

Minutes of the Meeting

ADVISORY COMMITTEES ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE MILWAUKEE, KENOSHA, RACINE, AND ROUND-LAKE BEACH URBANIZED AREAS

DATE: October 2, 2012

TIME: 9:30 A.M.

PLACE: Wisconsin State Fair Park
Tommy G. Thompson Youth Center
Meeting Room 5
640 South 84th Street
Milwaukee, Wisconsin 53214

Milwaukee Urbanized Area Members Present

Allison Bussler	Director of Public Works, Waukesha County
Peter Daniels	Principal Design Engineer,
(Representing Michael Lewis)	City of West Allis
Michael Giugno	Vice President/Deputy Director,
(Representing Lloyd Grant, Jr.)	Milwaukee County Transit System
Lois C. Gresl	Major Projects Manager,
(Representing Ghassan Korban)	City of Milwaukee
Jennifer Gonda	Legislative Liaison Director, City of Milwaukee
Thomas M. Grisa	Director of Public Works, City of Brookfield
Robert C. Johnson	Transit Director, Waukesha Metro Transit,
	City of Waukesha
Michael J. Maierle	Manager of Long-Range Planning,
	Department of City Development, City of Milwaukee
Michael Martin	Director, Department of Public Works,
	Village of Hales Corners
Jeffrey S. Polenske	City Engineer, City of Milwaukee
Andrea Weddle-Henning	Transportation Engineering Manager,
(Representing Frank Busalacchi)	Milwaukee County Department of Transportation

Non-Voting Members

Kenneth Yunker, Secretary	Executive Director, SEWRPC
Steven Coons	Chief Planning Section,
(Representing Sandra K. Beaupre)	Bureau of Planning and Economic Development,
	Wisconsin Department of Transportation
Alexis Kuklenski	Community Planner, U.S. Department of Transportation,
(Representing George Poirier)	Federal Highway Administration
Peter T. McMullen	Program and Planning Analyst,
	Wisconsin Department of Natural Resources
Sheri Schmit	Systems Planning Group Manager,
(Representing Dewayne J. Johnson)	Southeast Region,
	Wisconsin Department of Transportation

Kenosha Urbanized Area Members Present

Kenneth Yunker, Secretary Executive Director, SEWRPC
 Steven Coons Chief Planning Section,
 (Representing Sandra K. Beaupre) Bureau of Planning and Economic Development,
 Wisconsin Department of Transportation
 Ronald Iwen Director, Department of Transportation, City of Kenosha
 Alexis Kuklenski Community Planner, U.S. Department of Transportation,
 (Representing George Poirier) Federal Highway Administration
 Mike Lemens Director, Department of Public Works, City of Kenosha
 Peter T. McMullen Program and Planning Analyst,
 Wisconsin Department of Natural Resources
 Sheri Schmit Systems Planning Group Manager,
 (Representing Dewayne J. Johnson) Southeast Region,
 Wisconsin Department of Transportation
 Gary Sipsma Director, Division of Highways, Highway Commissioner,
 Department of Public Works, Kenosha County

Racine Urbanized Area Members Present

Julie Anderson, Chair Director, Department of Public Works, Racine County
 Kenneth Yunker, Secretary Executive Director, SEWRPC
 Steven Coons Chief Planning Section,
 (Representing Sandra K. Beaupre) Bureau of Planning and Economic Development,
 Wisconsin Department of Transportation
 Alexis Kuklenski Community Planner, U.S. Department of Transportation,
 (Representing George Poirier) Federal Highway Administration
 Peter T. McMullen Program and Planning Analyst,
 Wisconsin Department of Natural Resources
 William Sasse Director of Engineering, Village of Mount Pleasant
 Sheri Schmit Systems Planning Group Manager,
 (Representing Dewayne J. Johnson) Southeast Region,
 Wisconsin Department of Transportation
 Albert Stanek Parking and Transit Systems Manager, City of Racine

