

TIP

DRAFT TRANSPORTATION IMPROVEMENT PROGRAM: 2019-2022

WHAT IS A TIP?

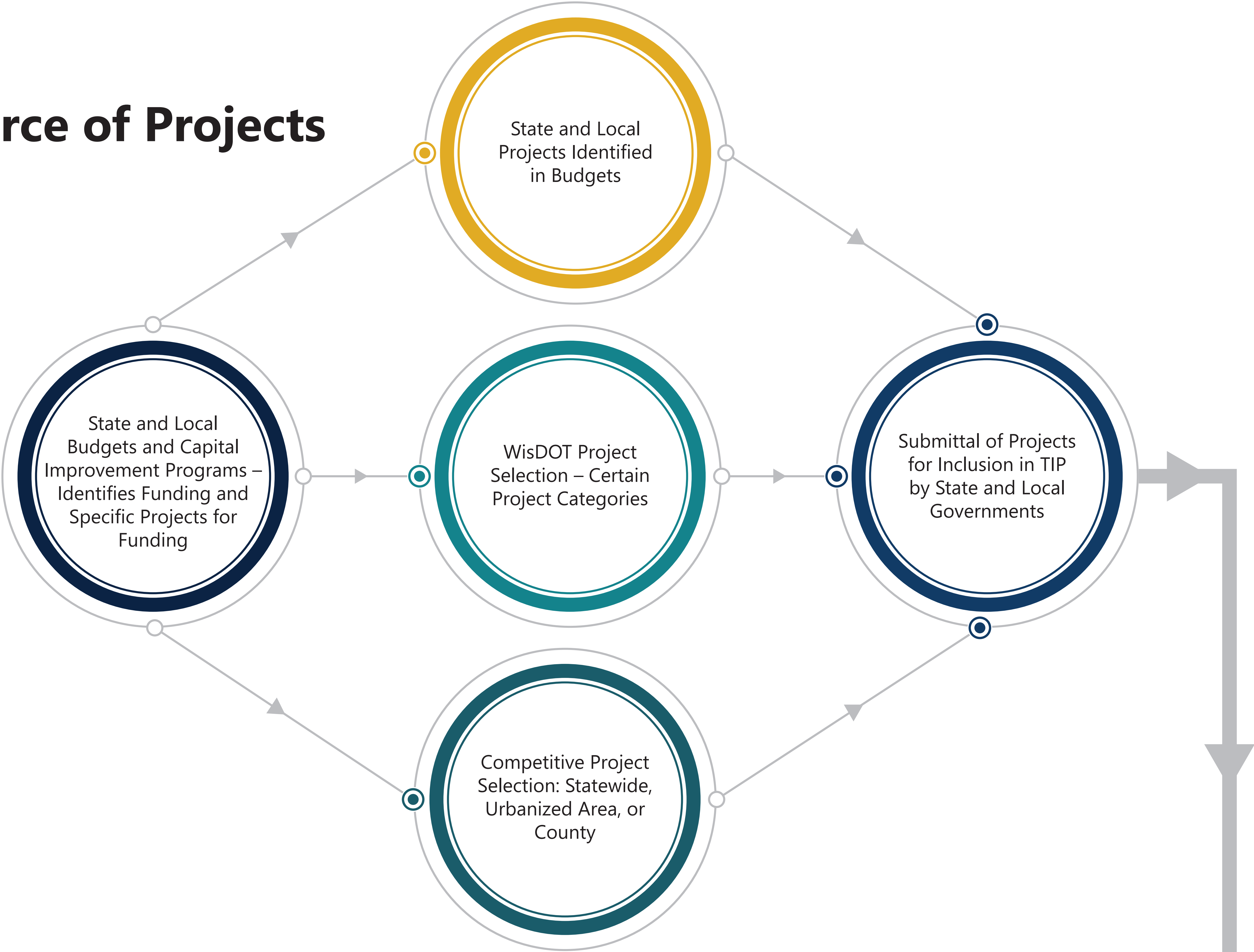
- A **listing of highway, public transit, and other transportation improvement projects**. The projects listed are proposed to be carried out by State and local governments over the next four years (2019-2022) in the seven counties of southeastern Wisconsin.
- Includes all projects to be **funded with Federal transit and highway funding**.
- Developed in cooperation with the State and local transit operators, as well as the City of Milwaukee, Milwaukee County, Waukesha County, and local governments throughout southeastern Wisconsin.
- Reviewed and approved by the Commission's Advisory Committees on Regional Transportation Planning and Programming for the Kenosha, Milwaukee, Racine, West Bend, and Round Lake Beach Urbanized areas.
- Projects in the TIP must be determined to be **consistent with available funding** (for example, a project for which funding is not secured may not be included in the TIP).
- Projects must be **consistent with VISION 2050** (the 2050 regional transportation plan). Information on VISION 2050 can be found at www.vision2050sewis.org.

TYPES OF PROJECTS LISTED IN THE TIP

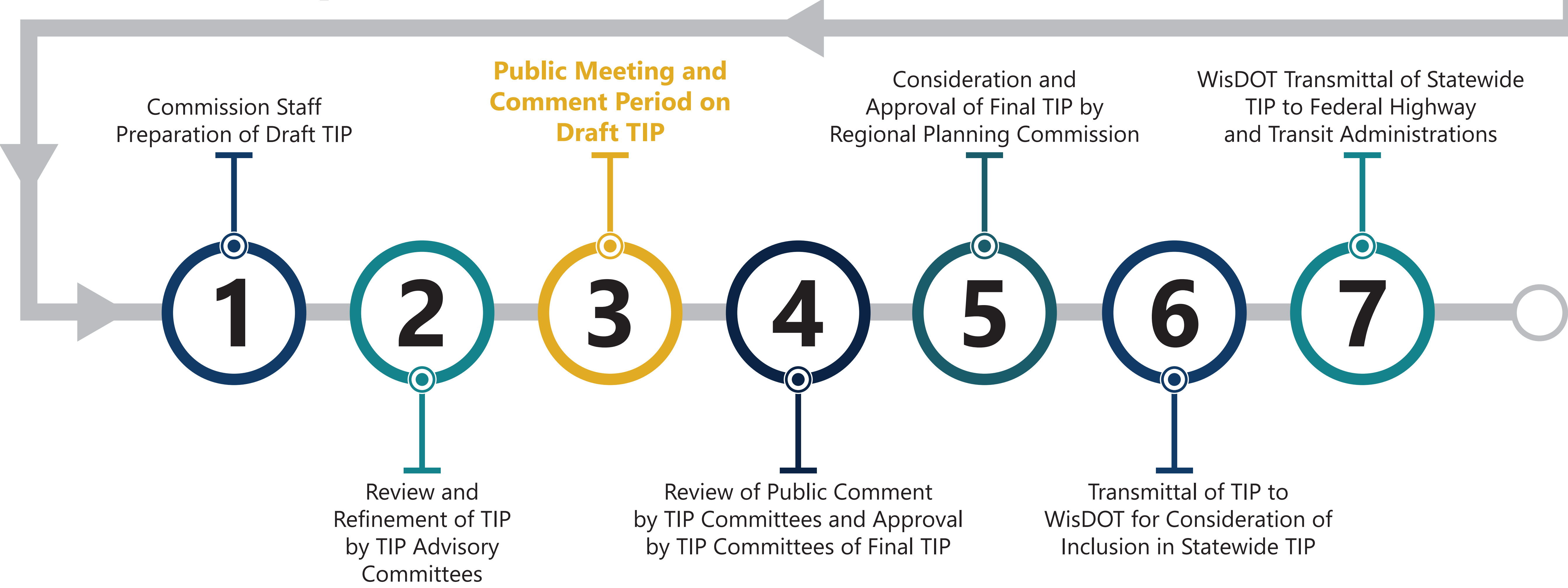
- **Highway Preservation:** Resurfacing, reconstruction, and other projects on arterial roadways that result in little or no increase in the traffic-carrying capacity of the existing street system, but which are necessary to maintain existing capacity and structural of that roadway.
- **Highway Improvement:** Projects that involve the reconstruction of existing arterial roadways with increased traffic-carrying capacity, typically through the addition of traffic lanes.
- **Highway Expansion:** Projects that increase the capacity of the arterial highway system through development of new arterial roadways.
- **Transit Preservation:** Projects that are necessary to maintain the current quality and level of service on the existing transit system.
- **Transit Improvement:** Projects that improve the quality and level of service on the existing transit system.
- **Transit Expansion:** Projects that either expand the existing transit system or create new transit systems or subsystems.
- **Bicycle/Pedestrian:** Projects that involve preservation, improvement, and expansion of bicycle/pedestrian projects.
- **Highway Safety:** Projects designed to improve upon or eliminate existing unsafe conditions, and are candidates for special Federal safety program funding.
- **Environmental Enhancement:** Projects that have the objective of encouraging alternative modes of travel, and reducing air, noise, or visual pollution, and provide some benefit to highway system operation or capacity. Projects include alternative fuel projects and traffic flow projects, such as traffic signal coordination projects.
- **Highway Off-System:** Projects on streets or highways which are not on an arterial roadway and are candidates for special Federal funding, such as Federal bridge funding.

