsin Regional Planning Commission (SEWRPC). This letter provides the results of our review of the conformity determinations.

The Milwaukee severe ozone nonattainment area has approved Motor Vehicle Emissions Budgets (Budgets) for the Rate-of-Progress (ROP) plan and the Ozone Attainment Demonstration. The ROP plan contains a Budget for Volatile Organic Compounds (VOC) and Oxides of Nitrogen (NOx) for 2005. The Attainment Demonstration contains Budgets for VOC and NOx for 2007. The regional analysis for the Milwaukee area must satisfy the Budget test with the ROP plan and the Attainment Demonstration.

The Walworth County ozone maintenance area has an approved maintenance plan. The maintenance plan contains Budgets for VOC and NOx for 2007. The regional analysis for the Walworth county must demonstrate consistency with the maintenance Budget.

The Wisconsin Department of Natural Resources (WDNR) provided SEWRPC with emissions factors (EF) generated by USEPA's EF model MOBILE6 for the regional analyses for the years 2005, 2007, 2010, 2020, and 2025. These EF were developed using the latest transportation planning assumptions for the Milwaukee area.

The conformity analyses for the Milwaukee ozone nonattainment area and Walworth County maintenance area demonstrated consistency with all of the VOC and NOx Budgets. The WDNR has reviewed the conformity determinations and concurs that the TIP and Plan are

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consistent with the State Implementation Plan.

In summary, the SEWRPC 2002-2004 TIP and 2025 Plan conformity determinations for the Milwaukee and Walworth County areas meet the requirements of the conformity regulations. The USEPA recommends that these conformity determinations be approved.

If you have any questions, feel free to contact Michael Leslie, of my staff, at (312) 353-6680.

Sincerely yours,

Stephen Rothblatt, Chief
Air Programs Branch

cc: Lloyd Eagan, Director
Bureau of Air Management
Wisconsin Department of Natural Resources

Douglas Gerleman, Program Development Officer
Federal Transit Administration

Ed Christopher, Metropolitan Planner
Federal Highway Administration

Wisconsin Department of Transportation

Division of Transportation
Infrastructure Development
Bureau of Environment
4802 Sheboygan Avenue, Room 451
P.O. Box 7965
Madison, WI 53707-7965
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Facsimile (FAX): (608) 266-7818

January 27, 2003

Mr. Dwight E. McComb
Planning and Program Development Engineer
Federal Highway Administration
U.S. Department of Transportation
567 D'Onofrio Drive
Madison, WI 53719-2814

Subject: Review of the draft SEWRPC Memorandum Report entitled, "*Assessment of Conformity of the Year 2002-2004 Transportation Improvement Program and the Regional Transportation System Plan with Respect to the State of Wisconsin Air Quality Implementation Plan, –Six County Severe Ozone Nonattainment Area and Walworth County Ozone Maintenance Area.*"

Dear Mr. McComb:

Upon review of SEWRPC's draft Memorandum Report, December 2002, we find that the plan and Year 2002-2204 TIP meet the threshold requirements set forth in the Clean Air Act. The plan also conforms to the Wisconsin Attainment Demonstration State Implementation Plan approved November 2001in achieving air quality goals that ensure the attainment of the 1-Hour ozone National Ambient Air Quality Standard by 2007 for a severe ozone nonattainment area. The plan and TIP also demonstrate maintenance of the NAAQS for ozone in Walworth County.

The plan addresses the required process set forth in the August 15, 1997, Federal Register (40 CFR parts 51 and 93) for determining conformity to the SIP: 1) use of latest planning assumptions, 2) use of latest emission model, 3) interagency and public consultation, 4) provision for timely implementation of transportation control measures, 5) transportation plan content, and 6) procedures for determining regional transportation plan related emissions. In addition, we find that SEWRPC presented a reasonable professional argument for extending the 2020 plan to a 2025 design year.