Round Lake Beach Urbanized Area Members Present

Kenneth Yunker, Secretary Executive Director, SEWRPC
 Steven Coons Chief Planning Section,
 (Representing Sandra K. Beaupre) Bureau of Planning and Economic Development,
 Wisconsin Department of Transportation
 Alexis Kuklenski Community Planner, U.S. Department of Transportation,
 (Representing George Poirier) Federal Highway Administration
 Peter T. McMullen Program and Planning Analyst,
 Wisconsin Department of Natural Resources
 Sheri Schmit Systems Planning Group Manager,
 (Representing Dewayne J. Johnson) Southeast Region,
 Wisconsin Department of Transportation
 Gary Sipsma Director, Division of Highways, Highway Commissioner,
 Department of Public Works, Kenosha County

Guests and Staff Present

Roslin Burns..... Program and Policy Analyst, Southeast Region,
Wisconsin Department of Transportation

Robert Elkin..... Systems Planning Supervisor, Southeast Region,
Wisconsin Department of Transportation

Michael Friedlander..... Program and Policy Analyst, Division of Air,
Waste and Remediation and Redevelopment,
Department of Natural Resources

Christopher T. Hiebert..... Chief Transportation Engineer, SEWRPC

Ryan W. Hoel..... Principal Engineer, SEWRPC

Thomas Longtin..... State Program Engineer, Southeast Region,
Wisconsin Department of Transportation

Tim McElmeel..... Urban and Regional Planner, Southeast Region,
Wisconsin Department of Transportation

Diane Paoni..... Urban and Regional Planner,
Bureau of Planning & Economic Development,
Wisconsin Department of Transportation

Andrew Rohde..... Local Program Engineer, Southeast Region,
Wisconsin Department of Transportation

Xylia Rueda..... Planner, SEWRPC

Jennifer Sarnecki..... Urban and Regional Planning Supervisor, Southeast Region,
Wisconsin Department of Transportation

Robert Schmidt..... Local Program Manager, Southeast Region,
Wisconsin Department of Transportation

Patricia Yunk..... Assistant Director of Intergovernmental Relations,
Milwaukee County Board of Supervisors

ROLL CALL

Chair Anderson called the meeting of the Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, and Round Lake Beach Urbanized Areas to order at 9:30 a.m. She welcomed all present and noted that the meeting was a joint meeting of the Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, and Round Lake Beach Urbanized Areas (TIP Committees).

Chair Anderson indicated that a sign-in sheet was being circulated for the purposes of taking roll and recording the names of all persons in attendance at the meeting, and declared a quorum of the four Committees present.

APPROVAL OF MINUTES OF OCTOBER 21, 2011 MEETING

Chair Anderson indicated that the first item on the agenda was the consideration and approval of the minutes for a previous meeting of the TIP Committees held on October 21, 2011. The minutes were approved as written on a motion by Mr. Grisa, seconded by Mr. Martin, and carried unanimously by action of the TIP Committees.

CONSIDERATION OF PRELIMINARY DRAFT OF A *TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2013 – 2016*.

At the request of Chair Anderson, Mr. Yunker reviewed the 2013-2016 draft transportation improvement program (TIP), which had been provided to Committee members prior to the meeting. Mr. Yunker noted

that Committee members were also provided prior to the meeting a draft of Appendix H to the TIP, which provides a summary of the public involvement conducted during the preparation of the TIP, and four exhibits which list changes to the draft TIP received by Commission staff from project sponsors—Exhibit A provided proposed changes to 14 projects listed in the draft 2013-2016 TIP (similar to an amendment to the TIP), Exhibit B provided minor changes to 20 projects listed in the draft TIP (similar to an administrative modification to the TIP), Exhibit C provided 21 new projects to be added to the TIP, and Exhibit D provided 22 projects to be dropped from the draft TIP. Mr. Yunker added that one additional handout (Exhibit E) was provided to Committee members upon arriving at the meeting which contains additional proposed changes to the draft TIP received by Commission staff from project sponsors, including additional proposed changes to projects listed in the draft TIP, proposed projects to be added to the TIP, and proposed projects to be dropped from the draft TIP. Mr. Yunker noted that, while not referenced in the draft TIP, following the 2010 Census, the U.S. Census Bureau designated a new urbanized area in Southeastern Wisconsin—the West Bend urbanized area. He added that a similar advisory committee would be constituted for the West Bend urbanized area that would be involved in the development of future TIPs.