TIP DEVELOPMENT PROCESS

Source of Projects



TIP Development Timeline



TIP REVIEW AND APPROVAL PROCESS

ADVISORY COMMITTEE APPROVAL

The Commission’s Advisory Committees on Transportation System Planning and Programming (TIP Committees) for the Region’s urbanized areas are responsible for the review of the draft TIP and public comments, and approval of a final TIP for the Region. These TIP Committees include representation from the local governments of the urbanized areas and State and Federal transportation and environmental agencies. The geographic area and membership of each committee is provided on the adjacent maps.

COMMISSION APPROVAL

The final approval of the TIP is then considered by the Regional Planning Commission as the Metropolitan Planning Organization for the Kenosha, Milwaukee, Racine, Round Lake Beach, and West Bend urbanized areas. In its final approval, the Commission considers public comment and the recommendation of the TIP committees.

WISDOT AND USDOT APPROVAL

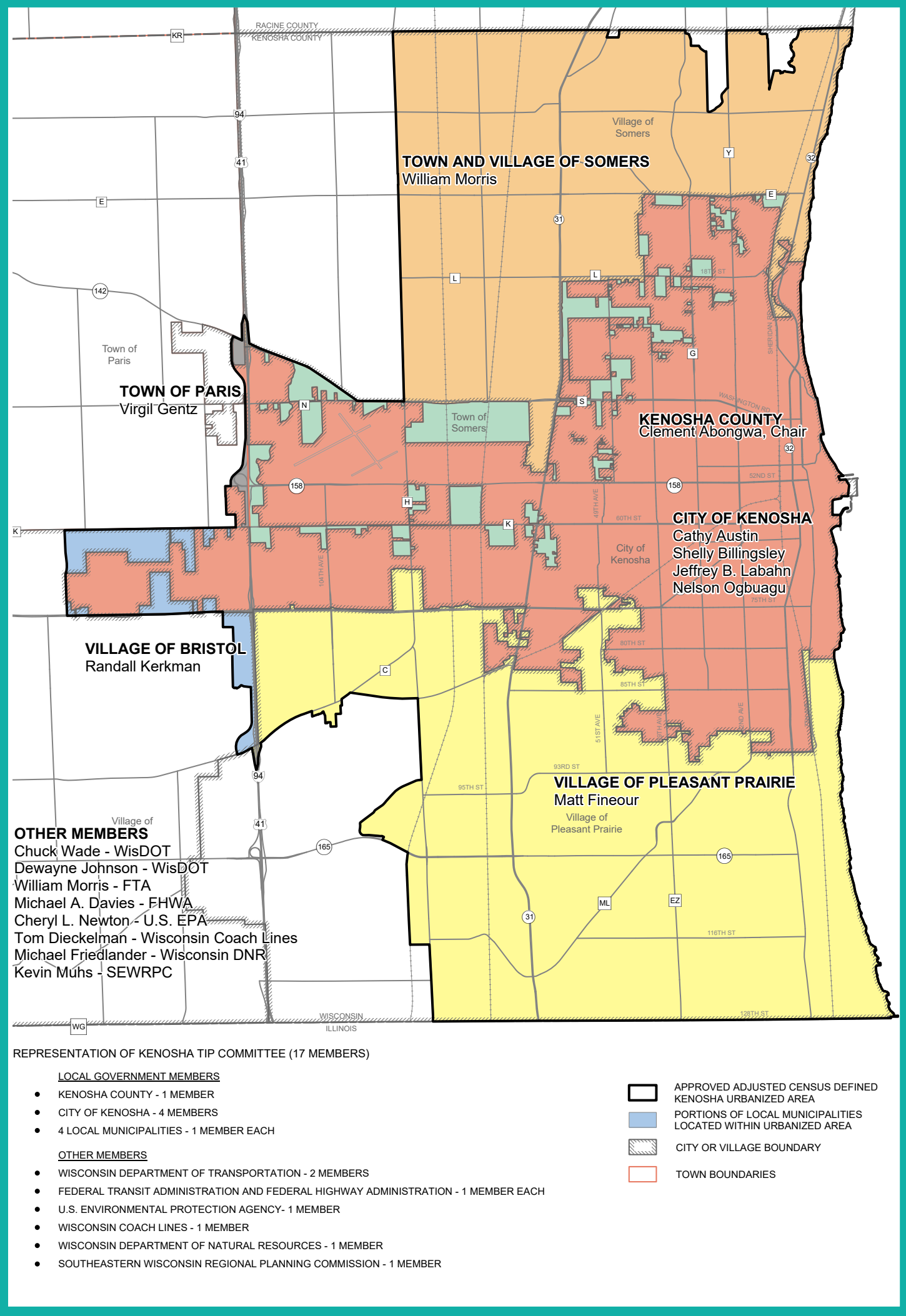
Following approval of the TIP by the Regional Planning Commission, the TIP must be sent to the Wisconsin Department of Transportation (WisDOT) for review and approval. Upon WisDOT approval, the Region’s TIP is incorporated in the Statewide Transportation Improvement Program (STIP), and the STIP is sent by WisDOT to the U.S. Department of Transportation, Federal Highway and Transit Administrations. The Region’s TIP must be approved by WisDOT and incorporated in the STIP before these Federal agencies can consider funding the projects in the Region’s TIP.

