

MINUTES OF THE JOINT MEETING

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Transportation System Planning and Programming in the Milwaukee, Kenosha, Racine, and Round-Lake Beach Urbanized Areas

DATE: August 25, 2010

TIME: 1:30 P.M.

PLACE: Wisconsin State Fair Park
Wisconsin Exposition Center, 2nd Floor Meeting Room 1
8200 W. Greenfield Avenue
West Allis, WI

Milwaukee Urbanized Area Members Present

Brian Dranzik, Chairman..... Director of Administration, Department of
Transportation and Public Works, Milwaukee County
Scott Brandmeier..... Director of Public Works/Village Engineer,
Village of Fox Point
Rollin Bertran..... Director of Highway Operations, Department of Transportation and Public Works,
Milwaukee County
Allison Bussler..... Director of Public Works, Waukesha County
Peter Daniels..... Engineer, City of West Allis
(Representing Michael Lewis)
Thomas M. Grisa..... Director of Public Works, City of Brookfield
Anita Gulotta-Connelly..... Managing Director, Milwaukee County Transit System
Robert C. Johnson..... Transit Director, Waukesha Metro Transit,
City of Waukesha
David Karnes..... Milwaukee County
(Representing Scott Walker)
William A. Kappel..... Director of Public Works, City of Wauwatosa
Michael J. Maierle..... Manager of Long-Range Planning, City of Milwaukee
Jeffrey Mantes..... Commissioner, Department of Public Works,
City of Milwaukee
Michael J. Martin..... Director of Public works, Village of Hales Corners
Jeffrey S. Polenske..... City Engineer, City of Milwaukee
Ron Romeis..... Assistant City Engineer, City of Franklin
(Representing John Bennett)
Jack Takerian..... Director, Department of Transportation
And Public Works, Milwaukee County

Kenneth Yunker, Secretary..... Executive Director, SEWRPC
Sandra Beaupré Director, Bureau of Planning and Economic Development
Wisconsin Department of Transportation

Peter T. McMullen Program and Planning Analyst,

Stephen P. Adams	Public Involvement and Outreach Manager, SEWRPC
Angela M. Wickham Berg	Contract Specialist, Division of Transportation Investment Management Wisconsin Department of Transportation
Jason Biernat.....	Engineer, SEWRPC
Donna Brown	Passenger Rail Planning Manager, Division of Transportation System Development, Wisconsin Department of Transportation
John R. Duffe	Multi-Modal Program Manager, Wisconsin Department of Transportation
Marquis Garner	Flying for Faith
Steven A. Garner	Flying for Faith
Christopher T. Hiebert.....	Chief Transportation Engineer, SEWRPC
Ryan W. Hoel.....	Principal Engineer, SEWRPC
Randy Kerkman	Administrator/Public Works Director, Village of Bristol
Joe Lanane	Reporter, <u>The Daily Reporter</u>
Maurice L. McClinton	Citizen
Kjirstin Roberts	Senior Transportation Engineer, Division of Transportation System Development, Wisconsin Department of Transportation
Xylia Rueda	Planner, SEWRPC
Robert Schmidt	Local Program Manager, Division of Transportation System Development, Wisconsin Department of Transportation

The meeting was called to order at 1:40 p.m. by Chairman Dranzik, Chairman of the Milwaukee Area TIP Advisory Committee. He welcomed all present and noted that the meeting was a joint meeting on the Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, and Round Lake Beach Urbanized Area TIP Advisory Committees.

APPROVAL OF MINUTES OF MARCH 16, 2009 MEETING

Chairman Dranzik indicated that the first item on the agenda was the consideration and approval of the minutes for the previous joint meeting of the TIP Advisory Committees, held on March 16, 2009. The minutes were approved as written on a motion by Ms. Gulotta-Connelly, seconded by Mr. Mantes, and carried unanimously by action of the four TIP Advisory Committees.

APPROVAL OF MINUTES OF MAY 6, 2009 MEETING

Chairman Dranzik stated the second item on the agenda was the consideration and approval of the minutes for the previous meeting of the Milwaukee Area TIP Advisory Committee, held on May 6, 2009. Mr. Johnson made a motion to approve the minutes from the Milwaukee Area TIP Advisory Committee meeting held on May 6, 2009, and Mr. Martin seconded the motion.

The following comments and questions were raised by the TIP Advisory Committee members. Responding to an inquiry by Mr. Grisa, Mr. Hiebert stated that the Commission staff and the Wisconsin Department of Transportation (WisDOT) were reviewing the estimated balances of Federal Highway Administration Surface Transportation Program – Milwaukee Urbanized Area (FHWA STP-MUA) funding allocations that were presented to county and local governments during the WisDOT local program symposium held in March 2010. He noted that, by agreement of the Milwaukee Area TIP Advisory Committee, a county or local government that received an American Recovery and Reinvestment Act (ARRA) FHWA STP-MUA funded project in excess of their allocated ARRA funding would return 80 percent of the excess ARRA funding received through transfer of their existing STP-MUA balances to the municipalities not receiving a project. This adjustment to STP-MUA balances would be addressed during the preparation of proposed allocation and project selection of year 2011 through 2014 STP-MUA funds later this year.

There being no further discussion, Chairman Dranzik asked for the motion to be put to a vote. The motion to approve the minutes for the May 6, 2009, meeting of the Milwaukee Area TIP Advisory Committee was carried unanimously by the TIP Advisory Committee.

Mr. Yunker noted that the minutes for the Milwaukee Area TIP Advisory Committee meetings held on April 3, 2010, and April 30, 2010, relating to the determination of the process for selecting projects for use of ARRA FHWA STP-MUA funds would be sent to the TIP Advisory Committee members for approval at a subsequent meeting or via a postcard vote.

CONSIDERATION OF CANDIDATE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM PROJECT RECOMMENDATIONS FOR FUNDING IN YEARS 2010 THROUGH 2013

Chairman Dranzik asked Mr. Hiebert to review the SEWRPC Memorandum concerning the candidate Congestion Mitigation and Air Quality Improvement Program (CMAQ) project recommendations for funding in years 2010 through 2013 (see Attachment A to the minutes). During Mr. Hiebert's review, he noted that the selection of projects for CMAQ funding was delayed by about a year due to the need for WisDOT to implement the projects approved for ARRA funding within the timeframe specified in the ARRA legislation. As a result, an additional year of CMAQ was added to the current CMAQ funding cycle. Mr. Yunker added that the additional year of new CMAQ funding was agreed to by WisDOT, the Wisconsin Department of Natural Resources, the Chairmen of the TIP Advisory Committees, and Commission staff.

Mr. Johnson made a motion to approve the candidate CMAQ project recommendations for funding in years 2010 through 2013. Mr. Martin seconded the motion. Responding to an inquiry by Mr. Grisa, Mr. Hiebert stated that a third year, or about \$11.6 million, of funding was made available to candidate projects in the current CMAQ funding cycle. Mr. Yunker noted that while there would be four years

within the 2010 through 2013 CMAQ funding cycle, limited funds may be available for projects in the year 2010 if projects approved for funding in previous CMAQ program cycles are dropped or deferred.

There being no further discussion, Chairman Dranzik asked for the motion to be put to a vote. The motion to approve the candidate CMAQ project recommendations for funding in years 2010 through 2013 was carried unanimously by the TIP Advisory Committees.

REVIEW AND CONSIDERATION OF PROPOSED AMENDMENTS TO THE 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN

Chairman Dranzik asked Mr. Hiebert to review the proposed amendments to the 2009-2012 TIP for Southeastern Wisconsin. Mr. Hiebert reviewed the nine proposed amendments which were provided to the TIP Advisory Committees prior to the meeting (see Attachments B and C to the minutes). He then distributed an additional amendment to the TIP proposed by the City of Racine which would add a project for local marketing for the Belle Urban Transit System. Mr. Yunker noted that typically a single CMAQ project was in the TIP which included Region-wide transit marketing as well as transit marketing for the individual transit operators in Southeastern Wisconsin. He stated that the FTA has now indicated to the transit operators that the TIP should include a separate transit marketing project for each of the transit operators utilizing these CMAQ funds. He noted that an amendment to the TIP was recently approved by the Milwaukee Area TIP Advisory Committee replacing the single marketing project in the TIP with separate projects for Region-wide marketing, and transit marketing for the Milwaukee County Transit System, Washington County Transit System, and Ozaukee County Transit System. At that time, the Racine Belle Urban System was not ready to move forward with their project, but is now proposing to add a project for transit marketing to the TIP (see Attachment D to the minutes).

Mr. Yunker then noted that the Wisconsin Department of Transportation (WisDOT) had asked that Commission staff inform the TIP Advisory Committees of two possible future TIP amendments which may be proposed by WisDOT relating to implementation of High Speed Rail (HSR) in Southeastern Wisconsin. He noted that these two amendments which were distributed were being provided for informational purposes only, and that WisDOT was not requesting action by the TIP Advisory Committees on these amendments at this time (see Attachment E to the minutes). He noted that WisDOT staff were present to answer any questions TIP Advisory Committee members may have related to these projects.

Mr. Takerian then made a motion to amend the TIP to allow the \$10.0 million in FHWA STP-MUA funding requested by Milwaukee County and previously approved by the Milwaukee Area TIP Advisory Committee for the construction of the downtown connector project be used instead for a project to replace a portion of the Milwaukee County Transit System's (MCTS) existing fleet of buses. Mr. Johnson seconded the motion, and the following questions and comments were raised in the ensuing discussion:

1. Responding to an inquiry by Mr. Johnson, Mr. Takerian stated MCTS intended to use the \$10.0 million in FHWA STP-MUA funds in the years 2011 and 2012, if these funds were available. Mr. Yunker noted that projects have been previously selected and approved for FHWA STP-MUA funding for the years 2011 and 2012; however, funding may become available in those years should projects approved for FHWA STP-MUA be dropped or deferred. He stated that FHWA STP-MUA funds to replace a portion of MCTS's existing fleet of buses may not be available until WisDOT solicits projects for funding for the years 2013 and 2014. He suggested that should the transfer of FHWA STP-MUA funds be approved to replace MCTS buses, WisDOT should work with Milwaukee County to attempt to make the funding available in 2011 and 2012.

2. Responding to an inquiry made by Mr. Johnson, Mr. Yunker stated that when the Milwaukee Area TIP Advisory Committee selects projects for FHWA STP-MUA funding during each funding cycle, the TIP Advisory Committee has recommended that the FHWA STP-MUA and FTA Section 5307 funds allocated to the Milwaukee area be split between local highway and public transit modes based upon the relative proportion of capital needs of each mode as determined by the regional transportation system plan. Mr. Yunker noted that this has resulted in a shift of FHWA STP-MUA funds in the total amount of \$10.7 million for transit purposes. He further noted that the transfer of FTA Section 5307 funding to highway projects has not occurred when there has been a shortfall in FHWA STP-MUA funding since FTA Section 5307 funds can be used by Milwaukee area transit operators to fund transit operating costs as well as capital projects. Mr. Yunker stated that \$10.0 million of the \$10.7 million in FHWA STP-MUA funds transferred to transit projects was requested by Milwaukee County in 2002 for funding of the construction of the downtown connector project in the years 2004 and 2005. Mr. Yunker stated that the downtown connector project was evaluated and approved by the Milwaukee Area TIP Advisory Committee for the use of Federal Fiscal Year 2004 and 2005 FHWA STP-MUA funds, along with candidate highway projects, based on the selection process agreed to by the TIP Advisory Committee. He noted that implementation of the downtown connector project was deferred while a study was being conducted to determine the locally preferred alternative. This has resulted in highway projects ready for implementation being advanced to ensure that all of the annual allocation of FHWA STP-MUA funding is spent each year. He stated that the \$10.0 million in FHWA STP-MUA funding has remained committed to the Milwaukee County transit project, as has been similarly done with highway projects that were approved for FHWA STP-MUA funding and subsequently were deferred.
3. Mr. Polenske asked if a public comment period would be required for the transfer of the \$10.0 million in FHWA STP-MUA funds from the downtown connector project to a project to replace a portion of MCTS's existing fleet. Mr. Yunker responded that the transfer of FHWA STP-MUA funds from an approved project to a different eligible project would not require public comment, and that typically this type of change is done administratively by Commission staff and WisDOT without seeking consideration and approval by the Milwaukee Area TIP Advisory Committee. Mr. Yunker stated that a bus replacement project for MCTS is currently within the TIP, and that changes in funding source for an existing project within the TIP could be done through an administrative modification, which does not require solicitation of public comment.
4. Mr. Polenske stated that the downtown connector project was being advanced as a downtown streetcar project by the City of Milwaukee and a bus rapid transit project by Milwaukee County, as recommended in the downtown connector study. He asked whether the \$10.0 million in FHWA STP-MUA funds approved for the construction of the downtown connector project could be split to fund both the downtown streetcar project and the bus rapid transit project. Mr. Takerian responded that Milwaukee County could potentially fund a portion of the bus rapid transit project with the \$10.0 million in FHWA STP-MUA funds approved for the construction of the downtown connector project, but the Milwaukee County staff had not considered funding a portion of the downtown streetcar project within the same funds. He noted that the \$10.0 million in FHWA STP-MUA was requested by, and allocated to, Milwaukee County.
5. Mr. Yunker noted a similar motion failed to pass at the joint meeting of the TIP Advisory Committees on March 16, 2009. He stated that Commission staff and WisDOT have permitted counties and local governments to substitute highway projects approved for FHWA STP-MUA funding with other eligible highway projects if the replacement project is on a segment of the arterial street and highway system, and was determined to be consistent with the adopted regional

transportation plan. Such changes have been done administratively without formal approval of each project change by the Milwaukee Area TIP Advisory Committee.

