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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

W239 N1812 ROCKWOOD DRIVE • PO BOX 1607 • WAUKESHA, WI 53187-1607 •

TELEPHONE (262) 547-6721
FAX (262) 547-1103

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MEMORANDUM

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

FROM: SEWRPC Staff

DATE: April 1, 2008

SUBJECT: PROPOSED ALLOCATION OF FY 2010, 2011, AND 2012 SURFACE TRANSPORTATION PROGRAM FUNDS AND SELECTION OF PROJECTS FOR FUNDING WITHIN THE MILWAUKEE URBANIZED AREA.

INTRODUCTION

There is a need at this time to select those transportation projects to be funded in the years 2010, 2011, and 2012 with Federal Highway Administration Surface Transportation Program (STP) funds designated for the Milwaukee urbanized area. The Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (Milwaukee Area TIP Committee) has developed guidelines for the selection of projects to be funded with STP-Milwaukee urbanized area funds; has previously selected projects for funding for the years 1992 through 2009 under those guidelines; and has programmed those projects for implementation in previous transportation improvement programs for southeastern Wisconsin.

The purpose of this memorandum is to review the guidelines, and apply the guidelines for the years 2010, 2011, and 2012, so that projects can be recommended for funding.

GUIDELINES FOR SELECTION OF PROJECTS FOR FUNDING

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

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

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

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

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

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

A first step in applying these guidelines for the years 2010, 2011, and 2012 is to allocate STP funds for the years 2010, 2011, and 2012 between highway and transit projects. The guideline recommends that Milwaukee area FHWA STP funds and FTA section 5307 funds should be combined and allocated between highway and transit needs based upon their relative capital project needs as set forth in the year 2035 regional transportation plan. In that plan Milwaukee area county and local arterial highway capital project needs represent an estimated 63 percent of total area capital project needs, and Milwaukee area public transit capital project needs represent 37 percent of total area capital project needs. It is unknown at this time how much Federal funding the U.S. Congress will authorize and appropriate in FY 2010, 2011, and 2012 with respect to FTA Section 5307 and FHWA STP funds for the Milwaukee urbanized area. Accordingly, it is necessary to estimate those authorizations and appropriations, recognizing that the actual appropriations may be more or less than the estimate, and that the quantitative analysis set forth herein may need to be revised. Based on historic annual authorized and appropriated funding levels, the Federal funding for the Milwaukee urbanized area for FY 2010, 2011, and 2012 is estimated to include \$15.9 million annually of FHWA STP funds and \$19.6 million annually of FTA Section 5307 funds (based on an average of the last three years of FTA funding), for an annual total of \$35.5 million of Federal funds.

To support planning operations, the Regional Planning Commission has received an annual allocation of \$150,000 of Milwaukee urbanized area FTA Section 5307 capital funds since 1990, and an annual allocation of STP funds since 1996, with the latest allocation being \$500,000 annually in 2008 and 2009. The Commission is requesting for the years 2010, 2011, and 2012 a continued annual allocation of \$150,000 of FTA funds and \$500,000 of STP funds to support Commission transportation planning and programming, including air quality conformity analyses. In addition, to conduct digital orthophotography in 2010, the Commission is requesting an additional \$600,000 of STP funds (\$560,000 of STP funds were used to obtain the 2000 digital orthophotography, and \$600,000 in STP-M funds were requested to obtain the 2005 digital orthophotography).

Given the estimated annual funding levels for FY 2010, 2011, and 2012 noted above (total of \$35.5 million) and adjusting those funding levels to account for the proposed Commission planning needs, about \$34.6 million of Federal funds is expected to be available annually to the Milwaukee urbanized area for capital highway and transit projects -- \$15.2 million of STP funds and \$19.4 million of Section 5307 funds. Applying the foregoing principles which would allocate the available funding between transit and highways based upon the funding needs established in the year 2035 regional transportation plan, the following allocation to the two modes results:

<u>Transit:</u>	\$34.6 million x 37 percent = \$12.8 million annual funding
<u>Highways:</u>	\$34.6 million x 63 percent = \$21.8 million annual funding

This potential allocation of Federal funds would entail the transfer of \$6.6 million annually of FTA section 5307 transit funds to arterial streets and highways. Consistent with past advisory committee practice, the Commission staff recommends that no transfer of FTA Section 5307 funds be made to streets and highways, and that the balance of STP funds for public transit capital projects not be reduced. The FTA Section 5307 funds may be used by Milwaukee area transit operators to fund transit operating cost as well as capital projects.

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

The currently approved procedure for selecting transit capital projects to be Federally funded with FTA Section 5307 funds is for the Milwaukee area public transit operators to program projects against the FTA Section 5307 funds (\$19.4 million annually in 2010, 2011, and 2012) allocated to each operator by formula. With respect to STP funds to be used for transit projects, the transit operators could through negotiation select transit projects to be proposed for STP funding. Alternatively, each Milwaukee area transit operator could be allocated their portion of the “paper” balance of \$10.7 million of STP funds allocated to transit in previous years with such allocation based upon the same procedure with which FTA Section 5307 funds are distributed, and each operator could then request STP funding for their transit project(s). Milwaukee County in 2002 requested and received approval for \$10 Million of STP funding in 2004 and 2005 for the construction of the downtown connector project, but this project has not yet proceeded to construction.

With respect to arterial streets and highways, each unit of government—municipal and county—is allocated an annual amount of the STP funds determined to be available for highways based on its proportionate share of the planned lane-miles of eligible arterial facilities on the adopted regional transportation system plan under its current jurisdiction within the appropriate adjusted Census defined Milwaukee urbanized area—the 1990 adjusted Census defined area prior to November 2003, and the 2000 adjusted Census defined urbanized area since November 2003.