MILWAUKEE TIP COMMITTEE

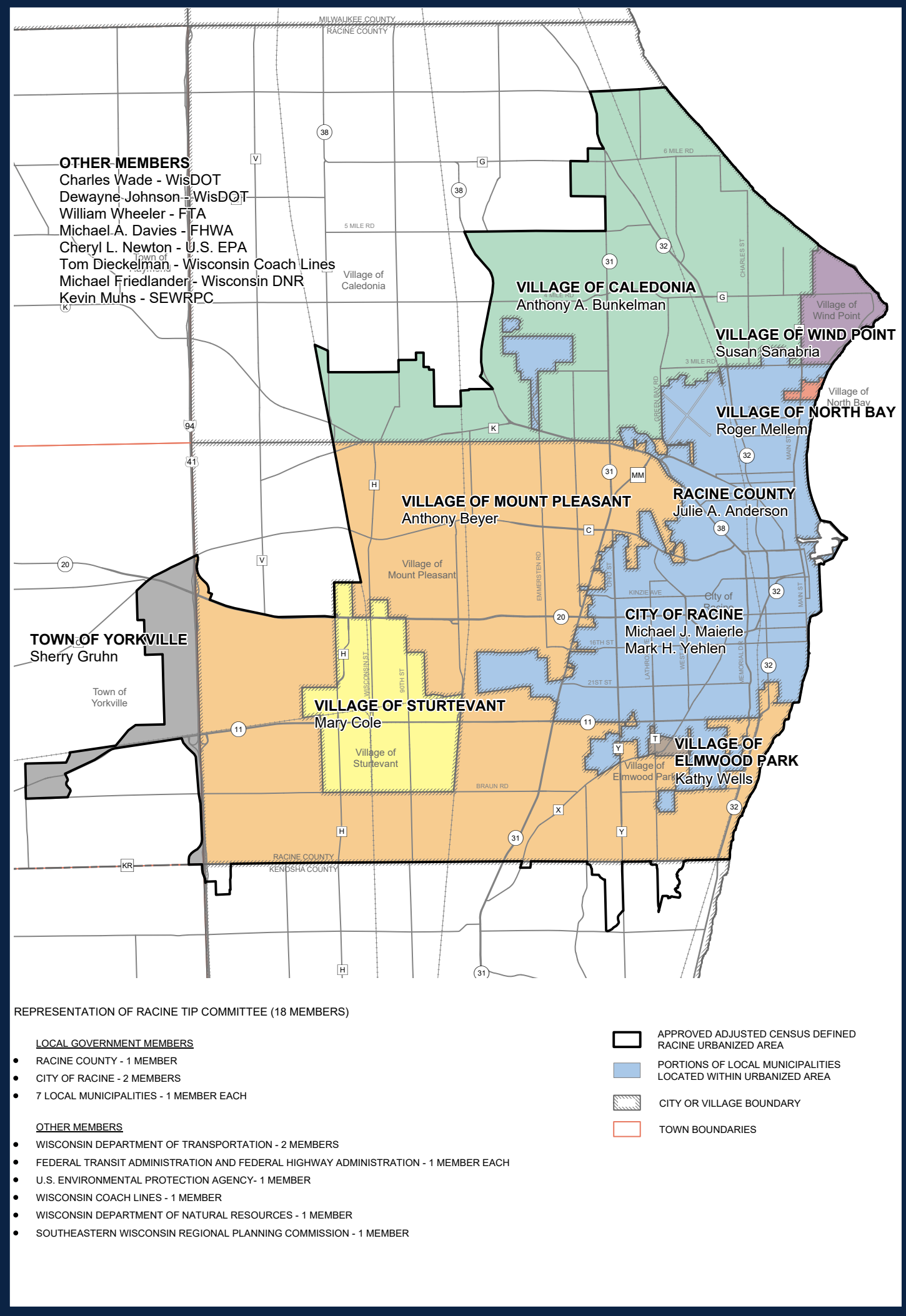
This population-proportional Advisory Committee guides the development of the TIP for the Milwaukee urbanized area, making final recommendations to the Commission on the TIP. The Advisory Committee is also responsible for developing the procedures for the selection of projects for, and making final recommendations to the Commission of projects to be funded with, Federal Surface Transportation Program funds (roadway and transit capital projects) and Transportation Alternatives Program funds (bicycle/pedestrian and safe routes to school projects) that are allocated to the Milwaukee urbanized area.

The 22 members of the Milwaukee TIP Committee include local technical staff and elected officials typically appointed by the community/county’s chief elected official (of the five members representing Milwaukee County, four are appointed by the County Executive and one by the County Board Chairman, and of the six members representing the City of Milwaukee, five are appointed by the Mayor and one by the Common Council President). The Milwaukee TIP Committee includes representation from each of the six public transit operators within the Milwaukee urbanized area—Milwaukee County, Waukesha County, City of Waukesha, Washington County, Ozaukee County, and City of Milwaukee. The Committee also includes non-voting members from the Wisconsin Departments of Transportation and Natural Resources, the Federal Highway and Transit Administrations, and the Regional Planning Commission staff.