6. Responding to an inquiry by Mr. Grisa, Mr. Mantes stated that the downtown connector study was guided by a committee with members from Milwaukee County, the City of Milwaukee, Wisconsin Center District, and Milwaukee Metropolitan Association of Commerce. He noted that the U.S. Congress, through legislative action, split the remaining \$91.5 million in FHWA Interstate Cost Estimate (ICE) funds—40 percent to Milwaukee County for a bus rapid transit project and 60 percent to the City of Milwaukee for a downtown streetcar project. He further noted that the downtown streetcar project was included in the TIP and the regional transportation plan, and that preliminary engineering for the project would be completed by the end of the year.
7. Responding to an inquiry by Mr. Takerian, Mr. Yunker responded that Milwaukee County was the project sponsor making the request for the \$10.0 million in FHWA STP-MUA funds for a downtown connector project. Ms. Gulotta-Connelly noted that MCTS is advancing the bus rapid transit project consistent with the recommendations of the downtown connector study.
8. Responding to an inquiry by Mr. Johnson, Mr. Yunker responded that the transfer of the \$10.0 million in FHWA STP-MUA funds from the downtown connector project to a project to replace a portion of the MCTS's existing fleet of buses should not affect the FHWA ICE funding allocated to Milwaukee County's bus rapid transit project and the City of Milwaukee's downtown streetcar project.
9. Ms. Bussler expressed concern about denying the transfer of funds from a project approved for STP-MUA funds to a different eligible project. She noted that the funds awarded to a project sponsor were based on the sponsor's fund balance and not the merits of a specific project.
10. Responding to an inquiry by Mr. Polenske, Mr. Yunker responded that only the Milwaukee Area TIP Advisory Committee would be voting on the motion to amend the TIP to transfer the \$10.0 million in FHWA STP-MUA funds from the downtown connector project to a project to replace a portion of the MCTS's existing fleet of buses. Mr. Yunker suggested that the motion be modified to state that the TIP Advisory Committee would be approving the transfer of the \$10.0 million in FHWA STP-MUA funds from the downtown connector project to a project to replace a portion of MCTS's existing fleet of buses, rather than to amend the TIP. Mr. Takerian and Mr. Johnson agreed to modify the motion.
11. Mr. Romeis stated he would support the motion to transfer the \$10.0 million in FHWA STP-MUA funds from the downtown connector project to a project to replace a portion of MCTS's existing fleet of buses, if Milwaukee County would agree that if any of the \$10.0 million in FHWA STP-MUA funding would not be used, that it could potentially be transferred for use on the City of Milwaukee's downtown streetcar project. Mr. Takerian stated potential unused funding could be transferred to the downtown streetcar project.

There being no further discussion, Chairman Dranzik asked for the motion to be put to a vote. The motion to transfer the \$10.0 million in FHWA STP-MUA funds from Milwaukee County's downtown connector project to Milwaukee County's project to replace a portion of MCTS's existing fleet of buses was carried unanimously by the Milwaukee Area TIP Advisory Committee.

Chairman Dranzik then asked for a motion to approve the ten proposed amendments to the 2009-2012 TIP for Southeastern Wisconsin. Mr. Mantes made the motion to approve the proposed amendments to

the 2009-2012 TIP for Southeastern Wisconsin. Mr. Kappel seconded the motion, and the following comments and questions were raised by the TIP Advisory Committee members:

1. Responding to an inquiry by Mr. Mantes, Ms. Schmit stated that the FHWA Transportation Investment Generating Economic Recovery (TIGER) II funding was being requested to fund a deck replacement, and not a full reconstruction, for a half-mile segment of the IH 794 bridge between the Milwaukee River and the Lake Interchange.
2. Responding to an inquiry by Mr. Grisa, Mr. Yunker stated that the source of funding indicated for the rail crossing projects were FHWA HSR funds.

There being no further discussion, Chairman Dranzik asked for the motion to be put to a vote. The motion to approve the proposed amendments to the 2009-2012 TIP for Southeastern Wisconsin was carried unanimously by the TIP Advisory Committees.

Chairman Dranzik asked whether there were any questions for WisDOT staff regarding the State's HSR projects. The following comments and questions were raised by the Committee members:

1. Responding to an inquiry by Mr. Grisa, Ms. Brown stated that the two potential amendments to the TIP, provided to TIP Advisory Committee members for information purposes related to the HSR rail project, would potentially add a new project to the TIP for the construction of rail stations and a maintenance facility, and change the estimated cost and timing of an existing project currently in the TIP for the construction of track sidings, signals, and other improvements along the Milwaukee to Madison HSR corridor between the Cities of Milwaukee and Watertown. She noted that the locations for new rail stations and maintenance facilities between the Cities of Milwaukee and Watertown have not yet been determined. She added that WisDOT would make the final determination on the locations of these facilities by the end of the year.

[Secretary's Note: Following the TIP Advisory Committee meeting, WisDOT staff were informed by the Federal Railroad Administration (FRA) that FRA does not require FRA funded HSR projects be listed in a transportation improvement program. WisDOT determined to not pursue the two potential amendments to the TIP related to the HSR projects discussed at this meeting.]

CONSIDERATION OF PRELIMINARY DRAFT OF SEWRPC STAFF MEMORANDUM ENTITLED: PROPOSED PRIORITIZATION OF CANDIDATE PROJECTS FOR FEDERAL TRANSPORTATION ENHANCEMENT AND BICYCLE AND PEDESTRIAN FACILITIES PROGRAM FUNDING: YEARS 2011 THROUGH 2014

Chairman Dranzik asked Mr. Hiebert to review the proposed prioritization of candidate projects for Federal Transportation Enhancement (TE) and Bicycle and Pedestrian Facilities Program (BPFP) funding for the years 2011 through 2014 (see Attachment F to the minutes). During Mr. Hiebert's review, Mr. Duffe stated that the WisDOT committee responsible for the selection of projects for Federal TE and BPFP funding strives to ensure a balance in the selection and funding of the various types of eligible projects—transit and ridesharing, bicycle and pedestrian, lighting, landscaping, historic preservation, scenic beautification, archeological research, and water pollution mitigation. He noted that this may result in projects which receive a lower priority rating being selected for funding.

Mr. Lemens made a motion to approve the proposed prioritization of candidate projects for Federal TE and BPFP Funding for the years 2011 through 2014. Mr. Polenske seconded the motion. Responding to

an inquiry by Mr. Grisa, Mr. Yunker stated that the TIP Advisory Committees were being asked to approve the prioritization of candidate projects which would be considered by the WisDOT Committee responsible for the selection of projects for Federal TE and BFPF funding available statewide.

There being no further discussion, Chairman Dranzik asked for the motion to be put to a vote. The motion to approve the prioritization of the candidate projects for the Federal TE and BFPF funding for the years 2011 through 2014 was carried unanimously by the TIP Advisory Committees.

ADJOURNMENT

There being no further business to come before the TIP Advisory Committees, the meeting was adjourned at 2:40 p.m. on a motion from Mr. Mantes, seconded by Mr. Bertran, and carried unanimously by the TIP Advisory Committees.

Respectfully submitted,

Kenneth R. Yunker
Acting Secretary

* * *

KRY/CTH/RWH/JB/jb/dad
8/26/10

#153167 v2 - TIP 09'-12' UA Joint Committee Meeting Minutes 08-25-10

ORIGINAL MEMORANDUM

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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MEMORANDUM

TO: Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine and Round Lake Beach Urbanized Areas (TIP Committees)

FROM: SEWRPC Staff

DATE: August 16, 2010

SUBJECT: **CANDIDATE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM PROJECT RECOMMENDATIONS FOR FUNDING IN YEARS 2010 THROUGH 2013**

The Wisconsin Department of Transportation staff, the Commission staff, the Wisconsin Department of Natural Resources staff, and the TIP Committee chairs have reached a tentative agreement on the candidate Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects to be considered for approval for funding by the TIP Committees. The projects recommended for funding – 25 projects with a total CMAQ funding of \$37.5 million – are listed in Attachment 1 to this Memorandum. It is necessary to advance these projects as an amendment to the 2009-2012 TIP. In developing this joint recommendation with respect to the CMAQ projects to be funded, the process approved by the TIP Committees was followed as set forth in Attachment 2 to this Memorandum.

Attachment 3 to this Memorandum is a listing of the candidate CMAQ projects – 10 projects seeking an estimated \$4.2 million of CMAQ funds – which were not recommended for funding.

Attachment 4 to this Memorandum is a listing of the CMAQ projects recommended for funding shown in appropriate TIP amendment format.

* * *

KRY/CTH/JB/jb

#152884 v1 - 2010-2013 CMAQ Memo to TIP Committees

Enclosures [Docs# 150345 v1, 3391 v3]

Attachment A (continued)

Attachment 1 Congestion Mitigation and Air Quality Improvement (CMAQ) Projects Recommended for Funding

Category	Project Title	Project Description	Sponsor	Federal Funding
Transit				
	Installation of Transit Priority	Installation of detection equipment, controllers, and emitters for the operation of transit priority at 100 signalized intersection on proposed express bus and trolley circulator routes in the City of Milwaukee.	City of Milwaukee	\$880,000
	Bus Rapid Transit Project	Operation of a 12-mile long street running bus rapid transit line including 56 new stations with real-time passenger information systems, signal prioritization, and the purchase of 18 low floor 60-foot branded vehicles which will operate along West Fond du Lac Avenue in the southeasterly direction into Downtown Milwaukee and then Southwesterly out of Downtown via National and Greenfield Avenues.	Milwaukee County	\$6,400,000
	KRM Commuter Rail Link	Upgrading and rehabilitation of existing trackage, construction of some new trackage for passing sidings, installation of trail control signals, upgrading of street and highway grade crossing signals, and construction of stations and a train equipment storage and servicing facility as part of the implementation of a 33-mile commuter rail extension from the City of Kenosha through the City of Racine to the City of Milwaukee.	Southeastern Wisconsin Regional Transit Authority	\$9,000,000
	Kenosha Electric Streetcar Expansion	Construction of a 3.4 mile expansion of the current 2-mile electric streetcar system operated by the City of Kenosha.	City of Kenosha	\$4,200,000
Traffic Flow Improvement				
	Computer Optimization of 103 Traffic Signals	Data collection, model creation, model calibration and optimization, and implementation of timing and phasing changes for 103 traffic signals along the E/W Capitol Dr (STH 190) and W. Fond du Lac (STH 145) corridors in the City of Milwaukee.	City of Milwaukee	\$208,000
	Computer Optimization of 34 Traffic Signals	Data collection, model creation, model calibration and optimization, and implementation of timing and phasing changes for 34 traffic signals in the Bay View neighborhood in the City of Milwaukee.	City of Milwaukee	\$72,240
	Traffic Signal Optimization	Computer Optimization of 50 traffic signals on County Trunk Highways, coordination with WisDOT and Milwaukee County traffic signals.	Milwaukee County	\$244,000
	CTH H and CTH S Park and Ride Lot	Construction of a park-ride lot at the intersection of CTH H and CTH S.	Kenosha County	\$352,800
	Installation of Semi-actuated Operation	Installation of vehicle detection loops and pedestrian pushbuttons for the installation of semi-actuated operation for 32 signalized intersections throughout the City of Milwaukee.	City of Milwaukee	\$408,400
	Installation of Semi-actuated Operation	Installation of vehicle detection loops and pedestrian pushbuttons for the installation of semi-actuated operation for 10 signalized Connecting Highway intersections throughout the City of Milwaukee.	City of Milwaukee	\$161,200
Bicycle/Pedestrian				
	Lake Michigan Pathway Phase III-B	Addition of new segment of the Lake Michigan Pathway project from DeKoven Avenue to 24th Street.	City of Racine	\$184,800
	Rails to Trails Conversion of UP Corridor	Construction of 1.7 mile paved trail from in the Union Pacific railway corridor in the City of Sheboygan.	City of Sheboygan	\$1,499,600
	Pike River Pathway Construction	Construction of new 10 ft wide asphalt trail from Mariner Drive to STH 20 and paving from STH 20 to an existing Racine County Trail. Installation of bike lanes running along Oakes Road and along the southern frontage road to the southern trail extension.	Village of Mount Pleasant	\$207,466
	Hank Aaron State Trail 33rd Court Bridge and North Bank Trail	Construction of a 180' bridge and 1,300' concrete trail between 33rd Street and the Hank Aaron State Trail.	Wisconsin WDNR	\$1,265,699
	Eastside Bicycle & Pedestrian Trail	Construction of 0.8 mile paved trail, west side of STH 42/Lincoln Ave from 35th Place to Two Rivers High School.	City of Two Rivers	\$488,240
	Ozaukee County/Downtown Milwaukee Connector- Phase 4	Acquisition of UP Railroad Corridor, construction of a 3.1 mile, 10 ft wide asphalt path and modification of six bridges from Estabrook Park to Teutonia Ave/West Mill Road.	Milwaukee County Parks Department	\$2,448,000
	Lake Michigan Pathway Phase III-A	Addition of new segment of the Lake Michigan Pathway project from Augusta Street to Melvin Avenue.	City of Racine	\$834,800
	Northside Bicycle & Pedestrian Trail	Construction of 1.6 mile paved trail from Tannery Road to STH 42/Lincoln Ave.	City of Two Rivers	\$691,129
	Extending the Interurban Trail	Construction of 10 mile, 5' wide paved trail along CTH A and STH V in the City of Sheboygan.	City of Sheboygan	\$656,000