Mr. Yunker then initiated a section-by-section review of the draft TIP. He asked that any revisions, such as the modification, addition, or deletion of projects, be brought to the Committee's attention during the meeting, and that any minor changes such as project schedule could be reported to the Commission staff following the meeting. Mr. Yunker then led the Committee through the draft TIP. The following comments, questions, and revisions were raised by the Committee members:

1. Mr. Daniels requested that the funding for project number 250, construction of a cross-town connector bicycle/pedestrian bridge, be revised to correctly show the source of funds for the project—the local and Federal amounts should be switched for year 2015. Mr. Yunker responded that the funding for this project would be corrected for the final TIP.
2. Responding to an inquiry by Mr. Grisa, Mr. Longtin stated that WisDOT staff was considering delaying the implementation of project number 314, rehabilitation of the overpass bridges of IH 94 in Waukesha County, beyond the year 2013 shown in the draft TIP, but no formal decision has been made. Mr. Yunker noted that by putting the project in the year 2013 would permit the project to move forward should WisDOT implement the project that year, and that the TIP could be amended should the project actually be delayed.

[Secretary's note: Following the completion of the final 2013-2016 TIP, WisDOT staff informed Commission staff that the construction of this project was delayed until the year 2016. The 2013-2016 TIP will be administratively modified to reflect the change in timing of this project.]

3. Mr. Yunker stated that Commission staff received from the City of Waukesha prior to the meeting a number of proposed minor changes to the draft 2013-2016 TIP that would be included in the final 2013-2016 TIP. He added that the requested changes include minor changes in cost, timing, and scope for project numbers 374, 375, 376, 378, 379, 380, 401, 402, and 403; the removal of project number 377, reconstruction of MacArthur Road between Burrie Lane and Comanche Lane, from the draft TIP; and the addition of three roadway resurfacing projects to the draft TIP.
4. Responding to an inquiry by Mr. Daniels, Mr. Schmidt stated that project number 245, reconstruction with additional traffic lanes of Watertown Plank Road, would be funded as part of the Zoo Interchange project, and not with Federal Surface Transportation Program –

Milwaukee Urbanized Area funds as shown in the draft TIP. Mr. Yunker stated that this project would not be included in the final 2013-2016 TIP. He added that the City of Wauwatosa could replace the project with another eligible project to utilize the approved STP-M funds. Otherwise, the STP-M funding available from the Watertown Plank Road project could be used by a different project sponsor for an eligible project.

Mr. Yunker then reviewed the proposed changes to the draft TIP that were requested by project sponsors, as listed in Exhibits A through E, as provided to Committee members before and during the meeting. The following comments, questions, and revisions were raised by the Committee members:

1. Responding to an inquiry by Mr. Sasse, Mr. Yunker stated that Commission staff will correct the description shown in the draft TIP for project number 455, reconstruction with additional lanes of STH 32 from Five Mile Road to STH 31, to read “Village” rather than “Town”.
2. Mr. Schmidt stated that the description for project number 236, installation of anti-slip treatments in bike lanes on bridges in the City of Milwaukee, should not include St. Paul Avenue. Mr. Yunker stated that the project description would be corrected for the final TIP.

There being no further discussion, the transportation improvement program for the Kenosha, Milwaukee, Racine, and Round Lake Beach urbanized areas as amended was approved on a motion by Ms. Bussler, seconded by Mr. Johnson, and carried unanimously by joint action of the Kenosha, Milwaukee, Racine, and Round Lake Beach Area TIP Committees.

UPDATE ON THE FEDERAL CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM FUNDING—MAP-21 AND SCHEDULE FOR NEXT SELECTION OF PROJECTS.

Mr. Yunker stated that based on inquiries made by some local governments, Commission staff added this agenda item for the Advisory Committee to receive an update on how Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding would be affected by the Federal Transportation reauthorization legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21) enacted in July 2012, and also an update on the schedule for the next selection of projects for CMAQ funding. Mr. Yunker stated that new projects are generally selected for CMAQ funding every two years, with the last selection occurring in 2010. He noted that the next solicitation of new projects for CMAQ funding should have occurred this year, but that WisDOT staff had indicated that the next solicitation had been delayed due to a change in the staff administering the program at WisDOT. He added that WisDOT staff has also expressed concern about the current backlog of projects which have been approved for funding.