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

Table 2 shows the estimated current and potential 2010, 2011, and 2012 STP funds to be credited to each municipality and county based upon the 2000 Census adjusted areas, under the adopted allocation methodology, along with the estimated 2012 fund balance for each unit of government. Of the \$15.2 million of annual STP funding to be allocated under the recommended alternative to arterial streets and highways in the years 2010, 2011, and 2012, approximately 27 percent, or \$4.1 million annually, would be allocated to the City of Milwaukee; and the remaining 73 percent, or \$11.1 million annually, would be allocated to all other local units of government in the Milwaukee urbanized area.

The amount of annual funding historically allocated to the City of Milwaukee (about \$4.1 million in 2010, 2011, and 2012) has permitted the City to implement each year a number of substantial highway improvement projects. For the remaining local communities and for the counties involved, implementation of a substantial project was only possible perhaps once every few or several years. Consequently, a project evaluation and ranking procedure was used to rank projects for Federal funding. This procedure considers for each project the potential Federal funding requested and the Federal funding balance credited to the community concerned and as well for transit projects. The estimated STP fund balance as of the end of Federal fiscal year 2012 for each local unit of government and for transit projects in the Milwaukee urbanized area is provided in Table 2. The estimated annual funding allocated in 2010, 2011, and 2012 to the Federal Surface Transportation Program fund balances for local communities within the Milwaukee urbanized area other than the City of Milwaukee ranges from less than \$1,000 to about \$3.5 million.

EVALUATION OF CANDIDATE PROJECTS

In April 2007, local communities within the Milwaukee urbanized area were requested to submit candidate arterial street and highway projects for consideration for Federal funding. The Wisconsin Department of Transportation Southeast Region staff has reviewed the projects to assure that the schedule and cost estimate for each project is reasonable. A total of 16 candidate projects requesting Federal funds were submitted and are listed in Table 3. The evaluation of candidate projects and ranking of projects for use of Federal funds is documented in Tables 4 and 5. The projects were evaluated by comparing each community's or county's estimated potential Federal fiscal year 2012 Surface Transportation Program fund balance to the requested Federal funding share of each candidate project. Projects from communities having positive 2012 Surface Transportation Program fund balances—including the Federal cost of the requested project—were ranked higher than projects from communities or counties with negative balances. With respect to projects submitted by those communities or counties having a positive balance of Surface Transportation Program funding as of 2012, the ratio of the Federal share of the cost of the candidate project to the 2012 Surface Transportation Program balance for the community was calculated, and projects were ranked with the project with the lowest ratio being ranked first. The ratio so calculated would indicate the proportion of a community's or county's fund balance necessary to implement the project.

With respect to projects from those communities with an estimated negative balance of Surface Transportation Program funding in 2012 (including the Federal cost of the requested project), the ratio of

Table 1

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

Implementing Agency	Year 2000 Urbanized Area	
	Total Year 2035 Planned Lane-Miles	Proportionate Share
MILWAUKEE COUNTY		
County	375.68	0.11945
Village of Bayside	0.06	0.00002
Village of Brown Deer	16.18	0.00515
City of Cudahy	27.44	0.00873
Village of Fox Point	2.36	0.00075
City of Franklin	28.78	0.00915
City of Glendale	13.98	0.00444
Village of Greendale	18.98	0.00604
City of Greenfield	37.68	0.01198
Village of Hales Corners	6.98	0.00222
City of Milwaukee	849.88	0.27022
City of Oak Creek	63.32	0.02013
Village of River Hills	7.96	0.00253
City of Francis	14.94	0.00475
Village of Shorewood	6.18	0.00196
City of South Milwaukee	27.50	0.00874
City of Wauwatosa	71.76	0.02282
City of West Allis	97.38	0.03096
Village of West Milwaukee	13.38	0.00425
Village of Whitefish Bay	15.64	0.00497
Milwaukee-County Total	1,696.06	0.53926
WAUKESHA COUNTY		
County	733.82	0.23332
Village of Big Bend	1.56	0.00050
City of Brookfield	72.14	0.02294
Town of Brookfield	1.56	0.00050
Village of Butler	1.98	0.00063
City of Delafield	13.60	0.00432
Village of Elm Grove	14.76	0.00469
Village of Hartland	4.60	0.00146
Village of Lannon	1.68	0.00053
Town of Lisbon	12.08	0.00384
Village of Menomonee Falls	61.72	0.01962
Town of Merton	0.78	0.00025
Village of Merton	0.12	0.00004
City of Muskego	29.26	0.00930
City of New Berlin	61.44	0.01953
City of Oconomowoc	21.38	0.00680
Town of Oconomowoc	6.78	0.00216
Village of Oconomowoc Lake	0.02	0.00001

Table 1 (continued)

Implementing Agency	Year 2000 Urbanized Area	
	Total Year 2035 Planned Lane-Miles	Proportionate Share
City of Pewaukee	2.02	0.00064
Village of Pewaukee	7.30	0.00232
Town of Summit	2.10	0.00067
Village of Sussex	9.86	0.00313
Town of Vernon	3.26	0.00104
City of Waukesha	88.22	0.02805
Town of Waukesha	1.90	0.00060
Waukesha County-Total	1,153.94	0.36689
OZAUKEE COUNTY		
County	73.92	0.02350
City of Cedarburg	17.06	0.00542
Town of Cedarburg	3.86	0.00123
Town of Grafton	6.56	0.00209
Village of Grafton	9.96	0.00317
City of Mequon	96.16	0.03057
Town of Saukville	0.68	0.00022
Village of Saukeville	1.36	0.00043
Village of Thiensville	7.20	0.00229
Ozaukee County-Total	216.76	0.06892
RACINE COUNTY		
County	0.00	0.00000
Town of Caledonia	4.06	0.00129
Town of Norway	0.00	0.00000
Town of Raymond	0.00	0.00000
Racine County-Total	4.06	0.00129
WASHINGTON COUNTY		
County	21.28	0.00677
Town of Germantown	0.00	0.00000
Village of Germantown	53.06	0.01687
Washington County-Total	74.34	0.02364
Milwaukee Urbanized Area-Total	3,145.16	1.00000

Source: SEWRPC.