Attachment A (continued)

Attachment 1
Congestion Mitigation and Air Quality Improvement (CMAQ) Projects Recommended for Funding

Category	Project Title	Project Description	Sponsor	Federal Funding
Miscellaneous				
	Clean Fleet Emissions Reduction Initiative	Retrofit diesel engines on 44 heavy trucks and diesel oxidation catalyst mufflers on 50 heavy equipment units, provide marginal cost for Bio-diesel fuel, and provision of "eco-driving" training techniques for drivers.	City of Milwaukee	\$1,068,000
	Truck Fleet Training on Eco-Driving	Develop an eco-driving training module for heavy-duty trucking fleets, and then recruit, train, and evaluate two truck fleets in the six-county non-attainment region of southeastern Wisconsin.	WDNR	\$102,576
	SE Wisconsin Marketing Partnership	Improve public awareness of public transportation services in SE Wisconsin through advertising, promotion, and public information.	Milwaukee County	\$3,008,000
	Wis.-supported Amtrak Hiawatha Service Advertising Program Phase IV	Advertising promoting Hiawatha service through a focused advertising campaign.	WisDOT Bureau of Railroads and Harbors	\$480,000
	CNG Fuel Program	Develop and maintain a compressed natural gas (CNG) fueling station and purchase 20 CNG refuse trucks .	City of Milwaukee	\$2,400,000
	Milwaukee SmartTrips ^d	Implementation of a marketing program aimed at reducing single occupancy trips, and increasing bicycle, pedestrian, transit, carpool and car-sharing trips.	City of Milwaukee	\$269,856

JB/jb

#150345

8/6/2010

Attachment A (continued)

Attachment 3

Congestion Mitigation and Air Quality Improvement (CMAQ) Projects Not Recommended for Funding

Project Id	Project Title	Project Description	Sponsor	Federal Funding
Bicycle/Pedestrian				
	Phase 3 Bike Paths	Construction of four separate 10 ft wide paths totalling 3.78 miles in the City of Lake Geneva.	City of Lake Geneva	\$812,000
	Glen Brooke-Cranberry Creek Pedestrian Bridge	Construction of a pedestrian bridge over Canadian National Railroad about 1,600' south of STH 60 east of Glen Hill Drive in the Village of Jackson.	Village of Jackson	\$586,040
	Bicycle Detection at Traffic Signals	Installation and calibration of bicycle detection equipment and marking of bicycle detection zones at nine County maintained traffic signals.	Milwaukee County	\$96,000
	Browns Lake Drive (CTH W) Pedestrian and Bicycle Facility	Additional funds for construction of 3,300' asphalt path from STH 11 to a point 840' northeasterly of Foxtrail Circle.	City of Burlington	\$262,400
	Installation of Pedestrian Countdown Timers	Installation of pedestrian countdown timers and 12" combination "Walk/Don't Walk" pedestrian indications at 41 signalized transit transfer intersection in downtown/central Milwaukee.	City of Milwaukee	\$286,080
	Installation of Pedestrian Countdown Timers	Installation of pedestrian countdown timers and 12" combination "Walk/Don't Walk" pedestrian indications at 51 signalized transit transfer intersection on the north side of Milwaukee.	City of Milwaukee	\$334,880
	STH 31 North Corridor Bike Path ^o	Construction of a 1.3 mile, 10' wide asphalt path from CTH A north to CTH KR.	Town of Somers	\$1,073,920
Miscellaneous				
	UW-Milwaukee Green Fleet	Purchase of one hybrid shuttle and six electric vehicles.	UW System Board of Regents	\$243,200
	Hybrid Vans for MCTS	Purchase of six hybrid vans for transit supervisors.	Milwaukee County	\$168,000
	Rideshare Incentive and Motivational Campaign	Offer incentives for individuals to register for Rideshare, provide an incentive program for businesses to start commuter benefit programs, and refresh the look of the program.	Wisconsin DOT	\$320,000

JB/jb

#150345

8/6/2010

Attachment 2

**Procedure for Selection of Congestion Mitigation and
Air Quality Improvement Program Projects**

1. Wisconsin Department of Transportation (WisDOT), Wisconsin Department of Natural Resources (WisDNR), and Southeastern Wisconsin Regional Planning Commission (Commission) staffs would each complete a fair and impartial independent evaluation of candidate CMAQ projects. The independent evaluations are combined and discussed at interagency staff meetings to provide joint prioritization of projects.
2. The three Chairmen of the Advisory Committees for Transportation System Planning and Programming for the Kenosha, Milwaukee, and Racine Urbanized Areas would meet with the WisDOT, WisDNR, and Commission staffs to review the project priority list and formulate their recommendations.
3. The Committee Chair recommendations would be transmitted to the WisDOT Secretary for consideration and approval. If the WisDOT Secretary does not approve the Committee Chair recommendations, a meeting of the Chairmen, WisDOT staff, WisDNR staff, and Commission staff will be held to negotiate a project prioritization which would be forwarded to the three Advisory Committees for consideration and approval.
4. The WisDOT Secretary and Committee Chair recommendations would be considered at a joint meeting of the three Advisory Committees. The Committees would approve the preliminary project selection recommendations, or develop a revised project selection list.
5. The Committee recommendations are transmitted to WisDOT for consideration and approval. If the WisDOT Secretary does not approve the Committee recommendations, the WisDOT Secretary will advise the Committee Chairmen, and a meeting of the Chairmen, WisDOT staff, and Commission staff will be held to establish a final project selection which is then forwarded to the three Advisory Committees for approval.

DMJ/dmj
08/9/10
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**NEW PROJECTS TO BE ADDED TO THE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2009-2012**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT	
	NO	DESCRIPTION / STATE ID	TYPE			2009	2010	2011	2012	Total		
STATE OF WISCONSIN	1039	MARKETING AMTRAK'S HIAWATHA SERVICE FROM MILWAUKEE AND CHICAGO INCLUDING RADIO AND NEWSPAPER ADVERTISEMENTS IN MILWAUKEE AND CHICAGO-PHASE IV 8009753	TP	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	EXEMPT	
					ROW	0.0	0.0	0.0	0.0	0.0		
					CONST	0.0	0.0	0.0	0.0	0.0		
					OTHER	0.0	300.0	300.0	0.0	600.0		
				TOTAL	0.0	300.0	300.0	0.0	600.0			
				SOURCE OF FUNDS CMAQ	LOCAL	0.0	60.0	60.0	0.0	120.0		
STATE	0.0	0.0	0.0		0.0	0.0						
WISCONSIN DNR	1040	CONSTRUCTION OF A 180' BRIDGE AND 1,300' CONCRETE TRAIL FROM 33RD ST TO THE HANK AARON STATE TRAIL IN MILWAUKEE COUNTY 8019997	EE	DETAIL COSTS	FEDERAL	0.0	240.0	240.0	0.0	480.0	EXEMPT	
					TOTAL	0.0	300.0	300.0	0.0	600.0		
					SOURCE OF FUNDS CMAQ	LOCAL	0.0	0.0	316.4	0.0		316.4
						STATE	0.0	0.0	0.0	0.0		0.0
				FEDERAL	0.0	0.0	1,265.7	0.0	1,265.7			
					TOTAL	0.0	0.0	1,582.1	0.0	1,582.1		
	1041	DEVELOP AN ECO-DRIVING TRAINING MODULE FOR HEAVY-DUTY TRUCKING FLEETS, AND THEN RECRUIT, TRAIN, AND EVALUATE TWO TRUCK FLEETS IN THE SIX-COUNTY NON-ATTAINMENT REGION OF SOUTHEASTERN WISCONSIN 8019998	EE	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	EXEMPT	
					ROW	0.0	0.0	0.0	0.0	0.0		
					CONST	0.0	0.0	0.0	0.0	0.0		
					OTHER	0.0	0.0	85.5	42.7	128.2		
				TOTAL	0.0	0.0	85.5	42.7	128.2			
				SOURCE OF FUNDS CMAQ	LOCAL	0.0	0.0	17.1	8.5	25.6		
STATE	0.0	0.0	0.0		0.0	0.0						
SOUTHEASTERN WISCONSIN REGION PLANNING COMMISSION	99 ^a (85) 8000125	PLANNING, AND PRELIMINARY AND FINAL ENGINEERING OF COMMUTER PASSENGER TRAIN SERVICE IN THE MILWAUKEE-RACINE-KENOSHA CORRIDOR 8000125	TE	DETAIL COSTS	FEDERAL	0.0	0.0	68.4	34.2	102.6	NON-EXEMPT	
					TOTAL	0.0	0.0	85.5	42.7	128.2		
					SOURCE OF FUNDS CMAQ	LOCAL	865.3	0.0	750.0	1,125.0		2,740.3
						STATE	865.3	0.0	750.0	1,125.0		2,740.3
				FEDERAL	6,922.3	0.0	6,000.0	9,000.0	21,922.3			
					TOTAL	8,652.9	0.0	7,500.0	11,250.0	27,402.9		
MILWAUKEE COUNTY	1042	COMPUTER OPTIMIZATION OF 50 TRAFFIC SIGNALS ON COUNTY TRUNK HIGHWAYS, COORDINATION WITH WISDOT AND MILWAUKEE COUNTY TRAFFIC SIGNALS 4009930	HP	DETAIL COSTS	PE	0.0	150.0	150.0	0.0	300.0	EXEMPT	
					ROW	0.0	0.0	0.0	0.0	0.0		
					CONST	0.0	0.0	0.0	0.0	0.0		
					OTHER	0.0	5.0	0.0	0.0	5.0		
				TOTAL	0.0	155.0	150.0	0.0	305.0			
				SOURCE OF FUNDS CMAQ	LOCAL	0.0	31.0	30.0	0.0	61.0		
STATE	0.0	0.0	0.0		0.0	0.0						
	1043	SE WISCONSIN MARKETING PARTNERSHIP TO IMPROVE PUBLIC AWARENESS OF PUBLIC TRANSPORTATION SERVICES THROUGH ADVERTISING, PROMOTION, AND PUBLIC INFORMATION 4009932	TP	DETAIL COSTS	FEDERAL	0.0	0.0	1,930.0	1,930.0	3,860.0	EXEMPT	
					TOTAL	0.0	0.0	1,930.0	1,930.0	3,860.0		
					SOURCE OF FUNDS CMAQ	LOCAL	0.0	0.0	386.0	386.0		772.0
						STATE	0.0	0.0	0.0	0.0		0.0
				FEDERAL	0.0	0.0	1,544.0	1,544.0	3,088.0			
					TOTAL	0.0	0.0	1,930.0	1,930.0	3,860.0		
	1044	IMPLEMENTATION OF A BUS RAPID TRANSIT LINE BY THE MILWAUKEE COUNTY TRANSIT SYSTEM ALONG FOND DU LAC AND NATIONAL AVENUES (12.0 MILES) 4009928	TE	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	EXEMPT	
					ROW	0.0	0.0	0.0	0.0	0.0		
					CONST	0.0	0.0	0.0	0.0	0.0		
					OTHER	0.0	0.0	4,000.0	4,000.0	8,000.0		
				TOTAL	0.0	0.0	4,000.0	4,000.0	8,000.0			
				SOURCE OF FUNDS CMAQ	LOCAL	0.0	0.0	800.0	800.0	1,600.0		
STATE	0.0	0.0	0.0		0.0	0.0						
	1045	CONSTRUCTION OF A 10 FT WIDE ASPHALT PATH FROM ESTABROOK PARK TO TEUTONIA AVE/WEST MILL ROAD IN MILWAUKEE COUNTY (3.1 MILES) 4009929	EE	DETAIL COSTS	FEDERAL	0.0	0.0	3,200.0	3,200.0	6,400.0	EXEMPT	
					TOTAL	0.0	0.0	4,000.0	4,000.0	8,000.0		
					SOURCE OF FUNDS CMAQ	LOCAL	0.0	0.0	270.2	1,100.0		
						STATE	0.0	0.0	0.0	0.0		
				FEDERAL	0.0	3,200.0	119.0	1,081.0	4,400.0			
					TOTAL	0.0	4,000.0	148.8	1,351.2	5,500.0		

