



Draft 2013-2016 Transportation Improvement Program



August 30, 2012



Southeastern Wisconsin Transportation Improvement Program (TIP): 2013-2016

- Listing of public transit and arterial street and highway projects programmed by local and State governments in southeastern Wisconsin over next four years.
 - Includes all USDOT FHWA and FTA funded projects.
- Developed in cooperation with the State and local transit operators, as well as the City of Milwaukee, Milwaukee County, Waukesha County, and local governments throughout Southeastern Wisconsin.
- Reviewed and approved by the Commission's Advisory Committees on Regional Transportation Planning and Programming for the Kenosha, Milwaukee, Racine, and Round Lake Urbanized Areas



Southeastern Wisconsin Transportation Improvement Program (TIP): 2013-2016 (continued)

- Projects must be consistent with the regional transportation system plan.
- Projects in the TIP must be determined to be consistent with available funding.
 - For example, a project for which funding is considered to not be available may not be included in the TIP.
- Projects with Federal funding programmed in the years 2013 and 2014 are eligible to be implemented with Federal funding in 2013.



Southeastern Wisconsin TIP: 2013-2016

- Projects are divided into 9 categories
 - Highway Preservation: Resurfacing, reconstruction, and other projects which result in little or no increase in the traffic-carrying capacity of the existing street system, but which are necessary to maintain existing capacity and structural adequacy of the arterial facility for which the project is proposed.
 - Highway Improvement: Projects which involve roadway reconstruction, and include in the reconstruction an increase in the traffic carrying capacity of the existing arterial highway system, typically through the addition of traffic lanes.



Southeastern Wisconsin TIP: 2013-2016 (continued)

- Projects are divided into 9 categories (continued)
 - Highway Expansion: Projects which increase the capacity of the arterial highway system through development of new arterial streets or highways.
 - Transit Preservation: Projects which are necessary to maintain the current quality and level of service on the existing transit system.
 - Transit Improvement: Projects which improve the quality and level of service on the existing transit system.
 - Transit Expansion: Projects which either expand the existing transit system or create new transit systems or subsystems.



Southeastern Wisconsin TIP: 2013-2016 (continued)

- Projects are divided into 9 categories (continued)
 - Highway Safety: Projects designed to improve or eliminate existing unsafe conditions, and are candidates for special federal safety program funding.
 - Environmental Enhancement: Projects which do not affect highway system operation or capacity, and have the objective of encouraging alternative modes of travel, and reducing air, noise, or visual pollution.
 - Highway Off-System: Projects on streets or highways which are not on the arterial street and highway system and are candidates for special federal funding.



Southeastern Wisconsin TIP: 2013-2016

- Proposed Year 2013 Expenditures
 - Federal – \$364 million
 - State – \$542 million
 - Local – \$94 million
 - Total – \$1.00 billion
- Proposed Total Year 2013-2016 Expenditures
 - Federal – \$1.24 billion
 - State – \$1.63 billion
 - Local – \$316 million
 - Total – \$3.19 billion



Proposed Public Transit Expenditures

- Year 2013 – \$214 million
 - Preservation – \$147 million
 - Expansion – \$67 million
- Total for Years 2013-2016 – \$657 million
 - Preservation – \$590 million
 - Expansion – \$67 million



Proposed Arterial Street and Highway Expenditures

- Year 2013 – \$748 million
 - Preservation – \$399 million
 - Improvement (Widening) – \$349 million
- Total for Years 2013-2016 – \$2.44 billion
 - Preservation – \$1.07 billion
 - Improvement (Widening) – \$1.37 billion
- The majority of the costs for highway improvement (widening) projects is to replace the existing roadway, the rest (typically 10 to 20 percent) is for the addition of new traffic lanes.



Results of Comparison of Location of Transit Projects and Minority and Low-Income Populations

- Transit Preservation Projects
 - Intended to maintain extent and level of service of existing transit systems.
 - Existing Transit system predominately serves minority and low-income populations.
- Transit Expansion Projects
 - Includes the Milwaukee and Kenosha Street Car projects.
 - Located within or near, and provide service to, minority and low-income populations.



Results of Comparison of Highway and Bicycle/Pedestrian Projects and Minority and Low-Income Populations

- Highway Projects
 - Balance of programmed projects located within and outside of areas of minority and low-income populations.
 - Projects that may require the acquisition of right-of-way—addition of traffic lanes and construction of new facilities—are not predominately located in areas of minority and low-income populations.
- Bicycle and Pedestrian Projects
 - Balance of programmed projects located within and outside of areas of minority and low-income populations.



Comparison of Arterial Highway and Public Transit Expenditures

| | 2013 | 2013-2016 |
|--|--------------------------------|---------------------------------|
| Arterial Street and Highway Expenditures | \$748 million or 75 percent | \$2.44 billion or 76 percent |
| Public Transit Expenditures | \$214 million or 21 percent | \$657 million or 21 percent |

- Public transit accounts for about 2 percent of all person trips
- Minority and low income populations rely to greater extent on public transit (5 to 20 percent of work travel by minority population in Milwaukee County on public transit compared to 3 percent for white population)
- Automobile is still the dominant mode of travel for minority populations (75 to 84 percent of work travel by minority populations in Milwaukee County)



Effect of Funding on Arterials and Public Transit

- The vast majority of arterial street and highway expenditures is capital expenditures.
 - Funding problems result in delay and deferral of capital projects.
- The vast majority of public transit expenditures is annual operating and maintenance cost expenditures
 - Funding problems result in deferral of system improvement and expansion, and in service reductions and fare increases beyond the rate of inflation.



Funding for Transit in Southeastern Wisconsin

- Transit operators in SE Wisconsin
 - Heavily dependent on Federal and State operating funds. (Typically 70 to 80 percent annually).
 - Maximizing the use of FTA funds for operating.
 - Have used “flexed” FHWA funds—such as STP-M, CMAQ, and ICE funds—for capital and operating projects.
- Flexing of FHWA highway funds for transit use are principally limited to capital projects. (Only exception is CMAQ for improved or new service for 3 years.)



Funding for Transit in Southeastern Wisconsin (continued)

- State and Federal funding available for transit is dependent on actions by Federal and State elected officials.
- U.S. Congress and President establishes:
 - Whether FHWA highway funds are available for transit operation.
 - Level of FTA operating funds available to transit operators.
- State Legislature and Governor establishes:
 - Level of State operating funds available to transit operators
 - Whether regional transit authorities and dedicated local funding are permitted.



Funding for Transit in Southeastern Wisconsin (continued)

- Local elected officials, the current operators of public transit, and the Commission are not enabled to make more Federal and State funding available for transit operation in SE Wisconsin.
- Local elected officials can establish:
 - Level of funding for public transit.
 - Level of transit fares.
 - Transit improvement and expansion or reduction of service.
- The ability of local elected officials to replace Federal and State funds with local property tax is limited by property tax levy caps established by State.