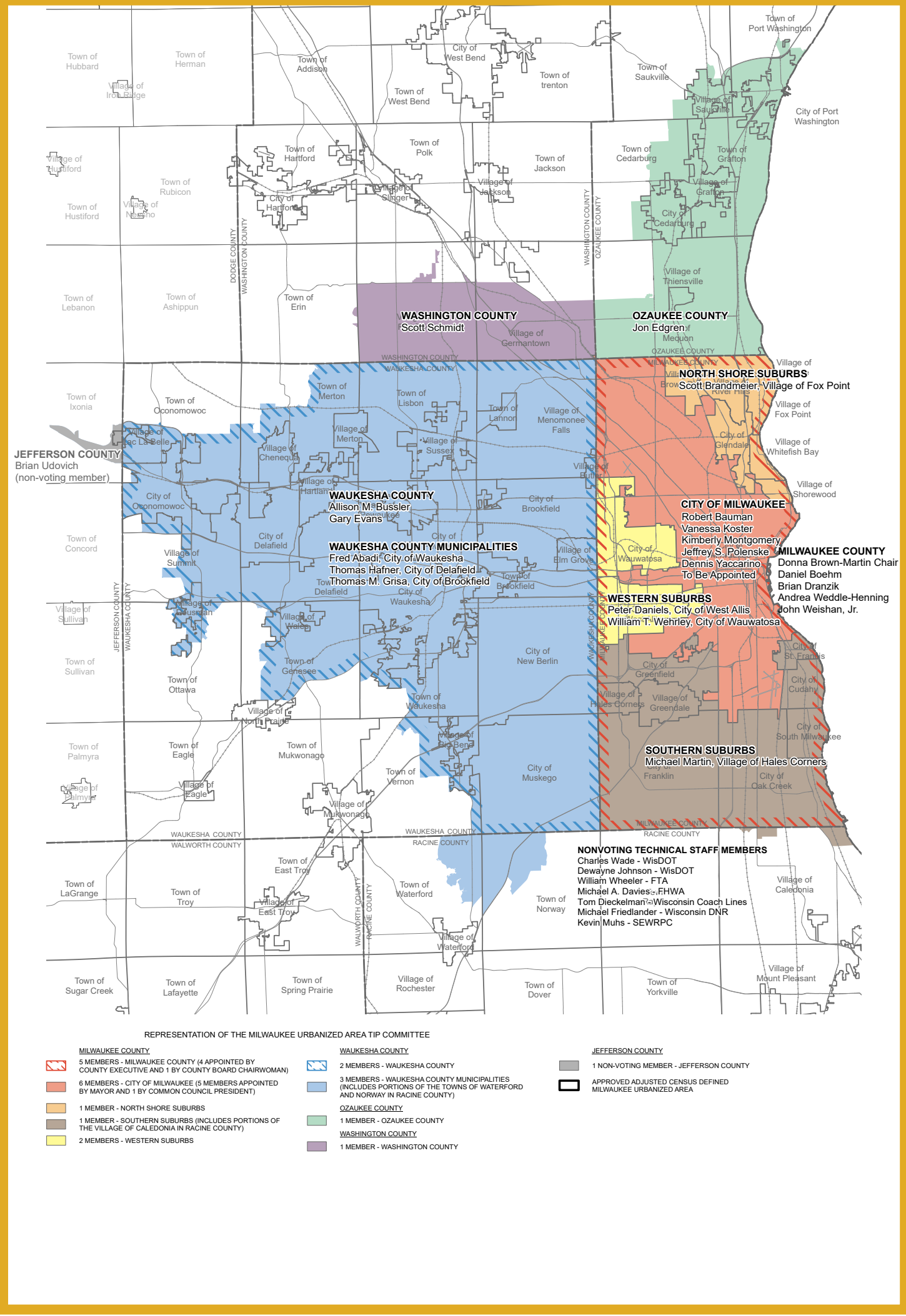
KENOSHA TIP COMMITTEE



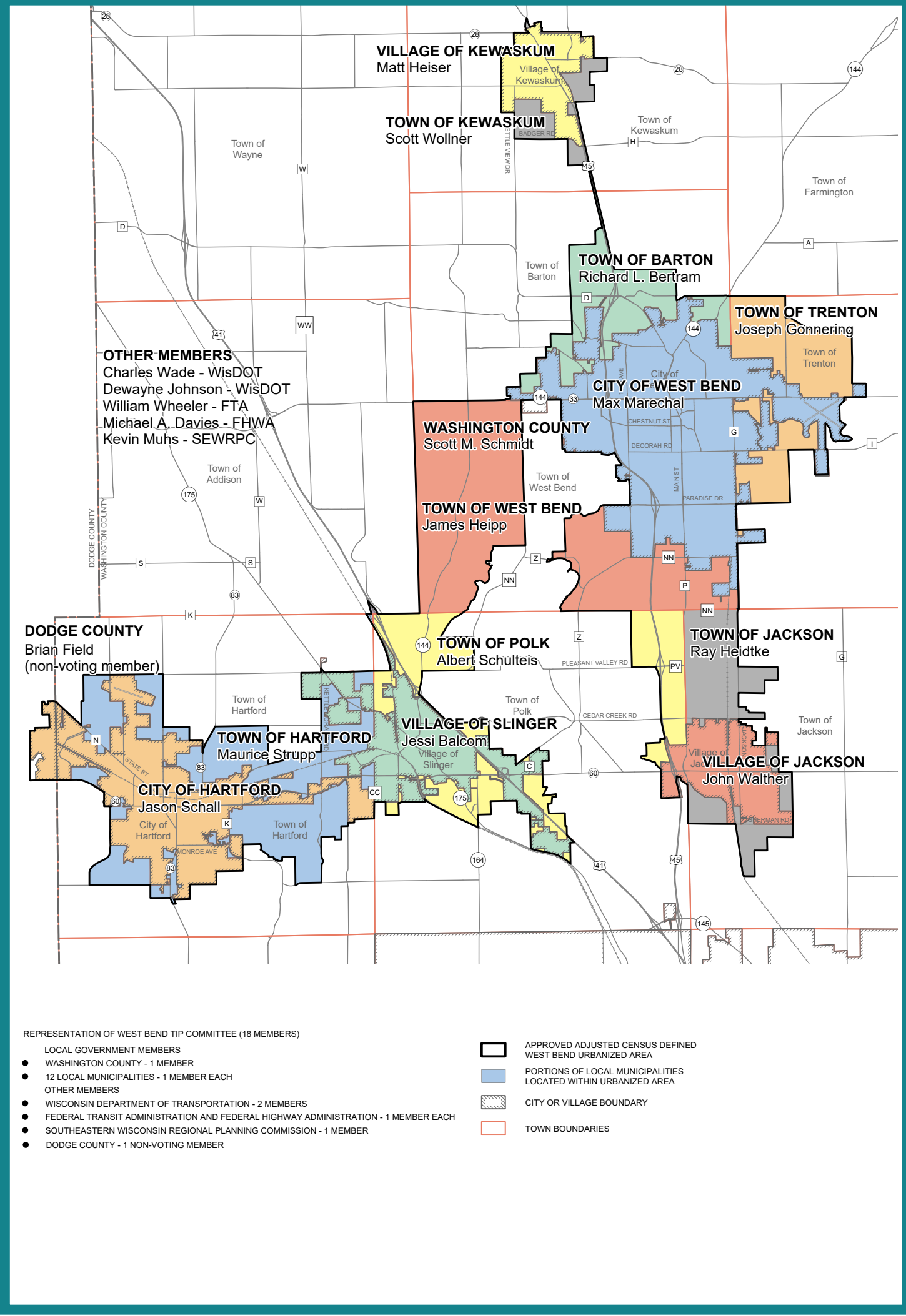
RACINE TIP COMMITTEE



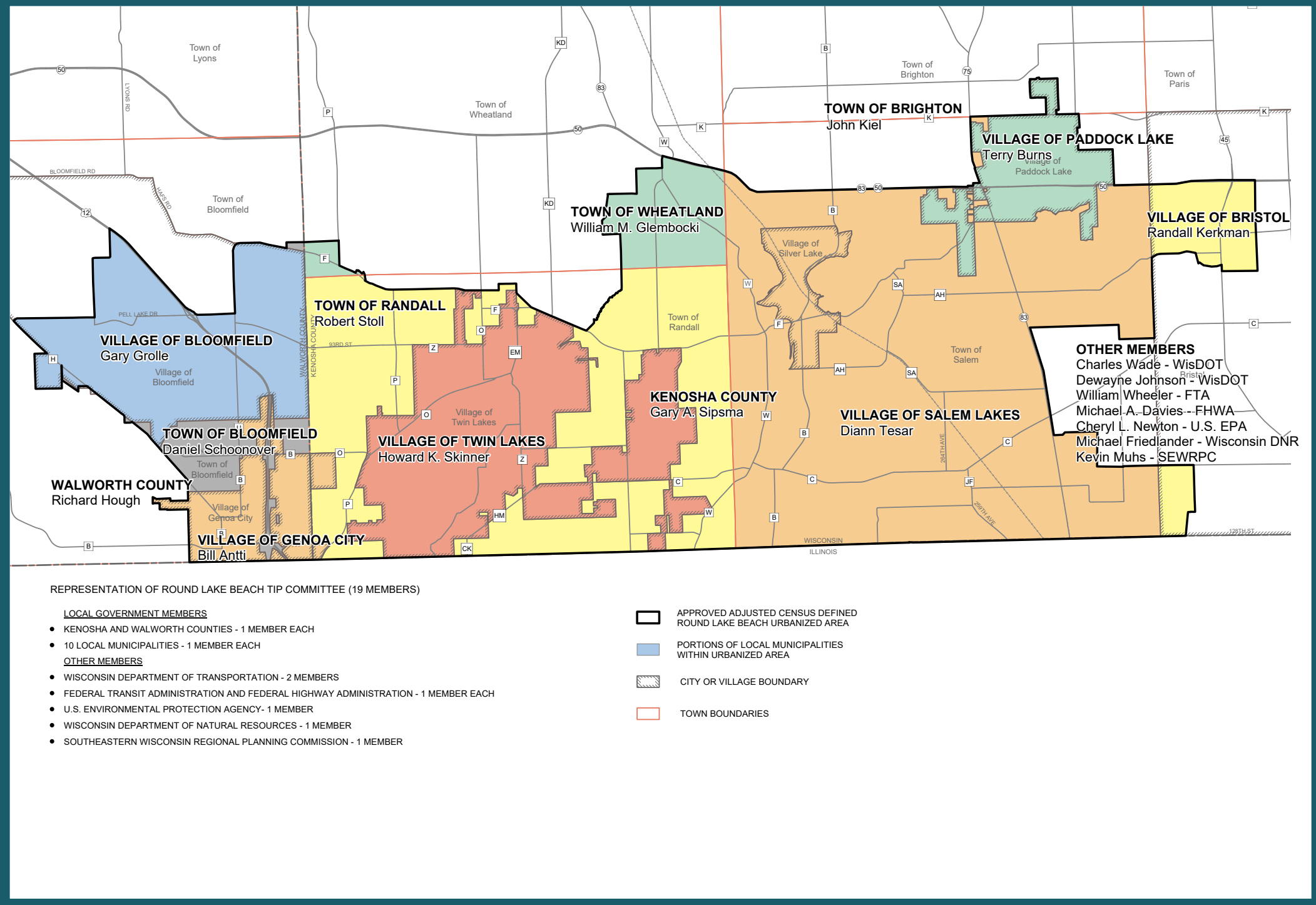
MILWAUKEE TIP COMMITTEE



WEST BEND TIP COMMITTEE



ROUND LAKE BEACH TIP COMMITTEE



TIP DRAFT 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN

PROGRAM SUMMARY

The draft TIP contains **323 transportation projects** proposed to be implemented over the next four years—2019-2022 representing a **\$1.9 billion** investment in the Region's transportation infrastructure and services.