Table 2

ESTIMATED CURRENT FEDERAL AID PROGRAM BALANCES IN THE MILWAUKEE URBANIZED AREA AND POTENTIAL FEDERAL FISCAL YEAR 2010, 2011, AND 2012 FORMULA ALLOCATIONS, AND 2012 BALANCES

Implementing Agency	Accumulative Share--1974 Through 2009	Projects Committed to Agreement and Scheduled to Contract	Estimated Balance Through 2009	Formula Allocation for 2010-2012	Estimated Balance Through 2012
MILWAUKEE COUNTY					
County	\$41,100,876	\$60,014,345	(\$18,913,469)	\$5,441,282	(\$13,472,187)
Village of Bayside	\$7,998	0	\$7,998	\$869	\$8,867
Village of Brown Deer	\$2,029,207	\$1,815,409	\$213,798	\$234,348	\$448,146
City of Cudahy	\$3,316,201	\$2,402,484	\$913,716	\$397,436	\$1,311,152
Village of Fox Point	\$337,939	\$134,395	\$203,543	\$34,182	\$237,725
City of Franklin	\$4,559,566	\$3,899,675	\$659,891	\$416,844	\$1,076,735
City of Glendale	\$1,950,424	\$2,195,097	(\$244,673)	\$202,484	(\$42,189)
Village of Greendale	\$2,170,281	\$2,892,056	(\$721,774)	\$274,903	(\$446,871)
City of Greenfield	\$4,533,264	\$2,709,574	\$1,823,690	\$545,750	\$2,369,440
Village of Hales Corners	\$947,892	\$1,376,232	(\$428,340)	\$101,097	(\$327,242)
City of Milwaukee	\$140,234,337	\$144,923,614	(\$4,689,277)	\$12,309,509	\$7,620,232
City of Oak Creek	\$9,019,403	\$7,921,731	\$1,097,672	\$917,116	\$2,014,787
Village of River Hills	\$1,137,450	\$578,175	\$559,275	\$115,291	\$674,566
City of Saint Francis	\$1,946,459	\$1,732,995	\$213,464	\$216,388	\$429,852
Village of Shorewood	\$987,466	\$708,262	\$279,205	\$89,510	\$368,715
City of South Milwaukee	\$3,641,507	\$3,295,099	\$346,408	\$398,305	\$744,713
City of Wauwatosa	\$9,047,222	\$11,185,973	(\$2,138,751)	\$1,039,359	(\$1,099,392)
City of West Allis	\$12,659,819	\$14,436,961	(\$1,777,142)	\$1,410,434	(\$366,707)
Village of West Milwaukee	\$1,296,479	\$1,675,685	(\$379,206)	\$193,794	(\$185,412)
Village of Whitefish Bay	\$2,004,775	\$1,148,090	\$856,685	\$226,527	\$1,083,212
Milwaukee-County Total	\$242,928,564	\$265,045,851	(\$22,117,287)	24,565,429	\$2,448,142
WAUKESHA COUNTY					
County	\$53,560,468	\$51,073,545	\$2,486,923	\$10,628,517	\$13,115,440
Village of Big Bend	\$144,170	0	\$144,170	\$22,595	\$166,765
City of Brookfield	\$13,210,151	\$16,187,114	(\$2,976,963)	\$1,044,863	(\$1,932,100)
Town of Brookfield	\$379,982	\$589,293	(\$209,310)	\$22,595	(\$186,716)
Village of Butler	\$295,252	\$431,320	(\$136,068)	\$28,678	(\$107,390)
City of Delafield	\$849,414	\$1,542,327	(\$692,913)	\$196,980	(\$495,933)
Village of Elm Grove	\$1,515,551	\$1,609,842	(\$94,290)	\$213,781	\$119,491
Village of Hartland	\$359,591	\$182,419	\$177,172	\$66,626	\$243,797
Village of Lannon	\$235,836	\$346,052	(\$110,215)	\$24,333	(\$85,883)
Town of Lisbon	\$940,186	\$148	\$940,038	\$174,965	\$1,115,003
Village of Menomonee Falls	\$8,316,342	\$6,972,404	\$1,343,937	\$893,941	\$2,237,879
Town of Merton	\$20,684	\$0	\$20,684	\$11,297	\$31,981
Village of Merton	\$2,997	0	\$2,997	\$1,738	\$4,735
City of Muskego	\$3,285,622	\$3,205,584	\$80,038	\$423,797	\$503,834
City of New Berlin	\$8,076,810	\$2,636,679	\$5,440,131	\$889,886	\$6,330,017
City of Oconomowoc	\$1,679,907	\$673,085	\$1,006,823	\$309,664	\$1,316,487
Town of Oconomowoc	\$118,328	\$184	\$118,144	\$98,200	\$216,345
Village of Oconomowoc Lake	\$98,723	0	\$98,723	\$290	\$99,013
City of Pewaukee	\$642,210	\$111	\$642,100	\$29,257	\$671,357
Village of Pewaukee	\$896,310	\$555,378	\$340,932	\$105,732	\$446,664
Town of Summit	\$124,084	0	\$124,084	\$30,416	\$154,500
Village of Sussex	\$1,244,572	\$1,468,679	(\$224,107)	\$142,810	(\$81,297)
Town of Vernon	\$78,620	0	\$78,620	\$47,217	\$125,837
City of Waukesha	\$10,745,277	\$12,306,518	(\$1,561,241)	\$1,277,763	(\$283,478)
Town of Waukesha	\$375,859	\$596,812	(\$220,954)	\$27,519	(\$193,434)
Waukesha County-Total	\$107,196,945	\$100,377,492	\$6,819,454	16,713,460	\$23,532,913

Table 2 (continued)