**NEW PROJECTS TO BE ADDED TO THE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2009-2012**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2009	2010	2011	2012	Total	
MILWAUKEE (CITY)	1046	SIGNAL OPTIMIZATION FOR 34 TRAFFIC SIGNALS IN THE BAY VIEW NEIGHBORHOOD IN THE CITY OF MILWAUKEE 4109930	HP	DETAIL COSTS	PE	0.0	31.5	31.5	0.0	63.0	EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	0.0	0.0	0.0	0.0	
					OTHER	0.0	8.0	19.3	0.0	27.3	
				TOTAL	0.0	39.5	50.8	0.0	90.3		
				SOURCE OF FUNDS CMAQ	LOCAL	0.0	7.9	10.2	0.0	18.1	
STATE	0.0	0.0	0.0		0.0	0.0					
FEDERAL	0.0	31.6	40.6		0.0	72.2					
TOTAL	0.0	39.5	50.8	0.0	90.3						
	1047	INSTALLATION OF VEHICLE DETECTION LOOPS AND PEDESTRIAN PUSH BUTTONS FOR THE INSTALLATION OF SEMI-ACTUATED OPERATION FOR 32 SIGNALIZED INTERSECTIONS THROUGHOUT THE CITY OF MILWAUKEE 4109929	HP	DETAIL COSTS	PE	0.0	44.0	0.0	0.0	44.0	EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	0.0	0.0	0.0	0.0	
					OTHER	0.0	15.0	229.5	222.0	466.5	
				TOTAL	0.0	59.0	229.5	222.0	510.5		
				SOURCE OF FUNDS CMAQ	LOCAL	0.0	11.8	45.9	44.4	102.1	
STATE	0.0	0.0	0.0		0.0	0.0					
FEDERAL	0.0	47.2	183.6		177.6	408.4					
TOTAL	0.0	59.0	229.5	222.0	510.5						
	1048	SIGNAL OPTIMIZATION FOR 103 TRAFFIC SIGNALS ALONG THE E/W CAPITOL DR (STH 190) AND W FOND DU LAC (STH 145) IN THE CITY OF MILWAUKEE 4109931	HP	DETAIL COSTS	PE	0.0	62.0	62.0	62.0	186.0	EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	0.0	0.0	0.0	0.0	
					OTHER	0.0	15.0	15.0	44.0	74.0	
				TOTAL	0.0	77.0	77.0	106.0	260.0		
				SOURCE OF FUNDS CMAQ	LOCAL	0.0	15.4	15.4	21.2	52.0	
STATE	0.0	0.0	0.0		0.0	0.0					
FEDERAL	0.0	61.6	61.6		84.8	208.0					
TOTAL	0.0	77.0	77.0	106.0	260.0						
	1049	INSTALLATION OF VEHICLE DETECTION LOOPS AND PEDESTRIAN PUSHBUTTONS FOR THE INSTALLATION OF SEMI-ACTUATED OPERATION FOR 10 SIGNALIZED CONNECTING HIGHWAY INTERSECTIONS THROUGHOUT THE CITY OF MILWAUKEE 4109928	HP	DETAIL COSTS	PE	0.0	15.0	0.0	0.0	15.0	EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	0.0	0.0	0.0	0.0	
					OTHER	0.0	10.5	88.5	87.5	186.5	
				TOTAL	0.0	25.5	88.5	87.5	201.5		
				SOURCE OF FUNDS CMAQ	LOCAL	0.0	5.1	17.7	17.5	40.3	
STATE	0.0	0.0	0.0		0.0	0.0					
FEDERAL	0.0	20.4	70.8		70.0	161.2					
TOTAL	0.0	25.5	88.5	87.5	201.5						
	1050	INSTALLATION OF TRANSIT PRIORITY SYSTEM AT 100 SIGNALIZED INTERSECTION ON PROPOSED EXPRESS BUS AND TROLLEY CIRCULATOR ROUTES IN THE CITY OF MILWAUKEE 4109924	TP	DETAIL COSTS	PE	0.0	200.0	0.0	0.0	200.0	EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	0.0	375.0	375.0	750.0	
					OTHER	0.0	50.0	50.0	50.0	150.0	
				TOTAL	0.0	250.0	425.0	425.0	1,100.0		
				SOURCE OF FUNDS CMAQ	LOCAL	0.0	50.0	85.0	85.0	220.0	
STATE	0.0	0.0	0.0		0.0	0.0					
FEDERAL	0.0	200.0	340.0		340.0	880.0					
TOTAL	0.0	250.0	425.0	425.0	1,100.0						
	1051	RETROFIT DIESEL ENGINES ON 44 HEAVY TRUCKS AND DIESEL OXIDATION CATALYST MUFFLERS ON 50 HEAVY EQUIPMENT UNITS, PROVIDE MARGINAL COST FOR BIO-DIESEL FUEL, AND PROVISION OF "ECO-DRIVING" TRAINING TECHNIQUES FOR DRIVERS 4109925	EE	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	0.0	0.0	0.0	0.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	0.0	0.0	0.0	0.0	0.0		
				SOURCE OF FUNDS CMAQ	LOCAL	0.0	0.0	0.0	0.0	0.0	
STATE	0.0	0.0	0.0		0.0	0.0					
FEDERAL	0.0	0.0	0.0		0.0	0.0					
TOTAL	0.0	0.0	0.0	0.0	0.0						
	1052	IMPLEMENTATION OF A MARKETING PROGRAM AIMED AT REDUCING SINGLE OCCUPANCY TRIPS, AND INCREASING BICYCLE, PEDESTRIAN, TRANSIT, CARPOOL AND CAR-SHARING TRIPS 4109926	EE	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	0.0	0.0	0.0	0.0	
					OTHER	0.0	66.2	100.9	170.2	337.3	
				TOTAL	0.0	66.2	100.9	170.2	337.3		
				SOURCE OF FUNDS CMAQ	LOCAL	0.0	13.2	20.2	34.1	67.5	
STATE	0.0	0.0	0.0		0.0	0.0					
FEDERAL	0.0	53.0	80.7		136.1	269.8					
TOTAL	0.0	66.2	100.9	170.2	337.3						
	1053	DEVELOP AND MAINTAIN A COMPRESSED NATURAL GAS (CNG) FUELING STATION AND PURCHASE 20 CNG REFUSE TRUCKS 4109927	EE	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	0.0	0.0	0.0	0.0	
					OTHER	0.0	3,000.0	0.0	0.0	3,000.0	
				TOTAL	0.0	3,000.0	0.0	0.0	3,000.0		
				SOURCE OF FUNDS CMAQ	LOCAL	0.0	600.0	0.0	0.0	600.0	
STATE	0.0	0.0	0.0		0.0	0.0					
FEDERAL	0.0	2,400.0	0.0		0.0	2,400.0					
TOTAL	0.0	3,000.0	0.0	0.0	3,000.0						

**NEW PROJECTS TO BE ADDED TO THE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- KENOSHA COUNTY 2009-2012**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)						AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE		2009	2010	2011	2012	Total	
KENOSHA COUNTY	1054	CONSTRUCTION OF A PARK-RIDE LOT AT THE INTERSECTION OF CTH H AND CTH S IN KENOSHA COUNTY 1009975	TP	DETAIL COSTS	PE	0.0	25.0	0.0	25.0	EXEMPT
					ROW	0.0	280.0	0.0	280.0	
					CONST	0.0	0.0	110.0	110.0	
					OTHER	0.0	10.0	16.0	26.0	
				TOTAL		0.0	315.0	126.0	441.0	
				SOURCE OF FUNDS CMAQ	LOCAL	0.0	63.0	25.2	88.2	
					STATE	0.0	0.0	0.0	0.0	
					FEDERAL	0.0	252.0	100.8	352.8	
				TOTAL		0.0	315.0	126.0	441.0	
KENOSHA (CITY)	546 ^b (759)	EXPANSION OF ELECTRIC STREETCAR SYSTEM IN THE CITY OF KENOSHA - DOWNTOWN LINE EXTENSION 1039999	TE	DETAIL COSTS	PE	0.0	1,401.5	0.0	1,401.5	EXEMPT
					ROW	0.0	0.0	0.0	0.0	
					CONST	0.0	0.0	6,912.0	8,927.6	
					OTHER	0.0	0.0	0.0	0.0	
				TOTAL		0.0	1,401.5	6,912.0	10,329.1	
				SOURCE OF FUNDS CMAQ	LOCAL	0.0	280.3	1,382.4	2,122.9	
					STATE	0.0	0.0	0.0	0.0	
					FEDERAL	0.0	1,121.2	5,529.6	8,206.2	
				TOTAL		0.0	1,401.5	6,912.0	10,329.1	

**NEW PROJECTS TO BE ADDED TO THE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- RACINE COUNTY 2009-2012**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2009	2010	2011	2012	Total	
MOUNT PLEASANT (VILLAGE)	1055	CONSTRUCTION OF A 10 FT WIDE ASPHALT TRAIL FROM MARINER DR TO STH 20, PAVING OF AN EXISTING PATH FROM STH 20 TO PIKE RIVER PATHWAY, AND INSTALL OF BIKE LANES ON OAKES RD AND ON SOUTHERN FRONTAGE RD 3069998	EE	DETAIL COSTS	PE	0.0	23.1	0.0	0.0	23.1	EXEMPT
					ROW	0.0	44.6	0.0	0.0	44.6	
					CONST	0.0	154.1	0.0	0.0	154.1	
					OTHER	0.0	37.6	0.0	0.0	37.6	
				TOTAL	0.0	259.4	0.0	0.0	259.4		
				SOURCE OF FUNDS CMAQ	LOCAL STATE	0.0	51.9	0.0	0.0	51.9	
					FEDERAL	0.0	0.0	0.0	0.0	0.0	
					FEDERAL	0.0	207.5	0.0	0.0	207.5	
TOTAL	0.0	259.4	0.0		0.0	259.4					
RACINE (CITY)	1056	CONSTRUCTION OF NEW SEGMENT OF THE LAKE MICHIGAN PATHWAY PROJECT FROM DEKOVEN AVE TO 24TH ST IN THE CITY OF RACINE 3109965	EE	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	231.0	0.0	0.0	231.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	0.0	231.0	0.0	0.0	231.0		
				SOURCE OF FUNDS CMAQ	LOCAL STATE	0.0	46.2	0.0	0.0	46.2	
					FEDERAL	0.0	0.0	0.0	0.0	0.0	
					FEDERAL	0.0	184.8	0.0	0.0	184.8	
TOTAL	0.0	231.0	0.0		0.0	231.0					
	1057	CONSTRUCTION OF A NEW SEGMENT OF THE LAKE MICHIGAN PATHWAY PROJECT FROM AUGUSTA ST TO MELVIN AVE IN THE CITY OF RACINE 3109964	EE	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	1,043.5	0.0	0.0	1,043.5	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	0.0	1,043.5	0.0	0.0	1,043.5		
				SOURCE OF FUNDS CMAQ	LOCAL STATE	0.0	208.7	0.0	0.0	208.7	
					FEDERAL	0.0	0.0	0.0	0.0	0.0	
					FEDERAL	0.0	834.8	0.0	0.0	834.8	
TOTAL	0.0	1,043.5	0.0		0.0	1,043.5					

^a This existing project to the 2009-2012 transportation improvement program is being amended to reflect an addition of \$9,000,000 of Congestion Mitigation and Air Quality program funds with the necessary state and local share. The Southeastern Wisconsin Regional Planning Commission is acting as staff to the Southeastern Wisconsin Regional Transit Authority (RTA) and an intergovernmental partnership of the Cities and Counties of Kenosha, Milwaukee, and Racine, the Wisconsin Department of Transportation and the Commission. The Commission has been the applicant on their behalf for Federal Administration (FTA) grants of \$3,200,000 in 2004 and \$6,922,258 in 2007. Planning is underway for the project including alternatives analysis and draft environmental impact statement. Planning will be continued through 2009 with preliminary and final engineering to proceed upon FTA approval. At the request of the FTA, this project shows the FTA 5309 funds are anticipated to be encumbered in 2009. The Commission anticipates an annual expenditure of approximately \$250,000 each in local and state funds and approximately \$2,000,000 in federal funds for the years 2009 through 2012. Project also shows \$6,000,000 of Congestion Mitigation and Air Quality program funds in 2010, with the necessary state and local shares. These funds may be used to assist in funding preliminary engineering and construction when needed following FTA approval.