Mr. Coons stated that projects were selected for CMAQ funding through the year 2013. He stated that it is not known at this time when the next solicitation for new projects to utilize CMAQ funding would occur.

Ms. Kuklenski stated that under the MAP-21, the State would continue to receive a similar allocation amount of CMAQ funding as previous years. She stated that the seven counties in Southeastern Wisconsin, along with Sheboygan, Manitowoc, Kewaunee, and Door Counties, would remain eligible for CMAQ funding. She noted that under MAP-21 a portion of the CMAQ funding allocated to the State is to fund projects that reduce fine particulate matter emissions within the counties designated as nonattainment or in maintenance for the 2006 24-hour fine particulate (PM_{2.5}) national ambient air quality standard (NAAQS).

Responding to an inquiry by Mr. Daniels, Mr. Friedlander stated that Milwaukee County, along with Waukesha and Racine Counties, were designated as non-attainment for the 2006 24-hour PM_{2.5} NAAQS.

He noted that the Wisconsin Department of Natural resources (WDNR) has submitted to the U.S. Environmental Protection Agency (USEPA) in June 2012 a request for a redesignation of these three counties as attainment, and a maintenance plan for air quality under the 2006 24-hour PM_{2.5} NAAQS has also been submitted, but that no determination has been made yet by the USEPA. He noted that WDNR has as well submitted to the USEPA an attainment demonstration and maintenance plan for air quality under the 1997 eight-hour ozone NAAQS for the six-county ozone nonattainment area within southeastern Wisconsin—Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties. He added that the USEPA has in July 2012 redesignated the six-county ozone nonattainment area as being in attainment, and these counties are currently considered in maintenance under the 1997 eight-hour ozone NAAQS.

Mr. Yunker stated the State has typically received annually about \$25 million in CMAQ funds, which the State would continue to receive under MAP-21. He noted that of the \$25 million the State has typically received, about \$11 to \$13 million in CMAQ funding had been made available annually for local projects within the State budget. He stated that Milwaukee County has recently used CMAQ funding to fund two years (2012 and 2013) of the operating expenses for the three recently initiated express bus routes. He added that there is a potential for Milwaukee County to use CMAQ funding for a third year in 2014 of operation of the express bus routes. Thus, there is interest by Milwaukee County for WisDOT to solicit projects in 2013 for year 2014 CMAQ funding, as soon as possible, to provide them the opportunity to compete for one more year of funding of the express bus projects.

Responding to an inquiry by Ms. Kuklenski, Mr. Yunker stated that Commission staff is working with WisDOT staff to prepare a listing of backlogged projects that have been approved for CMAQ funding. Responding to an inquiry by Ms. Weddle-Henning, Mr. Yunker stated that the listing of backlogged projects would be provided to Committee members for discussion at a future meeting.

Mr. Stanek stated that the ability for transit systems to fund fleet replacement has been further limited under MAP-21, and that CMAQ funding may become a desirable source of funds for such projects.

Responding to an inquiry by Mr. Yunker, Mr. Coons stated that WisDOT staff is currently working on the WisDOT Secretary's proposed budget request for the Department that would be considered by the Governor for inclusion in his proposed 2013-2015 biennial State budget. He added that the WisDOT Secretary's proposed budget is anticipated to be submitted to the Governor sometime in November and thus should indicate the level of CMAQ funding for 2014 and 2015. Mr. Stanek suggested that the Committee meet again to discuss this issue before the WisDOT budget request has been submitted to the Governor.

Responding to an inquiry by Mr. Daniels, Mr. Yunker stated that the Commission and WisDOT staffs recognize there may be legitimate reasons why a project may be delayed. He stated that the purpose of this effort is to begin discussion with project sponsors regarding their delayed projects, and to initiate discussion on what measures could be implemented to better ensure the timely implementation of current and future CMAQ funded projects.