Implementing Agency	Accumulative Share--1974 Through 2009	Projects Committed to Agreement and Scheduled to Contract	Estimated Balance Through 2009	Formula Allocation for 2010-2012	Estimated Balance Through 2012
OZAUKEE COUNTY					
County	\$6,129,718	\$4,428,531	\$1,701,187	\$1,070,644	\$2,771,831
City of Cedarburg	\$1,760,624	\$2,552,244	(\$791,621)	\$247,094	(\$544,527)
Town of Cedarburg	\$471,993	\$52,982	\$419,010	\$55,908	\$474,918
Town of Grafton	\$409,799	\$199,963	\$209,836	\$95,014	\$304,850
Village of Grafton	\$1,123,531	\$994,302	\$129,229	\$144,259	\$273,488
City of Mequon	\$17,197,377	\$20,659,521	(\$3,462,145)	\$1,392,764	(\$2,069,380)
Town of Saukville	\$15,051	0	\$15,051	\$9,849	\$24,900
Village of Saukville	\$31,750	\$0	\$31,750	\$19,698	\$51,448
Village of Thiensville	\$908,338	\$455,223	\$453,114	\$104,284	\$557,398
Ozaukee County-Total	\$28,048,180	\$29,342,768	(\$1,294,588)	\$3,139,513	\$1,844,925
RACINE COUNTY					
County	\$608,142	\$535,420	\$72,722	\$0	\$72,722
Town of Caledonia	\$755,704	\$170,270	\$585,434	\$58,804	\$644,239
Town of Norway	\$536,945	\$125,923	\$411,022	\$0	\$411,022
Town of Raymond	\$195,002	\$195,002	\$0	\$0	\$0
Racine County-Total	\$2,095,793	\$1,026,614	\$1,069,179	\$58,804	\$1,127,983
WASHINGTON COUNTY					
County	\$3,923,806	\$3,601,894	\$321,911	\$308,216	\$630,127
Town of Germantown	\$151,638	\$109,526	\$42,112	\$0	\$42,112
Village of Germantown	\$8,689,094	\$6,002,816	\$2,686,278	\$768,512	\$3,454,789
Washington County-Total	\$12,764,538	\$9,714,237	\$3,050,301	\$1,076,727	\$4,127,028
Milwaukee Urbanized Area					
Transit Capital Funding ^a	\$10,740,000	\$0	\$10,740,000	\$0	\$10,740,000
TOTAL	\$403,774,021	\$405,506,962	(\$1,732,941)	\$45,553,933	\$43,820,992

^a A project to provide \$10 million in construction funding to Milwaukee County for the downtown connector was approved in 2002 with 2004-2005 STP funds. The project remains under study and as a result does not appear as a project committed to agreement and scheduled to contract. Other projects in the Milwaukee area have proceeded with the deferral of this transit project, so that the \$10 million in STP funds are not lost and returned to FHWA. As a result, the City of Milwaukee currently has a negative \$4.7 million STP fund balance, and other local units of government in the Milwaukee area have a combined negative \$7.8 million balance. Therefore, when the downtown connector proceeds there will be a need to defer approximately one year of potential projects from the City of Milwaukee and other local governments in the Milwaukee area.

Source: Wisconsin Department of Transportation and SEWRPC

TABLE 3

CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM (STP) PROJECTS FOR THE MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS 2010, 2011, AND 2012^a

Project Sponsor	Project Description	Requested 2010 Federal Funding		Requested 2011 Federal Funding		Requested 2012 Federal Funding	
City of Cudahy	Reconstruction of S. Whitnall Avenue/Ladisch Avenue Between S. Packard Avenue and S. Nicholson Avenue	--	--	--	--	\$2,815,800	Const Other
City of Franklin	Reconstruction of Puetz Road Between STH 100 to S. 76 th Street (CTH U)	\$320,000	P.E.	\$80,000	R.O.W. Other	\$2,209,600	Const
City of Glendale	Reconstruction of W. Glendale Avenue Between N. Green Bay Avenue (STH 57) and N. Port Washington Road	\$208,600	P.E.	\$9,200	R.O.W.	\$1,008,100	Const
Milwaukee County	Rehabilitation of E. College Avenue (CTH ZZ) S. Howell Avenue (STH 38) to S. Pennsylvania Avenue (STH 794)	--	--	\$2,622,400	Const	--	--
Milwaukee County	Reconstruction of W. Mill Road (CTH S) Between 84 th Street and N. 56th Street	--	--	\$835,200	P.E.	\$5,570,000	Const Other
City of New Berlin	Recondition S. 124 th Street Between Grange Avenue and Cold Spring Road	\$2,380,400	P.E. Const	--	--	--	--
City of New Berlin	Reconstruction of Coffee Road Between Calhoun Road and National Avenue (CTH ES)	\$3,808,000	P.E. Const Other	--	--	--	--
City of New Berlin	Reconstruction of W. Lincoln Avenue Between S. Calhoun Road and S. Moorland Road (CTH O)	\$2,708,400	Const	--	--	--	--
City of South Milwaukee	Reconstruction of Nicholson Avenue and S. Pennsylvania Avenue Between E. Rawson Avenue (CTH BB) and E. College Avenue (CTH ZZ)	\$336,000	P.E.	--	--	\$3,200,000	Const
City of St. Francis	Resurface S. Packard Avenue Between E. Lunham Avenue and E. Howard Avenue	\$80,000	P.E.	\$506,400	Const	--	--
Village of Shorewood	Reconstruction of N. Wilson Drive Between E. Capitol Drive and the North Village limit	\$270,400	P.E.	--	--	\$1,704,000	Const
Washington County	Reconstruction with Additional Traffic Lanes of CTH Q (County Line Road) Between USH 41 and Pilgrim Road	\$2,960,000	Const	--	--	--	--
City of Waukesha	Reconstruction of N. East Avenue Between a Point 175 feet south of Wabash Avenue and College Avenue	\$230,400	P.E.	\$12,000	R.O.W.	\$1,104,000	Const
City of Waukesha	Resurface N. East Avenue Between Sunset Drive and a Point 175 feet south of Wabash Avenue.	\$113,600	P.E.	\$506,000	Const	--	--
Waukesha County	Reconstruction with Additional Traffic Lanes of Cleveland Avenue (CTH D) Between Calhoun Road and S. 124 th Street	\$160,000	P.E.	\$4,986,400	Const	\$10,138,400	Const
City of West Allis	Resurface S. 76th Street Between W. Greenfield Avenue (STH 59) and S. Pierce Street	--	--	\$100,000	P.E.	\$644,000	Const