^b This existing project to the 2009-2012 transportation improvement program is being amended to reflect an addition of \$4,200,000 in Congestion Mitigation and Air Quality program funds with the necessary local share, and the current timing of the project. In addition, the project description for this project was amended to reflect that the project involves the extension of the Downtown streetcar line.

Attachment B

ORIGINAL MEMORANDUM

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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

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Serving the Counties of:

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RACINE
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WASHINGTON
WAUKESHA



MEMORANDUM

TO: All Members of the SEWRPC Advisory Committees on Transportation System Planning and Programming for the Milwaukee Urbanized Area

FROM: SEWRPC Staff

DATE: August 16, 2010

SUBJECT: PROPOSED AMENDMENTS TO THE 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN

Four proposed amendments to the 2009-2012 Transportation Improvement Program (TIP) for Southeastern Wisconsin are provided in Exhibit A to this memorandum. The proposed amendments are being requested by the Wisconsin Department of Transportation and Milwaukee County. One of the four proposed amendments would revise a project currently in the TIP. The remaining three proposed amendments represent the addition of new projects to the TIP.

The proposed amendments may not be expected to affect the implementation schedule of other projects currently programmed in the TIP, and the entire TIP as amended may be expected to remain consistent with projected available funding. All of the amendments are exempt from the requirement to conduct an air quality conformity, or regional emissions, analysis with respect to the State of Wisconsin Air Quality Implementation Plan, as the projects entail highway preservation.

The Commission will be soliciting public comments on the proposed amendments from August 4, 2010 through August 18, 2010. Any comments received during this period will be forwarded to the Advisory Committee.

* * *

KRY/RWH/XNR/xnr
#152693 v1 - TIP '09-'12 AMDTS August 2010
Enclosures correspondence

**AMENDMENT TO EXISTING PROJECT IN THE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2009-2012**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)						AIR QUAL STAT	
	NO	DESCRIPTION / STATE ID	TYPE			2009	2010	2011	2012		Total
MILWAUKEE COUNTY	122	REHABILITATION OF E COLLEGE AVE (CTH ZZ) BETWEEN S PENNSYLVANIA AVE (STH 794) AND S PACKARD AVE IN MILWAUKEE COUNTY (0.60 MILES)	HP	DETAIL COSTS	PE	0.0	90.0	0.0	0.0	90.0	EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	0.0	2,191.0	0.0	2,191.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
					TOTAL	0.0	90.0	2,191.0	0.0	2,281.0	
				SOURCE OF FUNDS FED REC	LOCAL	0.0	90.0	0.0	0.0	90.0	
					STATE	0.0	0.0	0.0	0.0	0.0	
					FEDERAL	0.0	0.0	2,191.0	0.0	2,191.0	
					TOTAL	0.0	90.0	2,191.0	0.0	2,281.0	
					4009954						

The above project is being amended to reflect a change in source of funds from Federal Highway Administration Surface Transportation Program - Milwaukee Urbanized Area funds to Federal Highway Administration American Recovery and Reinvestment Act Surface Transportation Program funds, and a change in the estimated construction cost from \$690,000 to \$2,191,000.

**NEW PROJECTS TO BE ADDED TO THE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2009-2012**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2009	2010	2011	2012	Total	
STATE OF WISCONSIN	1036	BRIDGE DECK SURFACE REPAIR ON THE HOAN BRIDGE (IH 794) FROM THE LAKE INTERCHANGE TO CARFERRY DR IN THE CITY OF MILWAUKEE (2.3 MILES)	HP	DETAIL COSTS	PE	0.0	100.0	0.0	0.0	100.0	EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	20,000.0	0.0	0.0	20,000.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
					TOTAL	0.0	20,100.0	0.0	0.0	20,100.0	
				SOURCE OF FUNDS	LOCAL	0.0	0.0	0.0	0.0	0.0	
					STATE	0.0	20,100.0	0.0	0.0	20,100.0	
					FEDERAL	0.0	0.0	0.0	0.0	0.0	
					TOTAL	0.0	20,100.0	0.0	0.0	20,100.0	
	1037 ^a	REPLACEMENT OF THE IH 794 BRIDGE BETWEEN THE MILWAUKEE RIVER AND THE LAKE INTERCHANGE AND REHABILITATION OF THE LAKE INTERCHANGE IN THE CITY OF MILWAUKEE (0.5 MILE)	HP	DETAIL COSTS	PE	0.0	500.0	0.0	0.0	500.0	EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	0.0	25,000.0	0.0	25,000.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
					TOTAL	0.0	500.0	25,000.0	0.0	25,500.0	
				SOURCE OF FUNDS FED REC	LOCAL	0.0	0.0	0.0	0.0	0.0	
					STATE	0.0	0.0	0.0	0.0	0.0	
					FEDERAL	0.0	500.0	25,000.0	0.0	25,500.0	
					TOTAL	0.0	500.0	25,000.0	0.0	25,500.0	

**NEW PROJECT TO BE ADDED TO THE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- WALWORTH COUNTY 2009-2012**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)						AIR QUAL STAT	
	NO	DESCRIPTION / STATE ID	TYPE			2009	2010	2011	2012		Total
STATE OF WISCONSIN	1038	RESURFACING OF STH 50 FROM GENEVA ST IN THE VILLAGE OF WILLIAMS BAY TO FOREST DR IN THE CITY OF LAKE GENEVA (3.5 MILES)	HP	DETAIL COSTS	PE	0.0	100.0	0.0	0.0	100.0	EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	0.0	0.0	0.0	0.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
					TOTAL	0.0	100.0	0.0	0.0	100.0	
				SOURCE OF FUNDS NHS	LOCAL	0.0	0.0	0.0	0.0	0.0	
					STATE	0.0	20.0	0.0	0.0	20.0	
					FEDERAL	0.0	80.0	0.0	0.0	80.0	
					TOTAL	0.0	100.0	0.0	0.0	100.0	
		8009755	3170-00-00								

^a This project is included in the 2009-2012 transportation improvement program for informational purposes, as it may potentially be funded with Federal Highway Administration American Recovery Reinvestment Act Transportation Generating Economic Recovery (TIGER) funds, and is not included in the assessment of available funding.

ORIGINAL MEMORANDUM

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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MEMORANDUM

TO: All Members of the SEWRPC Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, and Round Lake Beach Urbanized Areas

FROM: SEWRPC Staff

DATE: August 19, 2010

SUBJECT: PROPOSED AMENDMENTS TO THE 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN

The Wisconsin Department of Transportation has proposed an additional five amendments to the 2009-2012 Transportation Improvement Program (TIP) for Southeastern Wisconsin as provided in Exhibit A to this memorandum. One of the five proposed amendments would revise a project currently in the TIP. The remaining four proposed amendments represent the addition of new projects to the TIP.

The proposed amendments may not be expected to affect the implementation schedule of other projects currently programmed in the TIP, and the entire TIP as amended may be expected to remain consistent with projected available funding. All of the amendments are exempt from the requirement to conduct an air quality conformity, or regional emissions, analysis with respect to the State of Wisconsin Air Quality Implementation Plan, as the projects entail highway safety.

The Advisory Committees on Transportation System Planning and Programming for the Milwaukee, Kenosha, and Racine Urbanized Areas will review and consider these proposed amendments, along with four other previously transmitted amendments within the Milwaukee Urbanized Area, to the 2009-2012 TIP at the Joint Meeting of the Advisory Committees on Transportation System Planning and Programming in the Kenosha, Milwaukee, Racine, and Round Lake Beach Urbanized Areas to be held at 1:30 p.m. on August 25, 2010, at the Wisconsin State Fair Park's Exposition Center.

* * *

KRY/CTH/RWH/rwh

#153049 v1 - TIP 09-12 WISDOT FHWA HSR AMDT MEMO

Enclosures

Exhibit A

Page A - 1

**NEW PROJECTS TO BE ADDED TO THE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2009-2012**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)						AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE		2009	2010	2011	2012	Total	
STATE OF WISCONSIN	1058	RECONSTRUCTION OF THE CP RAILROAD (SOO LINE) CROSSING AT PUETZ RD IN THE CITY OF OAK CREEK	HS	DETAIL COSTS	0.0	0.0	0.0	0.0	0.0	EXEMPT
				PE	0.0	0.0	0.0	0.0	0.0	
				ROW	0.0	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	261.0	0.0	261.0	
				OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	0.0	0.0	261.0	0.0	261.0	
				SOURCE OF FUNDS	0.0	0.0	0.0	0.0	0.0	
				LOCAL	0.0	0.0	52.2	0.0	52.2	
				STATE	0.0	0.0	208.8	0.0	208.8	
				FEDERAL	0.0	0.0	0.0	0.0	0.0	
				TOTAL	0.0	0.0	261.0	0.0	261.0	

**NEW PROJECTS TO BE ADDED TO THE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- KENOSHA COUNTY 2009-2012**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)						AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE		2009	2010	2011	2012	Total	
STATE OF WISCONSIN	1059	INSTALLATION OF MONITORING EQUIPMENT FOR GRADE CROSSING WARNING DEVICES AT 21 RAIL CROSSINGS IN KENOSHA, MILWAUKEE, AND RACINE COUNTIES	HS	DETAIL COSTS	0.0	0.0	0.0	0.0	0.0	EXEMPT
				PE	0.0	0.0	0.0	0.0	0.0	
				ROW	0.0	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	161.0	0.0	161.0	
				TOTAL	0.0	0.0	161.0	0.0	161.0	
				SOURCE OF FUNDS	0.0	0.0	0.0	0.0	0.0	
				LOCAL	0.0	0.0	0.0	0.0	0.0	
				STATE	0.0	0.0	0.0	0.0	0.0	
				FEDERAL	0.0	0.0	161.0	0.0	161.0	
				TOTAL	0.0	0.0	161.0	0.0	161.0	
	1060	RECONSTRUCTION OF THE CP RAILROAD (SOO LINE) CROSSING AT CTH E (12TH ST) IN KENOSHA COUNTY	HS	DETAIL COSTS	0.0	0.0	0.0	0.0	0.0	EXEMPT
				PE	0.0	0.0	0.0	0.0	0.0	
				ROW	0.0	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	162.0	0.0	162.0	
				OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	0.0	0.0	162.0	0.0	162.0	
				SOURCE OF FUNDS	0.0	0.0	0.0	0.0	0.0	
				LOCAL	0.0	0.0	32.4	0.0	32.4	
				STATE	0.0	0.0	129.6	0.0	129.6	
				FEDERAL	0.0	0.0	0.0	0.0	0.0	
				TOTAL	0.0	0.0	162.0	0.0	162.0	

**AMENDMENT TO EXISTING PROJECT IN THE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- RACINE COUNTY 2009-2012**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)						AIR QUAL STAT	
	NO	DESCRIPTION / STATE ID	TYPE			2009	2010	2011	2012		Total
STATE OF WISCONSIN	935	GRADE SEPARATION OF BRAUN RD OVER THE CP RAILROAD FOR HIGH SPEED RAIL IN THE VILLAGE OF MT PLEASANT	HS	DETAIL COSTS	PE	0.0	0.0	62.5	0.0	62.5	EXEMPT
					ROW	0.0	0.0	200.0	0.0	200.0	
					CONST	0.0	0.0	1,655.2	0.0	1,655.2	
					OTHER	0.0	0.0	0.0	0.0	0.0	
					TOTAL	0.0	0.0	1,917.7	0.0	1,917.7	
				SOURCE OF FUNDS HSR	LOCAL	0.0	0.0	76.4	0.0	76.4	
					STATE	0.0	0.0	0.0	0.0	0.0	
					FEDERAL	0.0	0.0	1,841.3	0.0	1,841.3	
					TOTAL	0.0	0.0	1,917.7	0.0	1,917.7	
8009806	1009-99-41										

The above project is being amended to reflect the addition of \$389,900 in Federal Highway Administration High Speed Rail funds for the year 2011, and change in project timing from 2010 to 2011.