There being no further discussion, Mr. Yunker stated that Commission staff will schedule a meeting in about a month to further discuss the scheduling of the selection of new projects for CMAQ funds and further consider the current listing of backlogged CMAQ projects. Mr. Coons stated that he would ask Ms. Mary Forlenza, WisDOT's Local Transportation Programs and Finance Chief, to attend that meeting because she would be able to better answer questions related to the schedule for the next solicitation of projects for CMAQ funding.

CONSIDERATION OF A PROPOSED AMENDMENT TO A TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2011-2014.

At the request of Chair Anderson, Mr. Yunker reviewed the one proposed amendment to the 2011-2014 Transportation Improvement Program (TIP). Mr. Yunker noted it would need approval from the Milwaukee urbanized area Committee, and that while the TIP Committees have approved a new 2013-2016 TIP, the amendment to the 2011-2014 TIP is necessary to ensure the project could be funded in 2012. There being no discussion regarding the proposed amendment, Mr. Johnson made a motion to approve the proposed amendment to the 2011-2014 TIP. Ms. Weddle-Henning seconded the motion, and the motion was approved unanimously by the TIP Committee for the Milwaukee urbanized area.

CONSIDERATION OF PRELIMINARY DRAFT OF SEWRPC STAFF MEMORANDUM ENTITLED: YEAR 2010 CENSUS-DEFINED URBANIZED AREA BOUNDARY AND PROPOSED ADJUSTMENTS TO THE BOUNDARY FOR THE MILWAUKEE URBANIZED AREA

Mr. Yunker outlined the need to prepare adjusted year 2010 Census urbanized area boundaries for the Southeastern Wisconsin Region. He stated that the Commission and the Wisconsin Department of Transportation (WisDOT) are responsible to define these adjusted urbanized area boundaries, and that the first such proposed boundary has been prepared for the Milwaukee urbanized area. He noted that a similar effort will be conducted for the other urbanized areas in Southeastern Wisconsin, including for the Kenosha, Racine, Round Lake Beach, and West Bend urbanized areas. Mr. Yunker stated that the year 2010 U. S. Bureau of the Census defined Milwaukee urbanized area, along with proposed adjustments, were shown on Map 1 of the staff memorandum (included in these minutes as Attachment A). He noted that the map also shows the adjusted year 2000 Milwaukee urbanized area boundary approved by the Milwaukee TIP Committee at their meeting on November 12, 2003, and later amended by the Committee on December 21, 2004.

Responding to an inquiry by Mr. Grisa regarding the 2010 Census urbanized area boundary extending into Jefferson County, Mr. Yunker stated that the Commission staff would work with Jefferson County to develop an agreement on how the required transportation planning and programming would be conducted for the small area of the County that is within the Milwaukee urbanized area. He noted that it is anticipated that only about a 0.40 mile segment of arterial highway under the jurisdiction of Jefferson County would be within the Milwaukee urbanized area.

Mr. Yunker noted that due to the expansion of the year 2010 census-defined and proposed adjusted urbanized area boundary compared to the year 2000 adjusted boundary, the proportionate share of total urbanized area eligible lane-miles would be reduced for most communities and counties by about 2 percent.

Mr. Polenske suggested the State consider increasing the level of STP-M funding to make up for the effect of the expansion of the urbanized area boundary. Responding to an inquiry by Ms. Gonda, Mr. Yunker stated that the 15 percent increase in lane miles in Ozaukee County was due to the expansion of the Census-defined urbanized area from 2000 to 2010, and resultant necessary boundary adjustments, particularly the addition to the Census-defined urbanized area the City of Port Washington.

Ms. Kuklenski noted the need to adjust the Census-defined urbanized area boundary. She noted that adjustments are needed to avoid a roadway from alternately being within and outside the urbanized area, which would cause difficulties of having a roadway funded with both urban and rural Federal funding, and to better define the true urbanized area by including areas of commercial and industrial urban development, which are not fully included in the Census-defined urbanized area. She added that FHWA staff believed that the adjustments proposed by the Commission and WisDOT staffs were reasonable.