**\$365
MILLION**
or about 19% in
**LOCAL
INVESTMENT**

**\$874
MILLION**
or about 46% in
**STATE
INVESTMENT**

**\$665
MILLION**
or about 35% in
**FEDERAL
INVESTMENT**

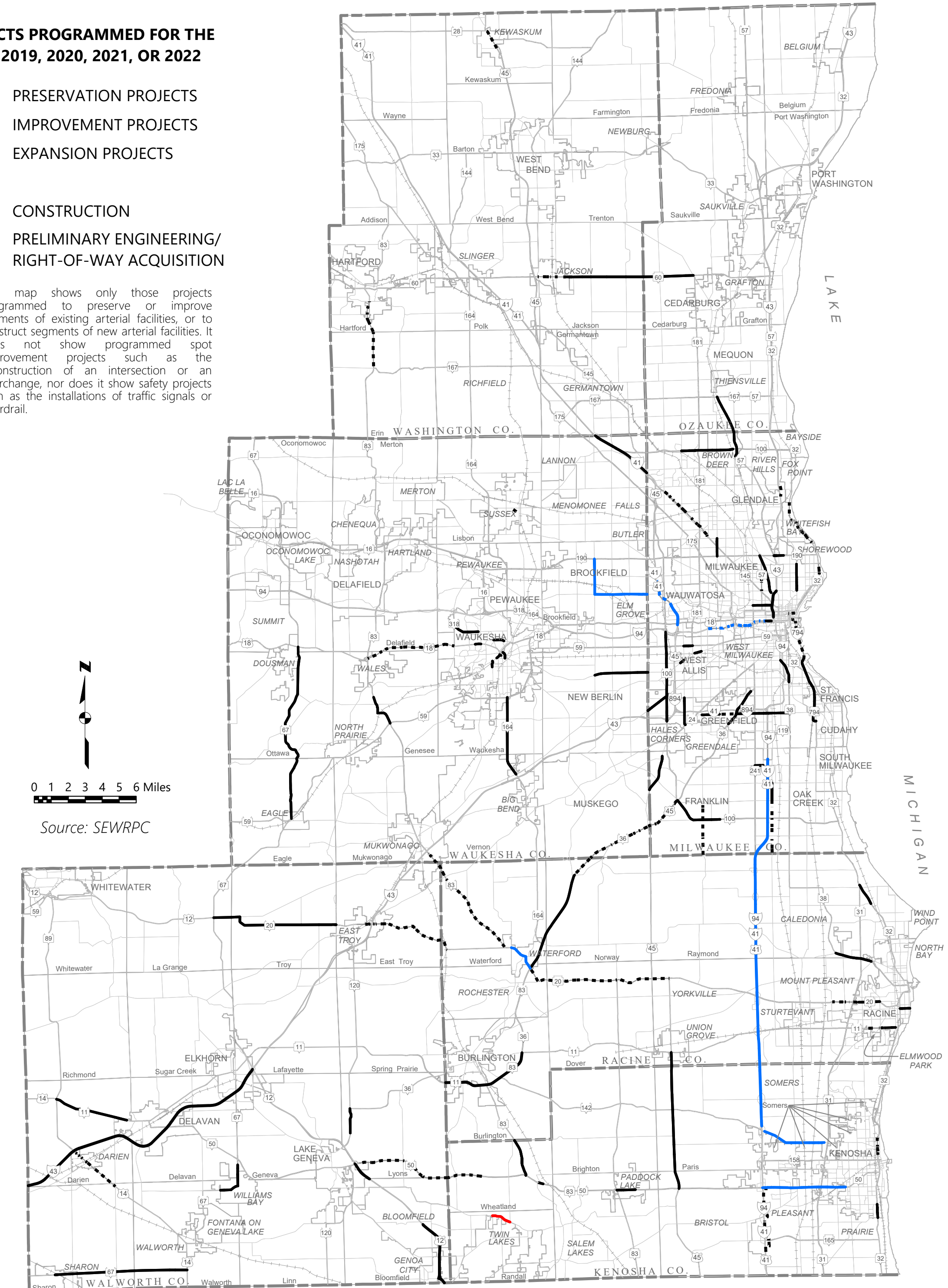
Highway Preservation, Improvement, and Expansion Projects Programmed for the Years 2019-2022

PROJECTS PROGRAMMED FOR THE YEARS 2019, 2020, 2021, OR 2022

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS

— CONSTRUCTION
- - - - - PRELIMINARY ENGINEERING/
RIGHT-OF-WAY ACQUISITION

Note: This map shows only those projects programmed to preserve or improve segments of existing arterial facilities, or to construct segments of new arterial facilities. It does not show programmed spot improvement projects such as the reconstruction of an intersection or an interchange, nor does it show safety projects such as the installations of traffic signals or guardrail.



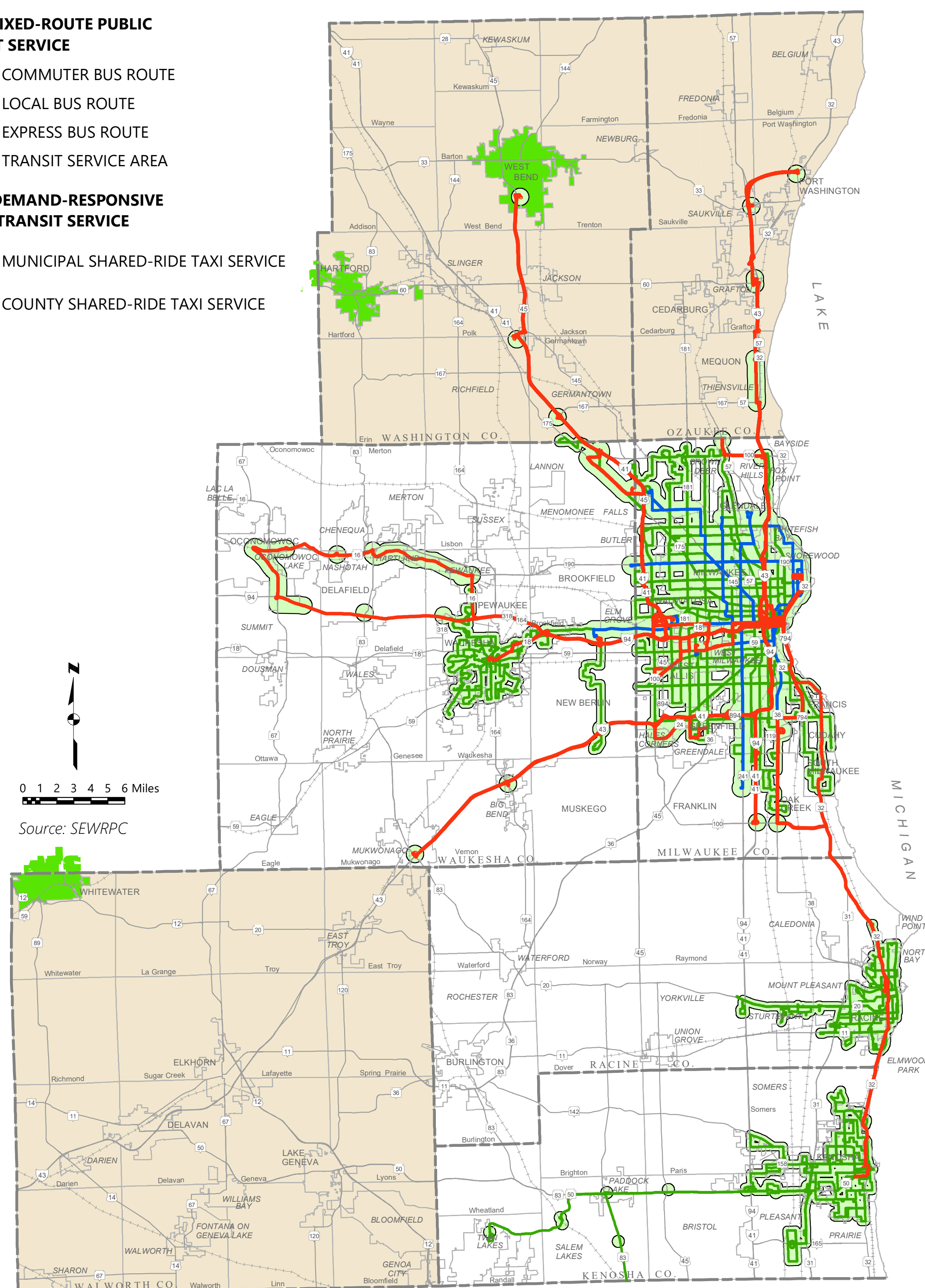
Existing Transit Service Within the Southeastern Wisconsin Region