**NEW PROJECTS TO BE ADDED TO THE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- RACINE COUNTY 2009-2012**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2009	2010	2011	2012	Total	
STATE OF WISCONSIN	1061	RECONSTRUCTION OF THE CP RAILROAD (SOO LINE) CROSSING AT CTH KR (1ST ST) IN THE VILLAGE OF MOUNT PLEASANT 8009571	HS	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	0.0	129.6	0.0	129.6	
					OTHER	0.0	0.0	0.0	0.0	0.0	
					TOTAL	0.0	0.0	129.6	0.0	129.6	
				SOURCE OF FUNDS <i>HSR</i>	LOCAL	0.0	0.0	0.0	0.0	0.0	
					STATE	0.0	0.0	25.9	0.0	25.9	
					FEDERAL	0.0	0.0	103.7	0.0	103.7	
					TOTAL	0.0	0.0	129.6	0.0	129.6	

Attachment D

Exhibit A (continued)

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**NEW PROJECTS TO BE ADDED TO THE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- RACINE COUNTY 2009-2012**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)						AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE		2009	2010	2011	2012	Total	
RACINE (CITY)	1062	LOCAL MARKETING FOR THE BELLE URBAN SYSTEM IN THE CITY OF RACINE 3109970	TP	<i>DETAIL</i>						EXEMPT
				<i>COSTS</i>						
				<i>PE</i>	0.0	0.0	0.0	0.0	0.0	
				<i>ROW</i>	0.0	0.0	0.0	0.0	0.0	
				<i>CONST</i>	0.0	0.0	0.0	0.0	0.0	
				<i>OTHER</i>	0.0	34.3	0.0	0.0	34.3	
				<i>TOTAL</i>	0.0	34.3	0.0	0.0	34.3	
				<i>SOURCE</i>						
				<i>OF FUNDS</i>						
				<i>LOCAL</i>	0.0	6.8	0.0	0.0	6.8	
				<i>STATE</i>	0.0	0.0	0.0	0.0	0.0	
				<i>FEDERAL</i>	0.0	27.5	0.0	0.0	27.5	
				<i>CMAQ</i>						
				<i>TOTAL</i>	0.0	34.3	0.0	0.0	34.3	

**NEW PROJECTS TO BE ADDED TO THE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2009-2012**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)						AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE		2009	2010	2011	2012	Total	
STATE OF WISCONSIN	1064 ^a	CONSTRUCTION OF NEW STATIONS AND MAINTENANCE FACILITY FOR HIGH SPEED PASSENGER RAIL	TE	DETAIL COSTS		0.0	0.0	0.0	0.0	EXEMPT
						0.0	0.0	0.0	0.0	
						0.0	0.0	0.0	0.0	
						0.0	10,100.0	0.0	0.0	
					TOTAL	0.0	10,100.0	0.0	0.0	
				SOURCE OF FUNDS FRA		0.0	0.0	0.0	0.0	
						0.0	0.0	0.0	0.0	
						0.0	10,100.0	0.0	0.0	
					TOTAL	0.0	10,100.0	0.0	0.0	
	8009748	0385-00-00								

**AMENDMENT TO EXISTING PROJECT IN THE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2009-2012**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)						AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE		2009	2010	2011	2012	Total	
STATE OF WISCONSIN	432 ^a	TRACK, SIDINGS, SIGNAL AND GRADE CROSSING IMPROVEMENTS FROM MILWAUKEE INTERMODAL STATION TO DAYTON STREET IN THE CITY OF WATERTOWN TO BRING ROUTE UP TO HIGH SPEED PASSENGER TRAIN STANDARDS.	TE	DETAIL COSTS		0.0	8,000.0	11,000.0	0.0	NON-EXEMPT
						0.0	0.0	0.0	0.0	
						0.0	0.0	139,000.0	129,000.0	
						0.0	0.0	0.0	0.0	
					TOTAL	0.0	8,000.0	150,000.0	129,000.0	
				SOURCE OF FUNDS FRA		0.0	0.0	0.0	0.0	
						0.0	0.0	0.0	0.0	
						0.0	8,000.0	150,000.0	129,000.0	
					TOTAL	0.0	8,000.0	150,000.0	129,000.0	
	R	8009879	0385-00-00							

The above project is being amended to reflect an increase in estimated project cost from \$108,800,000 to \$287,000,000 and to reflect current project timing.

^a Projects are to be funded with Federal Railroad Administration funds and are included for informational purposes.

ORIGINAL MEMORANDUM

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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MEMORANDUM

TO: SEWRPC Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, and Racine Urbanized Areas (TIP Committees)

FROM: Southeastern Wisconsin Regional Planning Commission Staff

DATE: August 20, 2010

SUBJECT: **PROPOSED PRIORITIZATION OF CANDIDATE PROJECTS FOR FEDERAL TRANSPORTATION ENHANCEMENT AND BICYCLE AND PEDESTRIAN FACILITIES PROGRAM FUNDING: YEARS 2011 THROUGH 2014**

The Wisconsin Department of Transportation requires that candidate projects for Federal transportation enhancement and bicycle and pedestrian facilities program funding within metropolitan areas be rank ordered for funding priority as a condition of funding eligibility. The SEWRPC Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, and Racine Urbanized Areas approved a procedure to be used within Southeastern Wisconsin to prepare such a prioritization of candidate projects at their joint meeting of September 15, 1995. This procedure was used in May 1998 to prioritize candidate projects for funding in years 1999 through 2001, May 2000 to prioritize candidate projects for funding in years 2002 and 2003, May 2002 to prioritize candidate projects for funding in years 2004 and 2005, May 2004 to prioritize projects for funding in years 2006 and 2007, May 2006 to prioritize projects for funding in years 2007 through 2009 and again in May 2008 to prioritize candidate projects for funding in years 2009 through 2011. Appendix 1 of this memorandum documents this procedure as approved by the Committees.

Table 1 presents the proposed prioritization of candidate enhancement and bicycle and pedestrian facility program projects within Southeastern Wisconsin for the years 2011 through 2014 utilizing the approved procedure. There are a total of 27 candidate projects. The projects may be divided into five categories: transit; bicycle/pedestrian; pedestrian; landscaping and scenic beautification; and historic preservation. According to the approved procedure, each project has been assigned a "project criteria score" of between 0 and 10 points, with 10 points being the maximum score. Based on these "project criteria scores," projects may be compared and prioritized within each category of projects. This priority of projects within each project category is shown in Table 1. Also according to the approved procedure, each project has been assigned a "total score" of between 0 and 100 points, with 100 points being the maximum score. The "total score" of a project is the product of its "project criteria score" and its "project category score." "Project category scores" range from a score of 6 for historic preservation and landscaping and scenic beautification to 10 for transit projects, and represent the relative priority of different categories of projects as determined by the Committees. Based on the "total project scores," projects may be compared and prioritized across all categories of projects. This priority is also shown in Table 1.

Attachment F (continued)

-2-

The selection of projects from the candidate projects statewide will be done by the Wisconsin Department of Transportation and its project selection committee. Appendix 2 to this memorandum is a memorandum from the Wisconsin Department of Transportation describing their selection process. As noted in the memorandum, the projects included in this list have not been reviewed by the Department for eligibility.

* * *

KRY/CTH/cth/ama

#152948 V1 - SMIP 2011-2013 PROJECTS TIP MEMO

Enclosures: #152944, #152948, WisDOT Memorandum

TABLE 1

Prioritization of Candidate Projects for Federal Transportation Enhancement Program and Bicycle and Pedestrian Facilities Program Funding^a

Page 1 of 4

Bicycle																
Project	Description	Sponsor	Sponsor Priority	Funding	Requested	Score Criteria					Score			Rank		
						Regional Plan Implementation	Degree of Benefits	Support/Significance of Project	Delivery of Benefits	Cost Effectiveness	Criteria Score	Category Multiplier	Total Score	Within Project Category	Within All Projects	
STH 60 and CTH P Intersection Improvements	Design and construction of shared use paths along STH 60 between USH 45 and CTH P and provide improvements at the intersection of STH 60 and CTH P.	Village of Jackson	1 of 1	2011 2012 2013/14 Total	\$34,400 \$294,691 \$329,091	2	1	1	2	2	8	9	72	1	1	
Bike Route Connections	Installation of directional and shared use warning signage to help guide bicyclists along approximately 12.9 miles of on-street routes, and construction of approximately 0.9 miles of 10-foot wide paved asphalt off-street routes.	City of Kenosha	of	2011 2012 2013/14 Total	\$319,900 \$319,900	2	1	1	2	2	8	9	72	1	1	
CTH K Multi-Use Path	Installation of a 10 foot wide, asphalt multi-use path along the north side of CTH K from CTH H to Interstate 94.	Kenosha County	1 of 2	2011 2012 2013/14 Total	\$66,000 \$506,000 \$572,000	2	1	1	2	2	8	9	72	1	1	
CTH H Bicycle Lanes	Widen the asphalt shoulders along approximately 5 miles of CTH H from STH 50 to the State line to create on-road bicycle lanes.	Kenosha County	2 of 2	2011 2012 2013/14 Total	\$100,000 \$1,190,000 \$1,290,000	2	1	1	2	2	8	9	72	1	1	
Beer Line Bicycle Trail Extension	Purchase of the former Wisconsin Southern Railroad corridor between North Richards Street and East Capitol Drive, and the construction of an additional 0.57 miles of 10 foot wide bicycle trail on the corridor.	City of Milwaukee	2 of 8	2011 2012 2013/14 Total	\$130,000 \$650,000 \$200,000 \$980,000	2	1	1	2	2	8	9	72	1	1	
Historic US 41 Bicycle and Pedestrian Improvements	Improvement on S. 27 th St. (STH 241) between College Ave. and Oklahoma Ave. including installation of benches, kiosks, trash containers, way finding signs, historical interpretative markers indicating the historic USH 41 designation and the design and construction of elements along parallel local streets to provide a bicycle boulevard to assist bicycle travel.	City of Milwaukee	5 of 8	2011 2012 2013/14 Total	\$90,000 \$600,000 \$690,000											
Milwaukee County Oak Leaf Trail – Downtown Milwaukee To Ozaukee Interurban Connector Phase 4	Design and construction of a 2.7 mile non-motorized multiple-use trail in a former railroad corridor.	Milwaukee County Parks Department	1 of 1	2011 2012 2013/14 Total	\$402,570 \$1,872,430 \$2,275,000	2	1	1	2	2	8	9	72	1	1	
STH 83 Multi-Use Trail (Central High School West Entrance Drive to STH 50)	Design and construction of a multi-use trail within the STH 83 R.O.W., providing connectivity between the Town of Salem and the Village of Paddock Lake.	Village of Paddock Lake	1 of 1	2011 2012 2013/14 Total	\$30,820 \$368,000 \$398,820	2	1	1	2	2	8	9	72	1	1	

^aProjects that receive the same total score and rank are of equal priority and importance. Projects of equal priority and importance are listed alphabetically by project sponsor.

TABLE 1 (continued)

Prioritization of Candidate Projects for Federal Transportation Enhancement Program and Bicycle and Pedestrian Facility Program Funding^a

Project	Description	Sponsor	Sponsor Priority	Funding	Requested	Bicycle					Score			Rank	
						Regional Plan Implementation	Degree of Benefits	Support/Significance of Project	Delivery of Benefits	Cost Effectiveness	Criteria Score	Category Multiplier	Total Score	Within Project Category	Within All Projects
116 th Street Bike and Pedestrian Trail	Design and construction of a 1.5 mile bicycle and pedestrian trail along 116 th Street from 39 th Avenue (CTHEZ) to State Highway 32.	Village of Pleasant Prairie	2 of 2	2011 2012 2013/14 Total	\$330,000 \$330,000	2	1	1	2	2	8	9	72	1	1
Bugline Trail Paving Improvements	Upgrade eight foot wide crushed stone bike path to a ten foot wide asphalt surfaced bicycle/pedestrian facility.	Waukesha County Parks	1 of 1	2011 2012 2013/14 Total	\$112,000 \$2,354,000 \$2,466,000	2	1	1	2	2	8	9	72	1	1
Hank Aaron State Trail – Creating Connections	Design and construction for paving of Valley Passage between Miller Parkway and S. 36 th St., connection from main path to the Menomonee River, and connection between Mitchell Park Domes and 27 th St.	Wisconsin Department of Natural Resources	1 of 1	2011 2012 2013/14 Total	\$1,080,975 \$1,080,975	2	1	1	2	2	8	9	72	1	1
Department of Natural Resources KMSF-Southern Unit/Whitewater Bicycle/Pedestrian Trail	Design and construction of a bicycle/pedestrian trail between Mills Road and Willis Ray Road, and two bridges crossing the Bluff and Whitewater Creeks.	Wisconsin Department of Natural Resources	2 of 2	2011 2012 2013/14 Total	\$1,277,207 \$1,277,207	2	1	1	2	2	8	9	72	1	1
Des Plaines River Corridor Bike and Pedestrian Trail	Design and construction of a 1.9 mile bicycle and pedestrian trail along the Des Plaines River corridor from 93rd Place and CTH H to CTH C.	Village of Pleasant Prairie	1 of 2	2011 2012 2013/14 Total	\$620,000 \$620,000	1	1	1	2	2	7	9	63	2	2
Comprehensive Bicycle Plan for Kenosha County: 2025	Develop a county-wide comprehensive bicycle plan for Kenosha County.	Kenosha County	1 of 3	2011 2012 2013/14 Total	\$125,000 \$125,000	1	1	0.5	1	2	5.5	9	49.5	3	3
Fox Point Ravine Footbridge Reconstruction	Design and reconstruction of existing 300 foot span footbridge structure over the ravine between Bridge Lane and Barnett Lane in the Village of Fox Point.	Village of Fox Point	1 of 1	2011 2012 2013/14 Total	\$80,000 \$910,000 \$60,000 \$1,050,000	0.5	1	1	1	2	5.5	9	49.5	3	3
City of Mequon – Ozaukee Interurban Trail Relocation	Realignment of current bike trail to the west side of WE Energies substation, avoiding the driveway entrance and improving the grades and radii.	City of Mequon	1 of 2	2011 2012 2013/14 Total	\$30,000 \$250,000 \$280,000	0.5	1	1	1	2	5.5	9	49.5	3	3
Bicycle & Pedestrian Master Plan	Update to the bicycle and pedestrian plan.	City of Whitewater	1 of 1	2011 2012 2013/14 Total	\$50,000 \$50,000	1	1	0.5	1	2	5.5	9	49.5	3	3

^aProjects that receive the same total score and rank are of equal priority and importance. Projects of equal priority and importance are listed alphabetically by project sponsor.