Mr. Grisa noted that this is not the first time that the Milwaukee urbanized area has been adjusted following the Census, and asked how this was handled previously. Mr. Yunker responded that during the development of the year 2000 adjusted urbanized area, WisDOT agreed to reduce its allocation of STP-M funds so that none of the counties and municipalities would have a reduction in their proportionate share of eligible lane-miles as a result of a year 2000 adjusted boundary. He added that WisDOT later dropped its use of STP-M funds, resulting in about a 20 percent increase in funds to each county and municipality.

Responding to an inquiry by Mr. Polenske, Mr. Yunker stated that the amount of STP-M funding available annually during the last funding cycle to projects within the Milwaukee urbanized area was about \$21 million.

Ms. Gonda stated that it is difficult to understand the justification of the proposed adjustments to the 2010 Census-defined Milwaukee urbanized area without knowing the existing and planned arterial facilities that are included in the adjustments to the year 2010 Census-defined urbanized area. Mr. Yunker stated that this information will be provided to members of the Milwaukee TIP Committee.

Ms. Weddle-Henning and Ms. Bussler both indicated their concerns about the effect of the increase in eligible lane-miles under the proposed 2010 adjusted urbanized area on the proportionate share of funding for Milwaukee County and Waukesha County, respectively.

There being no further discussion, the Mr. Polenske made a motion to delay action on the approval of the proposed adjustments to the Milwaukee urbanized area until the further information on the proposed adjustments to the year 2010 Milwaukee urbanized area and on the request for additional State funding being made available for projects in the Milwaukee urbanized area is provided to Milwaukee TIP Committee members. The motion was seconded by Ms. Weddle-Henning, and carried unanimously by the Milwaukee TIP Committee.

Responding to an inquiry by Ms. Schmit on the next steps in approving the proposed adjusted 2010 urbanized area boundary, Mr. Yunker stated that Commission staff would prepare a memorandum, for discussion and consideration by the Milwaukee TIP Committee at a subsequent meeting, that would address the concerns and questions of Committee members relating to the proposed adjustments to the year 2010 Milwaukee urbanized area and the implications of limited funding being made available to a greater number of eligible facilities. He added that the subsequent Milwaukee TIP Committee meeting would be scheduled for late October 2012.

ADJOURNMENT

There being no further business to come before the TIP Committees, the meeting was adjourned at 11:04 a.m. on a motion from Mr. Iwen, seconded by Mr. Giugno, and carried unanimously by the TIP Committees.

Respectfully submitted,

Kenneth R. Yunker
Acting Secretary

Attachment A

Preliminary Draft

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Staff Memorandum

YEAR 2010 CENSUS-DEFINED URBANIZED AREA BOUNDARY AND PROPOSED ADJUSTMENTS TO THE BOUNDARY FOR THE MILWAUKEE URBANIZED AREA

After each decennial U. S. census, the U. S. Bureau of the Census delineates the urbanized areas of the nation. The U. S. Bureau of the Census defines an urbanized area as an inner core of census blocks or tracts that have a total land area of less than three square miles and a minimum population density of 1,000 persons per square mile surrounded by contiguous, densely settled census blocks and tracts having a minimum population density of 500 persons per square mile, along with adjacent densely settled blocks and tracts that together encompass a population of at least 50,000. The boundaries of urbanized areas are, as a result, always irregular, and are not a complete measure of the urban area, as they are defined primarily by residential development, and do not include all commercial, industrial, or other urban development.

The Regional Planning Commission—working with local officials—and the Wisconsin Department of Transportation is responsible for proposing an adjusted urbanized area boundary for the Milwaukee Urbanized area. A similar effort will be conducted for the other urbanized areas in Southeastern Wisconsin, including the Kenosha, Racine, Round Lake Beach, and West Bend urbanized areas. The adjustment—all additions to the census-defined urbanized area—are to be made for a number of reasons. The adjustments are made to better define the true urbanized area by including areas of commercial and industrial urban development, which are not fully considered by the Census. The adjustments are also made to avoid having a street or highway located alternately inside and then outside the urbanized area boundary. Such a situation would cause difficulties as both urban and rural Federal funding may then need to be obtained simultaneously to fund and implement a project.