^a W. Lincoln Avenue between S. Calhoun Road and S. Moorland Road (CTH O) was not recommended in the year 2035 regional transportation plan as an arterial; however, in the update of the Waukesha County jurisdictional highway system plan underway and in the review and amendment of the regional transportation plan to be conducted in 2010, the Commission staff would expect to add this segment of Lincoln Avenue to the recommended arterial street and highway system, based on land use density, arterial spacing, and traffic volume.

Source: Wisconsin Department of Transportation and SEWRPC

TABLE 4

PROJECT RATING AND RANKING OF CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM (STP)
PROJECTS FOR THE MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS 2010, 2011 AND 2012

Project Sponsor	Project Sponsor Priority	Project Description	Requested 2010 Federal Funding		Requested 2011 Federal Funding		Requested 2012 Federal Funding		Estimated Local Government Adjusted 2012 STP Balance	Project Rating	Rank
City of Cudahy	1	Reconstruction of S. Whitnall Avenue/Ladisch Avenue Between S. Packard Avenue and S. Nicholson Avenue	--	--	--	--	\$2,815,800	Const Other	\$1,311,152	-11.36	11
City of Franklin	1	Reconstruction of Puetz Road Between STH 100 to S. 76 th Street (CTH U)	\$320,000	P.E.	\$80,000	R.O.W. Other	\$2,209,600	Const	\$1,076,735	-11.03	10
City of Glendale	1	Reconstruction of W. Glendale Avenue Between N. Green Bay Avenue (STH 57) and N. Port Washington Road	\$208,600	P.E.	\$9,200	R.O.W.	\$1,008,100	Const	(\$42,189)	-18.79	13
Milwaukee County	1	Rehabilitation of E. College Avenue (CTH ZZ) S. Howell Avenue (STH 38) to S. Pennsylvania Avenue (STH 794)	--	--	\$2,622,400	Const	--	--	(\$13,472,187)	-8.87	9
Milwaukee County	2	Reconstruction of W. Mill Road (CTH S) Between 84 th Street and N. 56th Street	--	--	\$835,200	P.E.	\$5,570,000	Const Other	(\$16,094,587)	-12.40	12
City of New Berlin	1	Recondition S. 124 th Street Between Grange Avenue and Cold Spring Road	\$2,380,400	P.E. Const	--	--	--	--	\$6,330,017	0.38 ^a	1
City of New Berlin	2	Reconstruction of Coffee Road Between Calhoun Road and National Avenue (CTH ES)	\$3,808,000	P.E. Const Other	--	--	--	--	\$3,949,617	0.96	2
City of New Berlin	3	Reconstruction of W. Lincoln Avenue Between S. Calhoun Road and S. Moorland Road (CTH O)	\$2,708,400	Const	--	--	--	--	\$141,617	-8.65	8
City of St. Francis	1	Resurface S. Packard Avenue Between E. Lunham Avenue and E. Howard Avenue	\$80,000	P.E.	\$506,400	Const	--	--	\$429,852	-2.17	4
Village of Shorewood	1	Reconstruction of N. Wilson Drive Between E. Capitol Drive and the North Village limit	\$270,400	P.E.	--	--	\$1,704,000	Const	\$368,715	-53.81	16
City of South Milwaukee	1	Reconstruction of Nicholson Avenue and S. Pennsylvania Avenue Between E. Rawson Avenue (CTH BB) and E. College Avenue (CTH ZZ)	\$336,000	P.E.	--	--	\$3,200,000	Const	\$744,713	-21.02	14
Washington County	1	Reconstruction with Additional Traffic Lanes of CTH Q (County Line Road) Between USH 41 and Pilgrim Road	\$2,960,000	Const	--	--	--	--	\$630,127	-22.68	15
City of Waukesha	1	Reconstruction of N. East Avenue Between a Point 175 feet south of Wabash Avenue and College Avenue	\$230,400	P.E.	\$12,000	R.O.W.	\$1,104,000	Const	(\$283,478)	-3.83	6
City of Waukesha	2	Resurface N. East Avenue Between Sunset Drive and a Point 175 feet south of Wabash Avenue.	\$113,600	P.E.	\$506,000	Const	--	--	(\$1,629878)	-5.28	7
Waukesha County	1	Reconstruction with Additional Traffic Lanes of Cleveland Avenue (CTH D) Between Calhoun Road and S. 124 th Street	\$160,000	P.E.	\$4,986,400	Const	\$10,138,400	Const	13,115,440	-0.61	3
City of West Allis	1	Resurface S. 76th Street Between W. Greenfield Avenue (STH 59) and S. Pierce Street	--	--	\$100,000	P.E.	\$644,000	Const	(\$366,707)	-2.36	5

^a This project is a joint project of the City of New Berlin, City of Greenfield, and Village of Hales Corners. The cost of the project is to be divided between the City of New Berlin (48 percent), City of Greenfield (34 percent), and Village of Hales Corners (18 percent). The corresponding rating for each community would be: New Berlin 0.18, Greenfield 0.34, Hales Corners -22.43. The project rating shown above is presented as if the project is entirely a City of New Berlin project.