SEWRPC's regional emissions analysis budget test demonstrates that the forecasted air pollutant emissions of VOC and NOx do not exceed the total allowable emissions for the six county area contained in the SIP budget for attainment in 2007. Emissions forecast for Walworth County show similar compliance with the Walworth County ozone maintenance plan.

We conclude from our review of SEWRPC's draft report that SEWRPC applied the appropriate tests, used correct budget criteria, and did not exceed the budgets defined for the six county region and Walworth County under the State Implementation Plan for air quality.

Sincerely,

Carol D Cutshall

Carol D. Cutshall, Director
Bureau of Environment

Cc: Michael G. Leslie, EPA
Douglas P. Gerleman, FTA
Philip C. Evenson, SEWRPC
Lloyd L. Eagan, WDNR
Kenneth J. Leonard, WisDOT

Appendix G

2002 – 2004 CONGESTION MITIGATION AND AIR QUALITY PROJECTS WITH ATTENDANT AIR POLLUTION EMISSION REDUCTIONS: 2007

Sponsor	Type	Project Title	Reduction in Volatile Organic Compounds Emissions (pounds per hot summer day) 2007	Reduction in Nitrogen Oxide Emissions (pounds per hot summer day) 2007
Washington County[1]	Alternative Fuel	Public CNG Fueling Site	13.10	--
Village of Waterford[1]	Alternative Fuel	Public CNG Fueling Site	6.54	--
Racine County	Bicycle / Pedestrian	Racine Sturtevant Trail Phase 1B	0.07	0.08
Milwaukee County	Bicycle / Pedestrian	Brady Street Pedestrian Bridge Replacement	0.22	0.25
Wisconsin DNR	Bicycle / Pedestrian	Hank Aaron State Trail – 6th St. Bike Ramp	0.14	0.26
City of Glendale	Bicycle / Pedestrian	Community Center – Oak Leaf Trail Connection	0.17	0.20
Kenosha County	Bicycle / Pedestrian	City of Kenosha, UW Parkside, Carthage College, and Petrifying Springs Park Bike / Pedestrian Trail	0.10	0.16
City of Mequon	Bicycle / Pedestrian	Mequon Pedestrian Links	0.11	0.13
City of West Bend	Bicycle / Pedestrian	Forest Highlands Pedestrian Path	0.11	0.13
City of Lake Geneva	Bicycle / Pedestrian	Phase II, Bike Trail Paving	--	--
Milwaukee County	Bicycle / Pedestrian	Oak Leaf Trail Redevelopment	0.17	0.26
Village of Fox Point	Bicycle / Pedestrian	Port Washington Rd. Pedestrian Way	0.13	0.15
City of Milwaukee	Bicycle / Pedestrian	Marsupial Bridge Initiative	0.22	0.25
City of Milwaukee	Bicycle / Pedestrian	Marquette University Pedestrian Corridor Plan	0.22	0.25
City of Racine	Bicycle / Pedestrian	Lake Michigan Pathway	0.07	0.10
City of Milwaukee	Bicycle / Pedestrian	Milwaukee CBD Pedestrian Corridors (BP 12A)	0.11	0.13
City of Milwaukee	Bicycle / Pedestrian	Milwaukee CBD Pedestrian Corridors (BP 12B)	0.11	0.13
City of Milwaukee	Bicycle / Pedestrian	Milwaukee CBD Pedestrian Corridors (BP 12C)	0.11	0.13
City of Kenosha	Bicycle / Pedestrian	Bridge over STH 32	0.03	0.03
Village of Grafton	Park and Ride Lots	Grafton Community Center	1.02	2.74
Wisconsin DOT District 1	Park and Ride Lots	Concord Park and Ride Lot	0.57	1.52
City of Milwaukee	Transportation Demand Management	Milwaukee CBD Parking Identification and Wayfinding System	10.31	12.00