The year 2010 census-defined urbanized area boundary for the Milwaukee urbanized area is shown on Map 1, along with proposed adjustments to the boundary. Also shown on Map 1 is the adjusted year 2000 urbanized area boundary approved by the Advisory Committee on Transportation Planning and Programming for the Milwaukee Urbanized Area (Milwaukee TIP Committee) on November 12, 2003, and later amended by the Committee on December 21, 2004. The year 2010 census-defined urbanized area boundary, and proposed adjustments, would expand the urbanized area boundary from the approved year 2000 urbanized area boundary further into Ozaukee, Washington, and Jefferson Counties, and into northwest Racine County. In addition, the urbanized area boundary would be reduced in two areas of southwest Waukesha County and small area in northwest Racine County.

The adjusted urbanized area boundary is used to define the area within which the Federal Transit Administration Section 5307 funding and Federal Highway Administration Surface Transportation Program (STP-M) funding allocated to the Milwaukee urbanized area may be expended. In regards to STP-M funding, the Milwaukee TIP Committee has developed and approved a process for allocating STP-M funds and selecting projects for funding. The selection of projects under the approved process is based on a “paper” allocation system whereby each governmental unit having current jurisdictional responsibility for eligible facilities would be credited STP-M funds annually based on its proportion of the total eligible existing and planned arterial street and highway lane-miles identified in the adopted regional transportation plan. Over the past decade the proportionate share was based on the approved

adjusted year 2000 urbanized area boundary. Table 1 sets forth the estimated total length of eligible planned arterial street and highway lane-miles and the proportionate share of STP-M funding for each local community and county in the Milwaukee urbanized under the approved adjusted year 2000 and proposed adjusted year 2010 urbanized area boundaries. For the 57 local municipalities and counties having facilities eligible for STP-M funding under the approved 2000 adjusted urbanized area boundary, the total planned lane-miles under the year 2010 census-defined urbanized area boundary and the proposed adjusted boundary would:

- Remain the same for 50 local municipalities and counties (However, due to the expansion of the year census-defined and proposed adjusted urbanized area boundary, these municipalities and counties would experience a decrease in their proportionate share of STP-M funding by about 2 percent);
- Decrease for 2 local municipalities and counties, which would result in a decrease in their proportionate share of STP-M funding by about 2 to 73 percent;
- Increase for 5 local municipalities and counties, which would result in an increase in their proportionate share of STP-M funding by about 2 to 56 percent.




Also, six additional local municipalities and counties would have facilities eligible for STP-M funding under the year 2010 census-defined urbanized area boundary and the proposed adjusted boundary.

* * *

Map 1

ADJUSTED BOUNDARY OF THE MILWAUKEE URBANIZED AREA: 2010

LEGEND

-  2010 CENSUS DEFINED URBANIZED AREA
-  PROPOSED ADJUSTED 2010 URBANIZED AREA BOUNDARY
-  ADJUSTED 2000 URBANIZED AREA BOUNDARY