Source: Wisconsin Department of Transportation and SEWRPC

Table 5

**PROJECT RATING AND RANKING OF CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM (STP)
 PROJECTS FOR THE MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS: 2010, 2011, AND 2012**

Project Sponsor	Project Sponsor Priority	Project Description	Work Phase	Federal Cost	Accumulated Federal Cost	Project Rating	Rank	Funding Category
City of New Berlin	1	Recondition S. 124 th Street Between Grange Avenue and Cold Spring Road	P.E., Const	\$2,380,400	\$2,380,400	0.38 ^a	1	"Funded" Project
City of New Berlin	2	Reconstruction of Coffee Road Between Calhoun Road and National Avenue (CTH ES)	P.E., Const, Other	\$3,808,000	\$6,188,400	0.96	2	"Funded" Project
Waukesha County	1	Reconstruction with Additional Traffic Lanes of Cleveland Avenue (CTH D) Between Calhoun Road and S. 124 th Street	P.E., Const	\$15,284,800	\$21,473,200	-0.61	3	"Funded" Project
City of St. Francis	1	Resurface S. Packard Avenue Between E. Lunham Avenue and E. Howard Avenue	P.E., Const	\$586,400	\$22,059,600	-2.17	4	"Funded" Project
City of West Allis	1	Resurface S. 76th Street Between W. Greenfield Avenue (STH 59) and S. Pierce Street	P.E., Const	\$744,000	\$22,803,600	-2.36	5	"Funded" Project
City of Waukesha	1	Reconstruction of N. East Avenue Between a Point 175 feet south of Wabash Avenue and College Avenue	P.E., R.O.W., Const	\$1,346,400	\$24,150,000	-3.83	6	"Funded" Project
City of Waukesha	2	Resurface N. East Avenue Between Sunset Drive and a Point 175 feet south of Wabash Avenue.	P.E., Const	\$619,600	\$24,769,600	-5.28	7	"Funded" Project
City of New Berlin	3	Reconstruction of W. Lincoln Avenue Between S. Calhoun Road and S. Moorland Road (CTH O)	Const	\$2,708,400	\$27,478,000	-8.65	8	"Funded" Project
Milwaukee County	1	Rehabilitation of E. College Avenue (CTH ZZ) S. Howell Avenue (STH 38) to S. Pennsylvania Avenue (STH 794)	Const	\$2,622,400	\$30,100,400	-8.87	9	"Funded" Project
City of Franklin	1	Reconstruction of Puetz Road Between STH 100 to S. 76 th Street (CTH U)	P.E., R.O.W., Const	\$2,609,600	\$32,710,000	-11.03	10	"Funded" Project
City of Cudahy	1	Reconstruction of S. Whitnall Avenue/Ladisch Avenue Between S. Packard Avenue and S. Nicholson Avenue	Const, Other	\$2,815,800	\$35,525,800	-11.36	11	"Potential" Project
Milwaukee County	2	Reconstruction of W. Mill Road (CTH S) Between 84 th Street and N. 56th Street	P.E., Const, Other	\$6,405,200	\$41,931,000	-12.40	12	"Potential" Project
City of Glendale	1	Reconstruction of W. Glendale Avenue Between N. Green Bay Avenue (STH 57) and N. Port Washington Road	P.E., R.O.W., Const	\$1,225,900	\$43,156,900	-18.79	13	"Potential" Project
City of South Milwaukee	1	Reconstruction of Nicholson Avenue and S. Pennsylvania Avenue Between E. Rawson Avenue (CTH BB) and E. College Avenue (CTH ZZ)	P.E., Const	\$3,536,000	\$46,692,900	-21.02	14	"Potential" Project
Washington County	1	Reconstruction with Additional Traffic Lanes of CTH Q (County Line Road) Between USH 41 and Pilgrim Road	Const	\$2,960,000	\$49,652,900	-22.68	15	"Potential" Project
Village of Shorewood	1	Reconstruction of N. Wilson Drive Between E. Capitol Drive and the North Village limit	P.E., Const	\$1,974,400	\$51,627,300	-53.81	16	"Potential" Project

^a This project is a joint project of the City of New Berlin, City of Greenfield, and Village of Hales Corners. The cost of the project is to be divided between the City of New Berlin (48 percent), City of Greenfield (34 percent), and Village of Hales Corners (18 percent). The corresponding rating for each community would be: New Berlin 0.18, Greenfield 0.34, Hales Corners -22.43. The project rating shown above is presented as if the project is entirely a City of New Berlin project.

Source: Wisconsin Department of Transportation and SEWRPC.

the negative fund balance for the community (including the Federal funding for the requested project) to the estimated Surface Transportation program funding allocated annually to the community was calculated, and the project with the lowest ratio was ranked first among these communities with negative fund balances. The ratio so calculated indicates the number of years it may require a community to eliminate its negative balance.

As already noted, a total of 16 candidate projects with total attendant Federal Surface Transportation Program funding of about \$51.6 million were submitted by local governments and counties in the Milwaukee urbanized area. The preliminary engineering, right-of-way, and construction elements of each project are shown in Tables 3 and 4.

Table 5 identifies the ranking of the candidate projects for Federal STP-M funding approval. With respect to funding approval, the projects are grouped into two categories: “funded” projects and “potential” projects. “Funded” projects are the highest priority projects and are recommended to receive funding in 2010 through 2012 and could be advanced into 2008 or 2009, should prior programmed funds become available. “Potential” projects are the remaining projects and are recommended to be approved for funding if “funded” projects are advanced into 2008 or 2009 and leave funding available in years 2010, 2011, and 2012; or if “funded” projects are dropped or deferred and thus funding becomes available.

The total amount of funding estimated to be available over the years 2010, 2011, and 2012 for “funded” projects is about \$11.1 million annually, which is approximately equal to the total \$32.7 million of Federal Surface Transportation Program funding allocated to “funded projects” of local governments (not including the City of Milwaukee) in 2010, 2011, and 2012.

It is the joint responsibility of local governments with “funded” projects and the Wisconsin Department of Transportation to work together to utilize this approved 2010 through 2012 Federal funding, and to explore the potential to use any available 2008 or 2009 funding.