TABLE 1 (continued)

Prioritization of Candidate Projects for Federal Transportation Enhancement Program and Bicycle and Pedestrian Facility Program Funding^a

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Project	Description	Sponsor	Sponsor Priority	Funding	Pedestrian					Score			Rank	
					Requested	Regional Plan Implementation	Degree of Benefits	Support/Significance of Project	Delivery of Benefits	Cost Effectiveness	Criteria Score	Category Multiplier	Total Score	Within Project Category
City of Milwaukee Pedestrian Plan	Prepare a pedestrian master plan for the City of Milwaukee	City of Milwaukee	1 of 8	2011 2012 2013/14 Total	\$100,000 \$50,000 \$150,000	1	1	0.5	1	2	5.5	8	44	1
Downtown Pedestrian Bridge over the Milwaukee River and Veterans Avenue	Replacement of a non-functioning, elevated pedestrian bridge over Milwaukee River with a covered bridge and extended walkway to provide a pedestrian connection between businesses on Main Street and the existing neighborhood to the east, the Eisenbahn State Trail and the Museum of Wisconsin Art.	City of West Bend	1 of 1	2011 2012 2013/14 Total	\$82,600 \$426,300 \$508,900	0.5	1	1	1	2	5.5	8	44	1

Project	Description	Sponsor	Sponsor Priority	Funding	Landscaping & Scenic Beautification					Score			Rank	
					Requested	Regional Plan Implementation	Degree of Benefits	Support/Significance of Project	Delivery of Benefits	Cost Effectiveness	Criteria Score	Category Multiplier	Total Score	Within Project Category
STH 28 Streetscaping Project	Streetscaping improvements on STH 28 in the downtown area including the installation of historic lighting, bike racks, street benches, trash receptacles and colored cross-walks.	Village of Kewaskum	1 of 1	2011 2012 2013/14 Total	\$428,619 \$428,619	1	1	1	2	2	7	6	42	1
Century City Streetscaping Plan	Streetscape enhancements including street lighting, colored-stamped crosswalks, bus shelters, and trees along N. 27 th Street, Hopkins Avenue and Townsend Avenue as part of the Century City site redevelopment to improve pedestrian walkability and ease access to public transportation.	Redevelopment Authority of the City of Milwaukee	3 of 8	2011 2012 2013/14 Total	\$80,000 \$373,991 \$747,982 \$1,201,973	1	1	1	2	2	7	6	42	1
Airport/Bridge Gateway Enhancements	Design and construction of a decorative screen along the CPR railroad bridge over West Layton Avenue near South 11th Street.	City of Milwaukee	4 of 8	2011 2012 2013/14 Total	\$65,000 \$410,000 \$475,000	1	1	1	2	2	7	6	42	1
Kilbourn Avenue Streetscape	Streetscape enhancement along W. Kilbourn Ave. between N. 4 th St. and N. 6 th St. by adding textured sidewalk and other walkway elements, distinctive corner and crosswalk treatments, trees, planters and other landscape features: street lighting improvements; street furnishings and public art; and development of a pedestrian wayfinding system.	City of Milwaukee	6 of 8	2011 2012 2013/14 Total	\$150,000 \$1,000,000 \$1,150,000	1	1	1	2	2	7	6	42	1

^aProjects that receive the same total score and rank are of equal priority and importance. Projects of equal priority and importance are listed alphabetically by project sponsor.

TABLE 1 (continued)

Prioritization of Candidate Projects for Federal Transportation Enhancement Program and Bicycle and Pedestrian Facility Program Funding^a

Page 4 of 4

Landscaping & Scenic Beautification															
Project	Description	Sponsor	Sponsor Priority	Funding	Requested	Score Criteria				Score			Rank		
						Regional Plan Implementation	Degree of Benefits	Support/Significance of Project	Delivery of Benefits	Cost Effectiveness	Criteria Score	Category Multiplier	Total Score	Within Project Category	Within All Projects
Layton Boulevard Streetscape Enhancement	Streetscape enhancement along S. Layton Blvd. between W. Lincoln Ave. and W. National Ave. including installation of harp lights, construction of colored concrete crosswalks at major intersection, and installation of decorative trash containers, planters, and bus shelters.	City of Milwaukee	7 of 8	2011 2012 2013/14 Total	\$140,000 \$925,000 \$1,065,000	1	1	1	2	2	7	6	42	1	5
Midtown Streetscape Enhancements	Streetscape enhancement along W. Fond du Lac Avenue between W. Capitol Dr. and N. 60 th St., including installation of Milwaukee lantern light fixtures, decorative crosswalks at two intersections, gateway signage, landscaping and street furniture.	City of Milwaukee	8 of 8	2011 2012 2013/14 Total	\$138,000 \$915,000 \$1,053,000	1	1	1	2	2	7	6	42	1	5

Historic Preservation															
Project	Description	Sponsor	Sponsor Priority	Funding	Requested	Score Criteria				Score			Rank		
						Regional Plan Implementation	Degree of Benefits	Support/Significance of Project	Delivery of Benefits	Cost Effectiveness	Criteria Score	Category Multiplier	Total Score	Within Project Category	Within All Projects
Phase III, Harford Heritage Auto Museum Renovation	Renovate existing building to upgrade roofing, security, and electrical systems, provide code-compliant 2 nd floor restroom facilities, and provide added vehicular display and storage space.	City of Harford	1 of 1	2011 2012 2013/14 Total	\$49,150 \$349,862	0.5	1	1	2	2	6.5	6	39	1	6
Donges Bay Gorge Bridge	Repair of a historic bridge which serves as the only connection to the Donges Bay Gorge State Natural Area.	City of Mequon	of	2011 2012 2013/14 Total	\$22,992 \$287,400 \$310,392	0.5	1	1	2	2	6.5	6	39	1	6

^aProjects that receive the same total score and rank are of equal priority and importance. Projects of equal priority and importance are listed alphabetically by project sponsor.

Appendix 1

DEFINITION OF CANDIDATE PROJECT PRIORITIZATION:

TOTAL SCORE AND PROJECT CRITERIA SCORE

The Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, and Racine areas approved a procedure for prioritizing candidate projects for Federal Transportation Enhancement funding at their September 15, 1995, meeting. The procedure provides for each project to be assigned a project criteria score which may be a maximum of 10 points. The project criteria score is determined by assigning to each project two potential points for each of five criteria as follows:

<u>Points</u>	<u>Criteria</u>
0, 1, or 2	Degree to which project implements regional plans, including transportation and land use, and the goals and objectives underlying those plans.
0, 1, or 2	Extent of benefit of project and amount of population receiving benefit- - regional, community, or neighborhood.
0, 1, or 2	Need for, and degree of support for, project. (Measure of potential to not be implemented if not funded. Also measure of significance of project and of problems to be addressed by project, as well as potential of project to resolve problem).
0, 1, or 2	Degree to which project will actually deliver benefits. (In contrast to projects which may require other actions before benefit is realized).
0, 1, or 2	Cost-effectiveness. Relative amount of benefit compared to cost.
<hr/> 0-10	<hr/> Project Criteria Score

A total score for each project is determined by multiplying the project criteria score by a project category score. The project category scores reflect that transit, ridesharing, bicycle, and pedestrian projects assist in implementing specific goals and objectives of the regional land use and transportation plans by providing alternatives to automobile travel and for potential reduction of vehicle-miles of travel. The project category scores were established as follows:

<u>Category</u>	<u>Category Points (Points)</u>
Transit and Ridesharing	10
Bicycle	9
Pedestrian	8
Lighting	7
Landscaping	6
Historic Preservation	6
Scenic Beautification	6
Archeological Research	5
Water Pollution Mitigation	5

Projects may be prioritized within each category by project criteria scores, and across all categories by project total scores.

The process used to implement the approved project scoring procedure and specifically to assign to each project the potential maximum of two points to each of the five project criteria is documented in the remainder of this memorandum.

BICYCLE/PEDESTRIAN

Regional Plan Implementation Criterion

- 2.0 points – Construction of bicycle/pedestrian path recommended in regional bicycle/pedestrian plan
- 1.5 points – Construction of bicycle/pedestrian path on arterial street not in regional bicycle pedestrian plan
- 1.0 points – Construction of bicycle/pedestrian path on collector/land access street or off-road location not in regional plan

(The rating of an improvement other than new construction- -such as lighting- -is 1.0 point less than new construction; of preliminary engineering is 1.0 point less than construction; and, of resurfacing/reconstruction is 1.5 points less than new construction).

Degree of Benefits Criterion

2.0 points – Regional

1.0 points – Community/county

0.5 points – Neighborhood

Support/Significance of Project Criterion

1.0 points for all projects, except projects with exceptional support and significant benefits would receive 2.0 points, and projects which only complete design and study elements of a project receive 0.5 points.

Delivery of Benefits Criterion

2.0 points for all projects, except project which complete only design and study elements of a project which receive 1.0 points, and projects which are reconstruction and not new construction which also receive 1.0 points.

Cost-Effectiveness Criterion

2.0 points for all projects unless costs are unusually large for the project and its attendant benefit.

Pedestrian

Regional Plan Implementation Criterion

2.0 points – Construction or improvement of pedestrian paths/sidewalks in major centers requiring revitalization recommended in regional plan.

1.0 points – Construction of pedestrian paths/sidewalks in all other urban centers/areas recommended in regional plan.

(The plan rating of reconstruction is 1.5 points less than new construction and of preliminary engineering/design is 1.0 points less than new construction).

Degree of Benefits Criterion

2.0 points – Regional

1.5 points – Major Regional Center (Milwaukee central business district with existing 90,000 jobs)

1.0 points – Community/county

0.5 points – Neighborhood

Support/Significance of Project/ Criterion

1.0 points for all projects, except projects with exceptional support and significant benefits would receive

2.0 points, and projects which only complete design and study elements of a project receive 0.5 points.

Delivery of Benefits Criterion

2.0 points for all projects, except project which complete only design and study elements of a project which receive 1.0 points, and projects which are reconstruction and not new construction which also receive 1.0 points.

Cost-Effectiveness Criterion

2.0 points for all projects unless costs are unusually large for the project and its attendant benefit.

SCENIC/HISTORIC HIGHWAY PROGRAMS

Regional Plan Implementation Criterion

2.0 points – Project specifically recommended in regional plan

1.5 points – Project not specifically recommended in regional plan, but would serve to implement plan recommendations

1.0 points – Project which would support regional plan implementation, for example, promotion of redevelopment and revitalization of existing urban center

0.5 points – Project consistent with regional plan and its goals and objectives

(The rating of reconstruction and maintenance- -other than historic restoration- -is 1.5 points less than new construction and of preliminary engineering/design is 1.0 points less than new construction)

Degree of Benefits Criterion

- 2.0 points – Regional
- 1.0 points – Community/county
- 0.5 points - Neighborhood

Support/Significance of Project Criterion

1.0 points for all projects, except projects with exceptional support and significant benefits would receive 2.0 points, and projects which only complete design and study elements of a project receive 0.5 points.

Delivery of Benefits Criterion

2.0 points for all projects, except projects which complete only design and study elements of a project which receive 1.0 points, and projects which are reconstruction and not new construction which also receive 1.0 points

Cost-Effectiveness Criterion

2.0 points for all projects unless costs are unusually large for the project and its attendant benefit.

LANDSCAPING AND SCENIC BEAUTIFICATION

Regional Plan Implementation Criterion

- 2.0 points – Project specifically recommended in regional plan
- 1.5 points – Project not specifically recommended in regional plan, but would serve to implement plan recommendations
- 1.0 points – Project which would support regional plan implementation, for example, promotion of redevelopment and revitalization of existing urban center
- 0.5 points – Project consistent with regional plan and its goals and objectives

(The rating of reconstruction and maintenance- -other than historic restoration- -is 1.5 points less than new construction and of preliminary engineering/design is 1.0 points less than new construction)

Degree of Benefits Criterion

- 2.0 points – Regional
- 1.0 points – Community/county
- 0.5 points - Neighborhood

Support/Significance of Project Criterion

1.0 points for all projects, except projects with exceptional support and significant benefits would receive 2.0 points, and projects which only complete design and study elements of a project receive 0.5 points.