LOCAL FIXED-ROUTE PUBLIC TRANSIT SERVICE

- COMMUTER BUS ROUTE
- LOCAL BUS ROUTE
- EXPRESS BUS ROUTE
- TRANSIT SERVICE AREA

LOCAL DEMAND-RESPONSIVE PUBLIC TRANSIT SERVICE

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

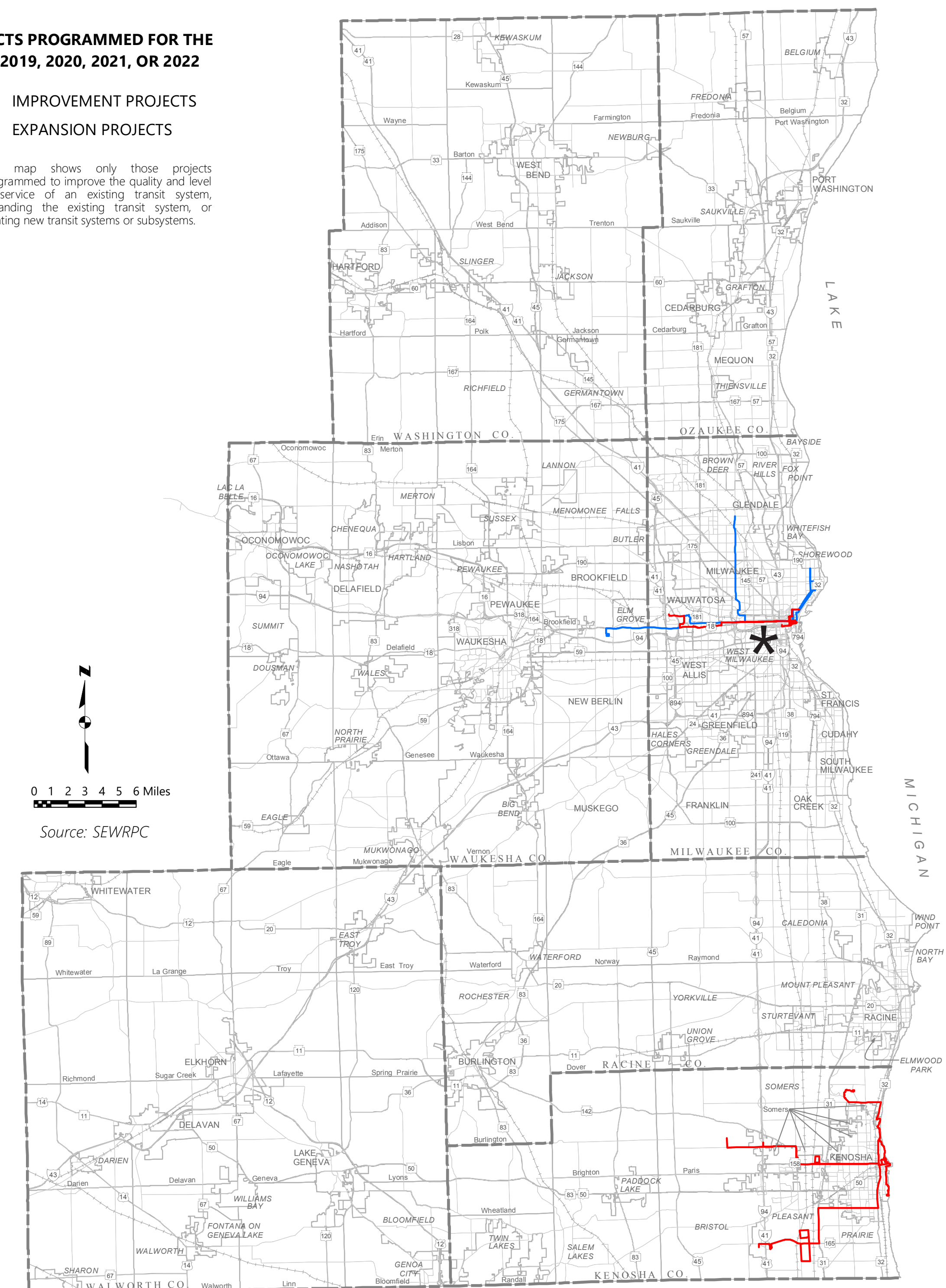


Proposed Transit Improvement and Expansion Projects Programmed for the Years 2019-2022