With respect to local governments with “potential” projects, it is the responsibility of the Wisconsin Department of Transportation to notify local governments of possible opportunities for funding—for 2010, 2011, and 2012. The “potential” projects are not approved at this time for funding, but are to be held in reserve in case a project selected for funding is deferred or dropped. The highest ranked “potential” project may then be approved for funding. The Wisconsin Department of Transportation is to notify communities and approve funding if such reserve projects become eligible for funding.

* * *

COPY

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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MEMORANDUM

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

FROM: SEWRPC Staff

DATE: July 28, 2008

SUBJECT: REVISED PROJECT RATING AND RANKING OF CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM PROJECTS FOR THE MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS 2010, 2011, AND 2012

In the rating and ranking of Milwaukee area projects to receive Federal fiscal year 2010, 2011, and 2012 Surface Transportation Program funds for the Milwaukee Urbanized Area, which was approved by the Committee on April 14, 2008, the Commission staff has identified a correction and adjustment that needs to be made. Specifically, the project rating and ranking for one of the candidate projects—the reconstruction of Nicholson Avenue and S. Pennsylvania Avenue between E. Rawson Avenue (CTH BB) and E. College Avenue (CTH ZZ) in the City of South Milwaukee—should have taken into account that this project is a joint project between the Cities of South Milwaukee and Oak Creek, and not a project with South Milwaukee as the sole sponsor. As shown in Attachment A, this project was given a rating of -21.02 and ranked number 14 of 16 projects. Taking into account that the Cities of South Milwaukee and Oak Creek intend to share the total and Federal share of the costs of the project equally, the rating and ranking of the joint project separately for each community would result in a rating of 0.88 and ranking of 2 for the City of Oak Creek portion of the project and rating of -7.71 and ranking of 9 for the City of South Milwaukee portion of the project. (Rating and ranking the entire project as an Oak Creek project would have resulted in a rating of -4.98.)

This correction in the rating and ranking of the Nicholson Avenue/Pennsylvania Avenue project would result in the project being classified as a “funded” rather than a “potential” project. The correction would also result in the project submitted by the City of Franklin for the reconstruction of Puetz Road between STH 100 and S. 76th Street (CTH U) being reclassified from being the last “funded” project to being the first “potential” project. The corrected and revised rating and ranking of candidate projects is shown in Attachment B. In past years, some “funded” projects are always deferred or dropped, and potential projects then are advanced for funding. Therefore, it may be expected that the City of Franklin project, now classified as the first potential project, may still be expected to be funded during the 2010-2012 cycle.

To assure that all joint projects are correctly identified and evaluated in future project ratings and rankings, the Commission staff will review all projects to identify if they have the potential to be joint projects, contact all project sponsors to assure that projects have been appropriately identified and evaluated, and provide all candidate project sponsors with the ratings and rankings to be considered by the TIP Advisory Committee.

Should you have any questions about the 2010-2012 Surface Transportation Program projects for the Milwaukee urbanized area, please do not hesitate to call.

* * *

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Table 5 (Original Table reviewed and approved by TIP Advisory Committee on April 14, 2008)

PROJECT RATING AND RANKING OF CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM (STP)
PROJECTS FOR THE MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS: 2010, 2011, AND 2012

Project Sponsor	Project Sponsor Priority	Project Description	Work Phase	Federal Cost	Accumulated Federal Cost	Project Rating	Rank	Funding Category
City of New Berlin	1	Recondition S. 124 th Street Between Grange Avenue and Cold Spring Road	P.E., Const	\$2,380,400	\$2,380,400	0.38 ^a	1	"Funded" Project
City of New Berlin	2	Reconstruction of Coffee Road Between Calhoun Road and National Avenue (CTH ES)	P.E., Const, Other	\$3,808,000	\$6,188,400	0.96	2	"Funded" Project
Waukesha County	1	Reconstruction with Additional Traffic Lanes of Cleveland Avenue (CTH D) Between Calhoun Road and S. 124 th Street	P.E., Const	\$15,284,800	\$21,473,200	-0.61	3	"Funded" Project
City of St. Francis	1	Resurface S. Packard Avenue Between E. Lunham Avenue and E. Howard Avenue	P.E., Const	\$586,400	\$22,059,600	-2.17	4	"Funded" Project
City of West Allis	1	Resurface S. 76 th Street Between W. Greenfield Avenue (STH 59) and S. Pierce Street	P.E., Const	\$744,000	\$22,803,600	-2.36	5	"Funded" Project
City of Waukesha	1	Reconstruction of N. East Avenue Between a Point 175 feet south of Wabash Avenue and College Avenue	P.E., R.O.W., Const	\$1,346,400	\$24,150,000	-3.83	6	"Funded" Project
City of Waukesha	2	Resurface N. East Avenue Between Sunset Drive and a Point 175 feet south of Wabash Avenue.	P.E., Const	\$619,600	\$24,769,600	-5.28	7	"Funded" Project
City of New Berlin	3	Reconstruction of W. Lincoln Avenue Between S. Calhoun Road and S. Moorland Road (CTH O)	Const	\$2,708,400	\$27,478,000	-8.65	8	"Funded" Project
Milwaukee County	1	Rehabilitation of E. College Avenue (CTH ZZ) S. Howell Avenue (STH 38) to S. Pennsylvania Avenue (STH 794)	Const	\$2,622,400	\$30,100,400	-8.87	9	"Funded" Project
City of Franklin	1	Reconstruction of Puetz Road Between STH 100 to S. 76 th Street (CTH U)	P.E., R.O.W., Const	\$2,609,600	\$32,710,000	-11.03	10	"Funded" Project
City of Cudahy	1	Reconstruction of S. Whitnall Avenue/Ladisch Avenue Between S. Packard Avenue and S. Nicholson Avenue	Const, Other	\$2,815,800	\$35,525,800	-11.36	11	"Potential" Project
Milwaukee County	2	Reconstruction of W. Mill Road (CTH S) Between 84 th Street and N. 56 th Street	P.E., Const, Other	\$6,405,200	\$41,931,000	-12.40	12	"Potential" Project
City of Glendale	1	Reconstruction of W. Glendale Avenue Between N. Green Bay Avenue (STH 57) and N. Port Washington Road	P.E., R.O.W., Const	\$1,225,900	\$43,156,900	-18.79	13	"Potential" Project
City of South Milwaukee	1	Reconstruction of Nicholson Avenue and S. Pennsylvania Avenue Between E. Rawson Avenue (CTH BB) and E. College Avenue (CTH ZZ)	P.E., Const	\$3,536,000	\$46,692,900	-21.02	14	"Potential" Project
Washington County	1	Reconstruction with Additional Traffic Lanes of CTH Q (County Line Road) Between USH 41 and Pilgrim Road	Const	\$2,960,000	\$49,652,900	-22.68	15	"Potential" Project
Village of Shorewood	1	Reconstruction of N. Wilson Drive Between E. Capitol Drive and the North Village limit	P.E., Const	\$1,974,400	\$51,627,300	-53.81	16	"Potential" Project