Delivery of Benefits Criterion

2.0 points for all projects, except projects which complete only design and study elements of a project which receive 1.0 points, and projects which are reconstruction and not new construction which also receive 1.0 points

Cost-Effectiveness Criterion

2.0 points for all projects unless costs are unusually large for the project and its attendant benefit.

HISTORIC PRESERVATION

Regional Plan Implementation Criterion

- 2.0 points – Project specifically recommended in regional plan
- 1.5 points – Project not specifically recommended in regional plan, but would serve to implement plan recommendations
- 1.0 points – Project which would support regional plan implementation, for example, promotion of redevelopment and revitalization of existing urban center
- 0.5 points – Project consistent with regional plan and its goals and objectives

(The rating of reconstruction and maintenance- other than historic restoration- is 1.5 points less than new construction and of preliminary engineering/design is 1.0 points less than new construction)

Degree of Benefits Criterion

2.0 points – Regional

1.0 points – Community/county

0.5 points - Neighborhood

Support/Significance of Project Criterion

1.0 points for all projects, except projects with exceptional support and significant benefits would receive 2.0 points, and projects which only complete design and study elements of a project receive 0.5 points.

Delivery of Benefits Criterion

2.0 points for all projects, except projects which complete only design and study elements of a project which receive 1.0 points, and projects which are reconstruction and not new construction which also receive 1.0 points

Cost-Effectiveness Criterion

2.0 points for all projects unless costs are unusually large for the project and its attendant benefit.



CORRESPONDENCE/MEMORANDUM _____ State of Wisconsin

Date: August 6, 2010

To: Metropolitan Planning Organizations (MPOs)

From: John Duffe, Multi-modal Program Manager

Subject: Transportation Enhancements (TE) Program for FYs 2011-2014

You should be receiving copies of the Transportation Enhancements (TE) and related Bicycle and Pedestrian Facilities Program (BPFP) project applications via e-mail from local applicants in urbanized areas under your jurisdiction. They were due August 2, 2010 to WisDOT Region offices. The TE program and BPFP funding are included under the Statewide Multi-modal Improvement Program (SMIP). This memo includes important information on the application submittal and review process, including deadlines, funding levels and timelines for various activities related to projects; technical information on criteria used to determine project eligibility; Metropolitan Planning Organization's (MPO) process for ranking of urbanized area projects and how these rankings are then factored into the review committee rankings.

Funding Levels and Project Scheduling

The funding available for projects will be increased as a result of a couple of changes. We are funding three rather than two years' worth of funding to help make up for the delay this year and uncertainty about how soon we will be able to start the next cycle in 2012. There is also new state funding in addition to the federal BPFP funding that started in the 2008 cycle. There is \$6.25 million worth of TE, \$2.72 million worth of federal BPFP and now \$2.5 million worth of state BPFP funding available per year. We will have to make some downward adjustments for the federal stimulus (ARRA) TE projects that needed additional regular 80% TE funding to cover overages, plus some upward adjustments for some previously approved projects that dropped out for various reasons. I do not have exact figure yet. We should have more than \$30 million to distribute which will allow us to approve more or larger projects than in the past. Based on applications received, there are fewer than in 2008 but perhaps more high cost requests. It is possible that ARRA TE projects funded in 2009 lessened demand this year.

We will be programming three years worth of TE/BPFP funds to the projects submitted this calendar year primarily for fiscal years (FYs) 2012, 13 and 14. Projects from calendar 2008 are already scheduled into FY 2011. We try to accommodate requests for Design projects from this year's cycle in state FY 2011 where possible. The majority of the funding will have to wait until state FY 2012 (starts July 1, 2011) or later. These projects will continue to fall under the WisDOT policy to direct charge for oversight and delivery of projects. The added cost per project varies by type and size of project. These costs are assigned after approval and split

80/20. Overall, about 5-6% of the total is needed to cover the oversight and delivery of approved projects.

Due Dates and Timeline

SMIP project applications were e-mailed to our Region offices by August 2. Our guidelines indicated that applicants from urbanized areas must also e-mail a copy to their MPO. Our Region staff will contact you to make sure that you received a copy of urbanized area applications. **MPOs will have until Friday, September 17, 2010 to prioritize projects and send the results to the Madison central office.** I would appreciate having them earlier, if possible. The rankings should be addressed to John Duffe in the Bureau of Transit and Local Roads/P.O. Box 7913/Madison, WI 53707-7913. My phone number is (608) 264-8723 and my e-mail address is: john.duffe@dot.wi.gov . As I mentioned at the July 27 meeting, we will have already put project applications into binders for the review committee by this time, so we will not be able to put them in MPO priority order as in the past because of our time constraints. The order will be noted on a spreadsheet the committee members receive closer to the meeting dates. If MPOs can send preliminary priorities, we will try to put them in the binders in that order. For example, some MPOs indicated there is a technical advisory committee priority that occurs first before finalization by a policy committee.

Copies of the application materials with the MPO rankings will be delivered to the review committee members in mid September. The group meets October 7 and October 8 to rank and recommend eligible SMIP projects for funding. The committee's rankings will be the primary basis for all funding decisions. A list of members is available and is about the same as the 2008 committee. By late October, the final funding decisions should be made by the Secretary's office with formal announcements expected by the end of November. MPOs then schedule the projects in their updated TIPs or by amendment into a current TIP.

MPO Project Prioritization

MPOs will rank SMIP projects together in order of preference. For example, if you have ten projects, you will rank your highest priority #1 and your lowest priority #10. We will provide the information to the project review committee by the time we meet. If we later determine that one of the projects in the group of ten is ineligible, we will re-calculate the project rank order to 1 of 9. Projects will be reviewed for eligibility in August and early September, at about the same time some of you are still ranking projects. While time constraints mean we will not have final eligibility results before you complete your rankings, you can contact me about projects that have questionable eligibility that you may choose to rank low.

The MPO rankings are made according to criteria of your choice. You may want to note below how we will be determining which projects are eligible for federal TE funding and what factors the project review committee will be using to rank projects. You may also want to note the rank order that project sponsors assigned to applications in cases where an urban area is applying for more than one project. The MPO rankings will then be factored into the project review committee's funding recommendations.

The new state BFPF funding will be commingled with the TE and federally funded BFPF for purposes of MPO ranking. Regardless of whether projects are eligible for one or both pots of state funds, you should rank them together. The state statute for BFPF limits those projects to bicycle and pedestrian projects, but no ped-only, streetscaping or historic type projects. We will figure out which projects only meet BFPF state guidelines, which is exclusively for bicycle or bicycle and pedestrian multi-use facilities. Because this has always been the highest demand request for projects, we should not have any problems assigning funds into the appropriate state category. It is also possible that a few applicants apply for Safe Routes to

School (SRTS) funding and TE/BPFP for the same project. If awarded SRTS funding, we will drop it from TE/BPFP consideration. SRTS is on a time schedule ahead of TE/BPFP.

A Special Note on Bicycle and Pedestrian Planning Projects

These are projects to undertake new or updated plans for the recommended locations and types of bike/ped facilities on a regional, county, city or other geographic basis. These plans can then be used to guide future infrastructure projects. We anticipate that decisions on funding these projects will be made by WisDOT staff prior to the mostly infrastructure projects reviewed by the full committee. We therefore recommend that any bike/ped planning projects submitted from your area NOT be evaluated with the projects MPOs prioritize. If you have several planning projects in your area, you can provide me with a separate communication regarding your priorities on the planning projects or their relative priority compared to infrastructure projects. In some cases there may be a request for only engineering and design work for a specific bike/ped facility. We do not consider these in quite the same as area wide planning projects. If you have any questions, give me a call or send an e-mail on this topic.

Project Eligibility

Before projects are referred to the project review committee, WisDOT and FHWA Division office staff will determine whether a project meets the general eligibility guidelines included in the application. References to more detailed federal TE guidelines may be required when MPO's review the applications. Please go to the WisDOT website to download the TE/BPFP application guidelines <http://www.dot.wisconsin.gov/localgov/aid/te.htm>. The website also includes a link to the FHWA website where more detailed TE eligibility guidelines can be found. The basic federal requirements indicate that the project must fall into one of the twelve federally eligible categories and "relate to surface transportation". In practice, considerable judgment needs to be exercised for some projects to determine whether they meet both of these criteria. Projects may be generally eligible but contain ineligible cost items that must be removed for the projects to be eligible for funding (most commonly found in streetscaping projects). There are two main areas where we take a close look at project eligibility and apply state standards in addition to federal criteria.

Historic Projects – Per federal guidelines, these projects must relate to surface transportation that includes all modes except aviation. We apply the additional criteria that the project must be on or eligible for the national or state register of historic places, or the Wisconsin Historical Society must verify that the project is eligible for the register. If a community has its own formal landmarks ordinance process that the project has met, this is acceptable for meeting eligibility standards. Proximity to a highway or other surface transportation mode can be a factor in determining eligibility, but projects will need to demonstrate a relationship to surface transportation that goes beyond simply being visible from a roadway. Projects must provide a public benefit and be open to the public if interior work is to be considered for reimbursement. Private commercial or retail areas within the project will usually not be eligible for federal funding participation.

Bicycle and Pedestrian Facilities – These facilities must provide for at least some utilitarian trips, e.g., work commuting, shopping or school. In urbanized areas, this should not present an issue. We recognize that any bicycle trail will serve recreational trips. In Wisconsin, our policy is to avoid funding trails that serve an almost exclusively recreational purpose. For the most part, these trails will be long distance trails in rural areas, have crushed aggregate surfaces and be destinations rather than link activity centers. Similarly, the acquisition of Right-of-Way should be for the eventual development of trails that will serve utilitarian bicycle or pedestrian trips. All Terrain Vehicle (ATV) usage is not allowed and snowmobiles only at

local discretion. We continue to look at local policies regarding year round maintenance, e.g., keeping multi-use paths clear of snow, as an indication of local commitment to the project's transportation emphasis.

SMIP Project Review Committee Rankings

The overall make-up of the committee is similar to CY 2008 when it included representatives from five state agencies (Departments of Transportation, Natural Resources, Commerce and Tourism plus the Wisconsin Historical Society), four state legislators and five citizen members.

The committee members are given broad criteria for ranking projects that include promoting mobility and transportation options in the case of bicycle and pedestrian projects. Other factors, including improvement to the state's environmental and historic resources, economic development (e.g., tourism and jobs) and the number of persons benefiting from the project relative to its cost, will continue to be other criteria for evaluating projects. We try to have a reasonable range of projects by type and geographical distribution. Although there is no cap on the dollar size of a project, projects with high costs may have an effect on how they are ranked by the committee. In the past, only one or two projects over \$1,000,000 are typically approved and only if they are in large urbanized areas. The addition of state BFPF funding this year and approving three years' worth of funding may make it a bit easier to fund high costs projects, but cost may still factor into the committee's rankings.

The committee will rank projects from 1 to 5, with 1 being the highest priority and 5 the lowest. We will continue to have the committee review the projects according to the three broad categories of: 1) bicycle and pedestrian related projects; 2) historic plus the transportation museum and tourist welcome center related projects; and 3) streetscaping–landscaping and environmental related projects.

The individual members will review the projects ahead of the meeting time and develop their own preliminary ranking. Based on review and discussion of each project at the meeting, including the MPO's rankings, each member provides a final ranking. These individual rankings are averaged to come up with a composite group ranking for each project. The projects are arrayed by rank and compared to the level of funding available. An overall check is made for geographical equity and MPO rankings. A group of projects is then recommended to the Secretary's office for final approval.

We will continue to provide the committee with MPO rankings for each urbanized area with an emphasis on their priority order. Typically, MPOs rank historic projects and other non-bicycle and pedestrian projects low. Our admittedly imperfect solution to potential conflicts between MPO and the committee's rankings will continue to be as follows: The committee will receive the MPO rankings as part of the information they use to rank projects with directions to strongly consider MPO priorities in their own rankings. It is likely the committee will rank some projects high from an overall category that was ranked low by the MPO. For example, if the MPO ranked all historic projects low, the committee can still recommend a historic project for funding. But the committee should still follow the rank order assigned by the MPO. If a MPO with ten projects ranked three historic projects 8, 9 and 10 out of ten projects, the committee should fund the historic project ranked 8 before 9 or 10 is funded. MPOs should carefully rank all projects because some low ranking MPO projects could rank high enough by the committee to end up recommended for funding.

We realize that MPOs will have limited time to rank projects. Given the time needed to review and recommend projects, we need to adhere to the above timeline. We appreciate your

cooperation and effort. We are trying to make your rankings an integral part of the selection process while balancing them with the many considerations that factor into the committee's final recommendations. If you have any questions or comments, please contact me.