2002 – 2004 CONGESTION MITIGATION AND AIR QUALITY PROJECTS WITH ATTENDANT AIR POLLUTION EMISSION REDUCTIONS: 2007

Sponsor	Type	Project Title	Reduction in Volatile Organic Compounds Emissions (pounds per hot summer day) 2007	Reduction in Nitrogen Oxide Emissions (pounds per hot summer day) 2007
Wisconsin DOT	Transit	Continued and Improved Operation of the "Hiawatha" Intercity from Milwaukee to Chicago	15.48	41.73
Milwaukee County	Transit	Transit Improvement for UW/Milwaukee	0.26	0.31
City of Waukesha Metro Transit	Transit	Sunday Transit Service June 17, 2003 - June 17, 2004	3.57	4.16
City of Kenosha	Transit	West Expansion Traffic Demand Management	0.66	1.12
Milwaukee County	Transit	Southeastern Wisconsin Marketing Partnership	--	--
Village of Sturtevant	Transit	Construction of a Future Amtrak Depot	--	--
City of Racine	Transit	Develop Park and Ride Lot	1.00	2.70
City of Kenosha	Transit	ADA Accessibility for Commuter Rail System	0.57	0.96
Wisconsin DNR	Pilot Program	Onboard Vapor Recovery Project	--	--
Wisconsin DNR	Public Information	Commuter Choices Add up to Cleaner Air	--	--

[1] The estimated reduction in volatile organic compound emissions attendant to use of the alternative fuel compressed natural gas are based upon an emissions rate reduction factor provided by the Wisconsin Department of Natural Resources in 1994.

Source: Wisconsin Department of Natural Resources, Wisconsin Department of Transportation and SEWRPC.

Appendix H

COMPARISON OF FORECAST FUTURE AIR POLLUTANT EMISSIONS FROM THE TRANSPORTATION SYSTEM OF SOUTHEASTERN WISCONSIN UNDER THE REGIONAL TRANSPORTATION SYSTEM PLAN AND YEAR 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO THE AIR POLLUTANT TRANSPORTATION SYSTEM EMISSION BUDGETS UNDER THE STATE IMPLEMENTATION PLAN FOR AIR QUALITY (SIP) – EMISSION FORECASTS BASED UPON USEPA EMISSION MODEL MOBILE5A

	Six County Area[a]		Walworth County	
Forecast Year	Volatile Organic Compounds[b,c] (Tons per Hot Summer Weekday) SIP Budget (36.7 tons - 2005 32.2 tons - 2007) Year 2025 Plan and 2002-2004 TIP Emissions Forecast	Nitrogen Oxides[b,c] (Tons per Hot Summer Weekday) SIP Budget (84.1 tons - 2005 71.4 tons - 2007) Year 2025 Plan and 2002-2004 TIP Emissions Forecast	Volatile Organic Compounds[b] (Tons per Hot Summer Weekday) SIP Budget (5.39 tons – 2007) Year 2025 Plan and 2002-2004 TIP Emissions Forecast	Nitrogen Oxides[b] (Tons per Hot Summer Weekday) SIP Budget (7.20 tons - 2007) Year 2025 Plan and 2002-2004 TIP Emissions Forecast
2005	33.52	78.30	5.17	7.47
2007	28.70	63.52	5.03	6.87
2010	21.79	43.14	4.92	6.10
2020	15.81	21.77	5.09	5.23
2025	15.73	20.15	5.26	5.28

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

[b] *The emissions forecasts under the plan are pursuant to Federal regulations to also assume implementation of the 2002-2004 transportation improvement program, which has been prepared to continue implementation of the plan. Since the plan and program are entirely consistent with respect to "non-exempt" projects, or projects of air quality impact, including highway and transit capacity improvement and expansion, the emissions forecast attendant to the plan are basically the same as the plan and program combined.*

[c] *Estimated 1990 emissions are 145.6 tons of volatile organic compounds and 128.2 tons of nitrogen oxides. Estimated 1999 emissions are 56.4 tons of volatile organic compounds and 110.0 tons of nitrogen oxides.*

Source: Wisconsin Department of Natural Resources and SEWRPC.