^a This project is a joint project of the City of New Berlin, City of Greenfield, and Village of Hales Corners. The cost of the project is to be divided between the City of New Berlin (48 percent), City of Greenfield (34 percent), and Village of Hales Corners (18 percent). The corresponding rating for each community would be: New Berlin 0.18, Greenfield 0.34, Hales Corners -22.43. The project rating shown above is presented as if the project is entirely a City of New Berlin project.

Source: Wisconsin Department of Transportation and SEWRPC.

Table 5 (Revised Table with correction of South Milwaukee/Oak Creek joint project)

PROJECT RATING AND RANKING OF CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM (STP)
PROJECTS FOR THE MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS: 2010, 2011, AND 2012

Project Sponsor	Project Sponsor Priority	Project Description	Work Phase	Federal Cost	Accumulated Federal Cost	Project Rating	Rank	Funding Category
City of New Berlin	1	Recondition S. 124 th Street Between Grange Avenue and Cold Spring Road	P.E., Const	\$2,380,400	\$2,380,400	0.38 ^a	1	"Funded" Project
City of New Berlin	2	Reconstruction of Coffee Road Between Calhoun Road and National Avenue (CTH ES)	P.E., Const, Other	\$3,808,000	\$6,188,400	0.96	2	"Funded" Project
Waukesha County	1	Reconstruction with Additional Traffic Lanes of Cleveland Avenue (CTH D) Between Calhoun Road and S. 124 th Street	P.E., Const	\$15,284,800	\$21,473,200	-0.61	3	"Funded" Project
City of St. Francis	1	Resurface S. Packard Avenue Between E. Lunham Avenue and E. Howard Avenue	P.E., Const	\$586,400	\$22,059,600	-2.17	4	"Funded" Project
City of West Allis	1	Resurface S. 76 th Street Between W. Greenfield Avenue (STH 59) and S. Pierce Street	P.E., Const	\$744,000	\$22,803,600	-2.36	5	"Funded" Project
City of Waukesha	1	Reconstruction of N. East Avenue Between a Point 175 feet south of Wabash Avenue and College Avenue	P.E., R.O.W., Const	\$1,346,400	\$24,150,000	-3.83	6	"Funded" Project
City of Oak Creek	1	Reconstruction of Nicholson Avenue and S. Pennsylvania Avenue Between E. Rawson Avenue (CTH BB) and E. College Avenue (CTH ZZ)	P.E., Const	\$3,536,000	\$27,686,000	-4.98 ^b	7	"Funded" Project
City of Waukesha	2	Resurface N. East Avenue Between Sunset Drive and a Point 175 feet south of Wabash Avenue.	P.E., Const	\$619,600	\$28,305,600	-5.28	8	"Funded" Project
City of New Berlin	3	Reconstruction of W. Lincoln Avenue Between S. Calhoun Road and S. Moorland Road (CTH O)	Const	\$2,708,400	\$31,014,000	-8.65	9	"Funded" Project
Milwaukee County	1	Rehabilitation of E. College Avenue (CTH ZZ) S. Howell Avenue (STH 38) to S. Pennsylvania Avenue (STH 794)	Const	\$2,622,400	\$33,636,400	-8.87	10	"Funded" Project
City of Franklin	1	Reconstruction of Puetz Road Between STH 100 to S. 76 th Street (CTH U)	P.E., R.O.W., Const	\$2,609,600	\$36,246,000	-11.03	11	"Potential" Project
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Milwaukee County	2	Reconstruction of W. Mill Road (CTH S) Between 84 th Street and N. 56 th Street	P.E., Const, Other	\$6,405,200	\$45,467,000	-12.40	13	"Potential" Project
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Washington County	1	Reconstruction with Additional Traffic Lanes of CTH Q (County Line Road) Between USH 41 and Pilgrim Road	Const	\$2,960,000	\$49,652,900	-22.68	15	"Potential" Project
Village of Shorewood	1	Reconstruction of N. Wilson Drive Between E. Capitol Drive and the North Village limit	P.E., Const	\$1,974,400	\$51,627,300	-53.81	16	"Potential" Project

^a This project is a joint project of the City of New Berlin, City of Greenfield, and Village of Hales Corners. The cost of the project is to be divided between the City of New Berlin (48 percent), City of Greenfield (34 percent), and Village of Hales Corners (18 percent). The corresponding rating for each community would be: New Berlin 0.18, Greenfield 0.34, Hales Corners -22.43. The project rating shown above is presented as if the project is entirely a City of New Berlin project.

^b This project is a joint project of the City of Oak Creek and City of South Milwaukee. The cost of the project is to be divided equally between the City of Oak Creek and City of South Milwaukee. The corresponding rating for each community would be: City of Oak Creek 0.88 and City of South Milwaukee -7.71. The project rating shown above is presented as if the project is entirely a City of Oak Creek project.

Source: Wisconsin Department of Transportation and SEWRPC.