PROJECTS PROGRAMMED FOR THE YEARS 2019, 2020, 2021, OR 2022

- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS

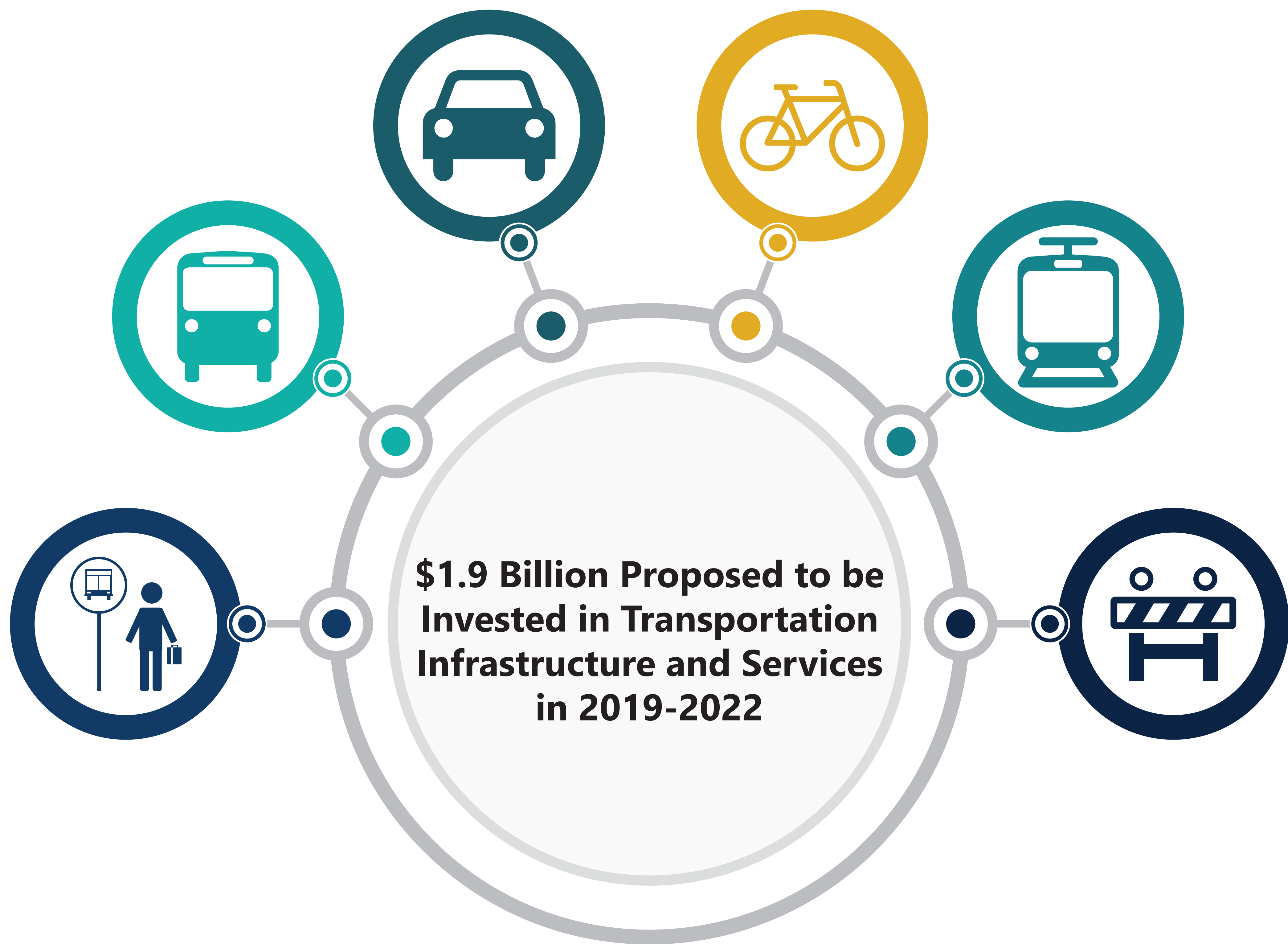
Note: This map shows only those projects programmed to improve the quality and level of service of an existing transit system, expanding the existing transit system, or creating new transit systems or subsystems.



Transit preservation activities—such as system operation, vehicle replacement, and transit facility maintenance—are intended to maintain the extent and level of service of these transit systems.

*The Milwaukee County BRT project is illustratively shown in the draft TIP. It will be formally included in the 2019-2022 TIP when approved for funding by the FTA.

TIP DRAFT 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN



\$669 MILLION

for preserving the extent and level of service of the existing transit system

\$6 MILLION

to improve quality and level of service on the existing transit system

\$729 MILLION

for preserving the existing highway system

\$14 MILLION

for bicycle and pedestrian facilities, congestion mitigation, and other environmental enhancements

\$10 MILLION

for new transit service

\$432 MILLION

for roadway reconstruction projects that preserve the highway system and add additional capacity to address congestion

HIGHWAY EXPENDITURES
(Proposed to be Constructed in 2019-2022)



¹ Includes both reconstruction to same capacity and reconstruction with additional lanes (80 to 90 percent of the cost for such projects is for preservation).

² Majority of cost is for the reconstruction of the arterial/freeway with additional lanes representing about 10 to 20 percent of cost.

³ Project is currently illustratively shown in the TIP and will be formally added to the TIP when approved for funding by the FTA.

TRANSIT EXPENDITURES



WAITING IN THE WINGS

Milwaukee County has completed preliminary engineering for its Bus Rapid Transit project between downtown Milwaukee and the Regional Medical Center, and is awaiting approval of Federal funding for the \$54 million project by the Federal Transit Administration³

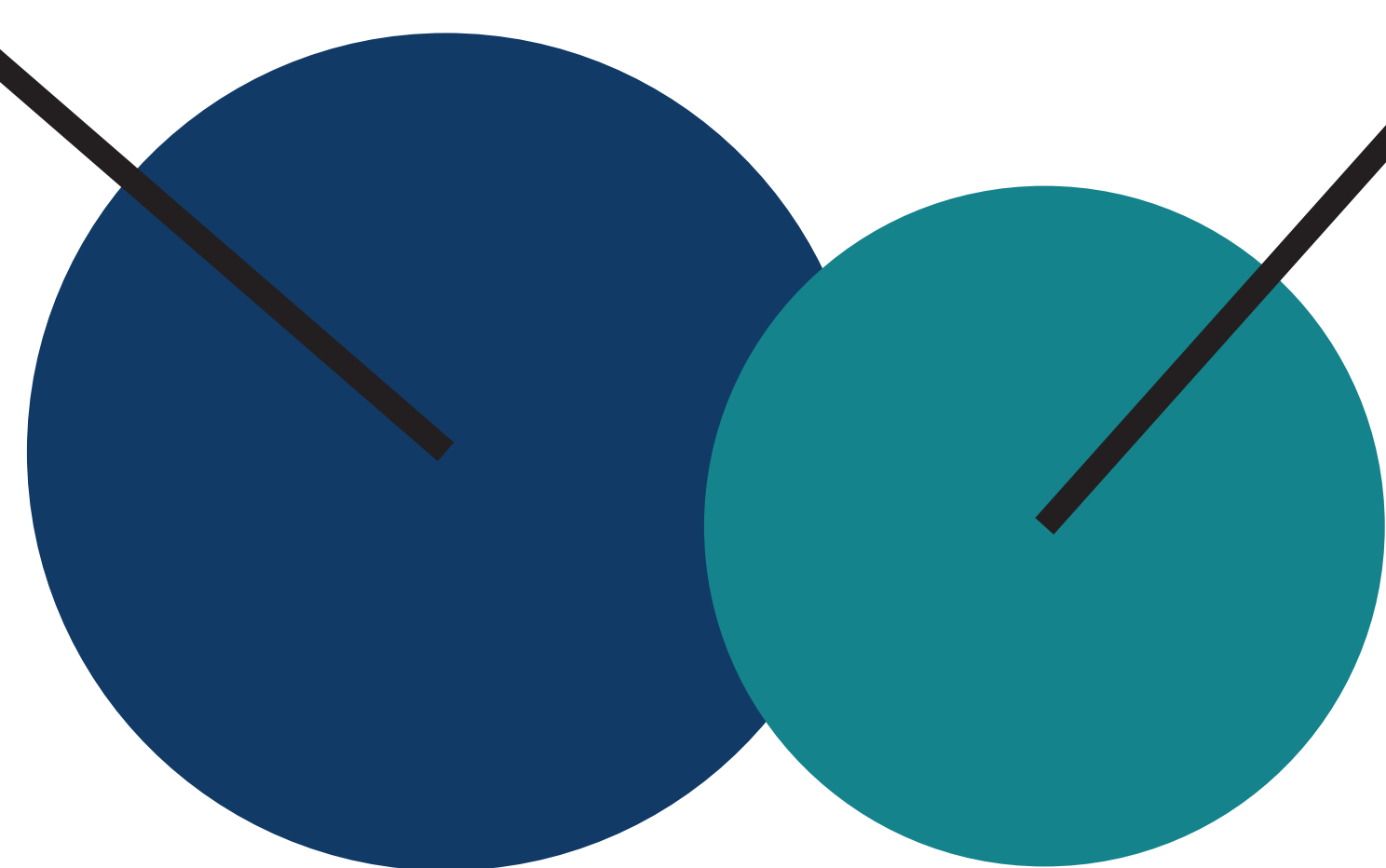
TIP DRAFT 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN

2019

2019-2022

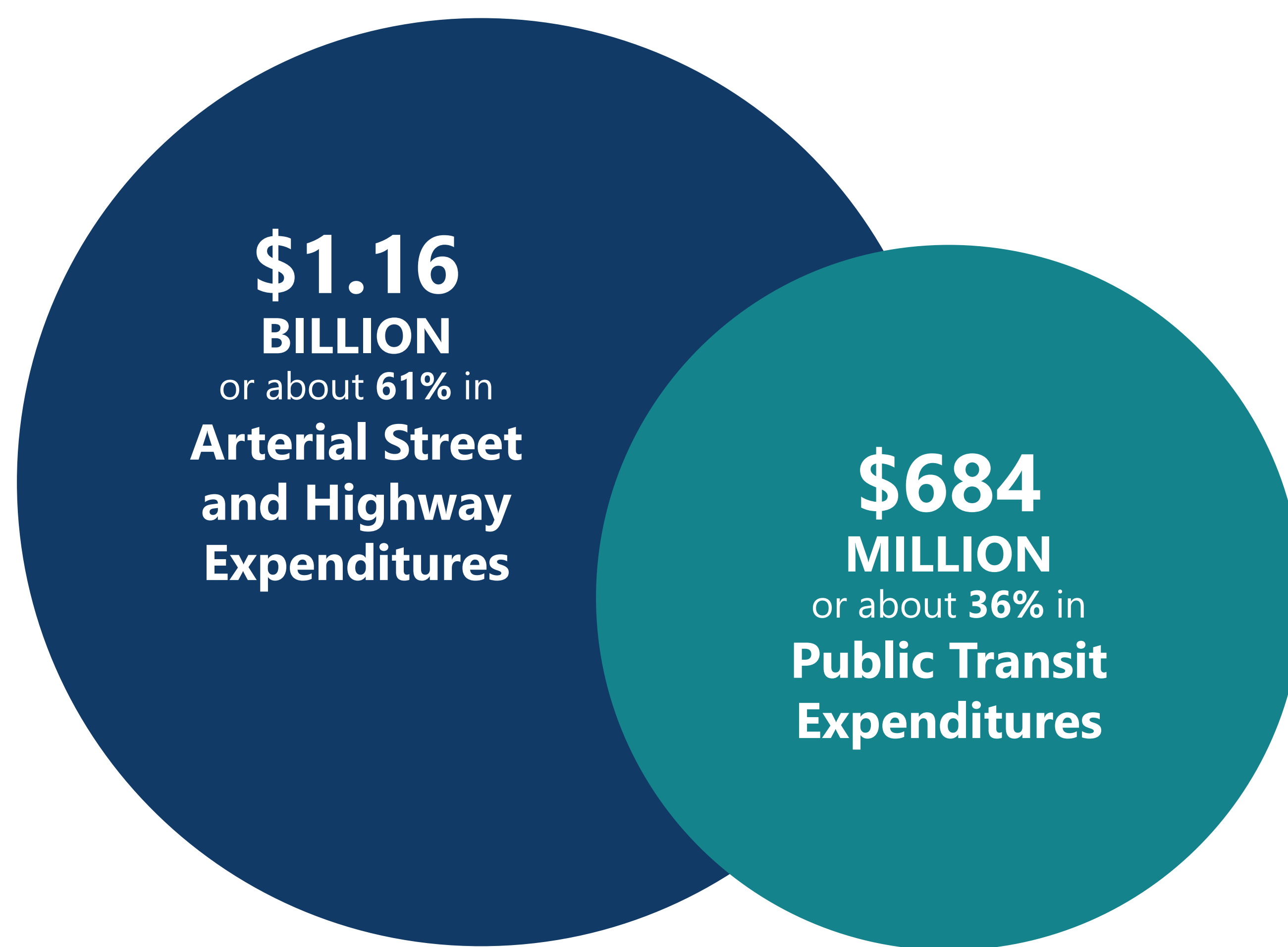
**\$276
MILLION**
or about **58%** in
**Arterial Street
and Highway
Expenditures**

**\$176
MILLION**
or about **37%** in
**Public Transit
Expenditures**



**\$1.16
BILLION**
or about **61%** in
**Arterial Street
and Highway
Expenditures**

**\$684
MILLION**
or about **36%** in
**Public Transit
Expenditures**



COMPARISON OF ARTERIAL HIGHWAY AND PUBLIC TRANSIT EXPENDITURES

- About 36 percent of expenditures programmed in the TIP is for public transit, compared to about 67 percent for highways
- Minority populations and low-income populations are more likely to rely on public transit (4 to 15 percent of work travel by minority population in Milwaukee County is on public transit compared to 4 percent for white population)
- Automobile is still the dominant mode of travel for minority populations (78 to 88 percent of work travel by minority populations in Milwaukee County)

AFFECT OF INSUFFICIENT FUNDING ON ARTERIALS AND PUBLIC TRANSIT

- In recent years, funding availability has affected implementation of both highway and transit projects. However, when funding lags, the implications for highways differ from transit as highway expenditures are largely capital expenditures and transit expenditures are largely operating expenditures. The effect on highways is a deferral or delay in capital projects. The principal effect on transit is a lack of transit improvement and expansion, and reductions in transit service and passenger fare increases beyond the rate of inflation.

FUNDING FOR TRANSIT IN SOUTHEASTERN WISCONSIN

- Transit operators in Southeastern Wisconsin are heavily dependent upon Federal and State operating funds, which typically represent about 70 to 80 percent of transit annual operating assistance.
- Under Federal law, the use of Federal transit funds for operating funding is limited, particularly in the Milwaukee urbanized area. Transit operators are, and have been, making maximum use of all available Federal Transit Administration (FTA) funds for operating funding.
- While some Federal highway funds may be flexed, or transferred, to public transit, these funds are principally limited to capital funding. Transit operators have used FHWA funds flexed to transit use for capital projects, including FHWA CMAQ funds, FHWA Surface Transportation Block Grant Program – Milwaukee Urbanized Area funds, and FHWA ICE funds. (The only FHWA funds which may be used for transit operating funding are CMAQ funds, and they may only be used for new or improved transit service and are limited to the first three to five years of such transit service).
- Funding available for transit is dependent on actions by Federal, State, and Local elected officials:

Federal Funding – The U.S. Congress and President establish whether FHWA highway funds are available for transit operation and the level of FTA operating funds available to transit operators.

State Funding – The State Legislature and Governor establish the level of State operating funds that are available to transit operators and whether regional transit authorities or dedicated funding are permitted. State legislation for dedicated local funding has been considered by the State Legislature and Governor as recently as 2010, but was not enacted.

Local Funding – Local government elected officials (the current operators of public transit) establish the level of funding available for public transit, the level of transit fares, and the improvement and expansion or the reduction of transit service. However, the ability of local governments to increase funding for transit is limited by State restrictions on non-property tax revenue sources and State caps on property tax levy increases.

TIP DRAFT 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN

Once you have reviewed the information presented at today's meeting regarding the Draft 2019-2022 Transportation Improvement Program, we encourage you to provide your feedback to us.

Written Comments

Please use the comment cards available at this meeting to write down any comments you might have.

Verbal Comments

Please speak to the court reporter or staff member if you prefer to provide verbal comments.



More Information and Other Ways to Comment

If you would prefer to comment at a later time, please submit comments using one of the following ways:

- ▶ Plan Website: www.sewrpc.org/tip
- ▶ E-mail: tip@sewrpc.org
- ▶ Mail: P.O. Box 1607, Waukesha, WI 53187-1607
- ▶ Fax: (262) 547-1103

Please Submit Your Comments by Thursday, November 29, 2018

All comments submitted by November 29, 2018, will be entered into the public record, and will be considered when developing the 2019-2022 Transportation Improvement Program.