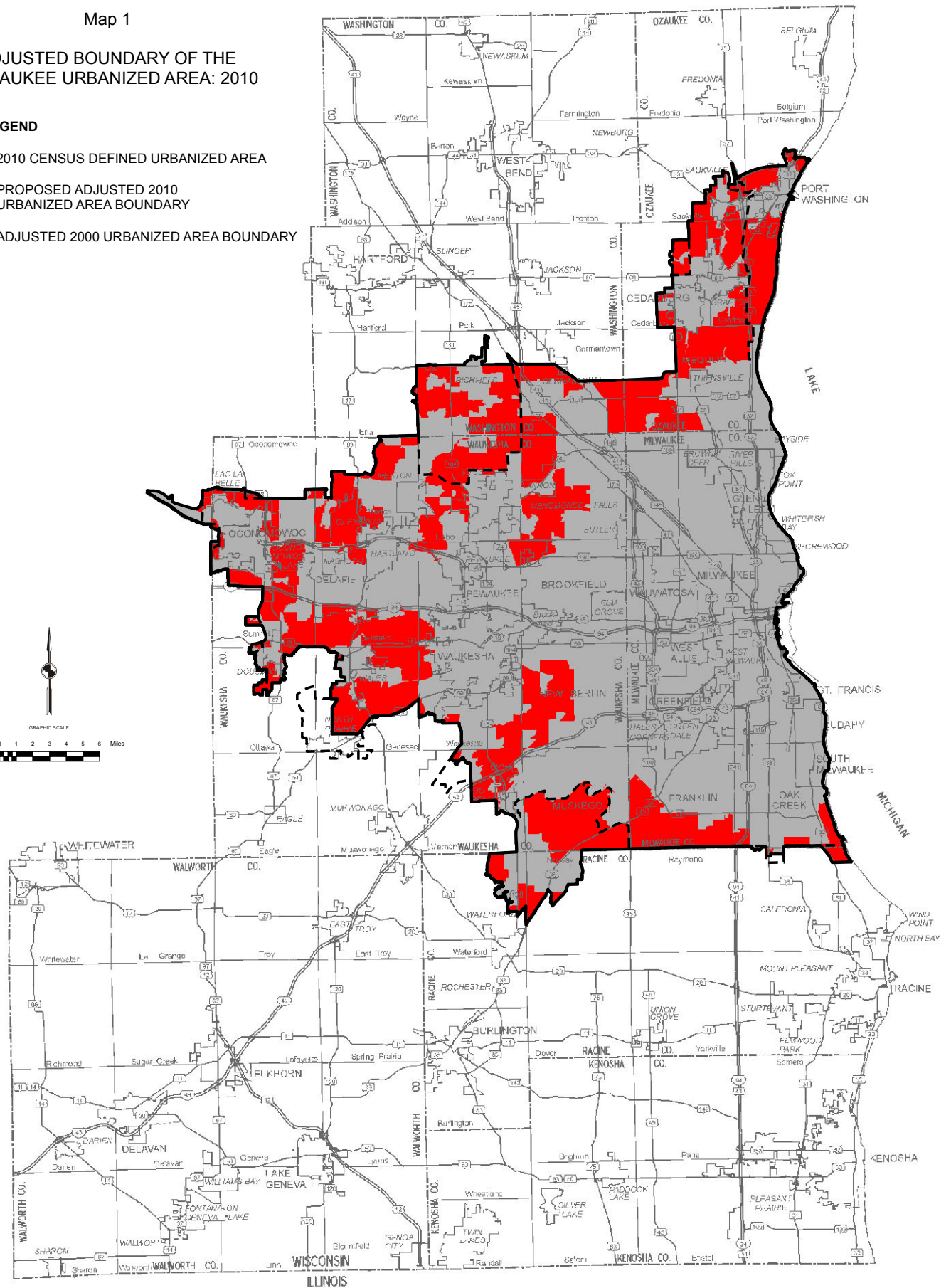


Table 1

ESTIMATED TOTAL LENGTH AND PROPORTION OF PLANNED LANE-MILES BY MUNICIPALITY AND COUNTY ELIGIBLE FOR
SURFACE TRANSPORTATION PROGRAM - MILWAUKEE URBANIZED AREA FUNDING WITHIN THE APPROVED ADJUSTED 2000
AND PROPOSED ADJUSTED 2010 MILWAUKEE URBANIZED AREA

Implementing Agency	Approved Adjusted Year 2000 Urbanized Area		Proposed Year 2010 Adjusted Urbanized Area		Percent Change of Proportionate Share
	Total Year 2035 Planned Lane- Miles ^a	Proportionate Share ^a	Total Year 2035 Planned Lane- Miles ^b	Proportionate Share ^b	
MILWAUKEE COUNTY					
County	375.68	0.11956	375.68	0.11714	-2.03
Village of Bayside	0.06	0.00002	0.06	0.00002	-2.03
Village of Brown Deer	16.18	0.00515	16.18	0.00505	-2.03
City of Cudahy	27.44	0.00873	27.44	0.00856	-2.03
Village of Fox Point	2.36	0.00075	2.36	0.00074	-2.03
City of Franklin	28.78	0.00916	28.78	0.00897	-2.03
City of Glendale	13.98	0.00445	13.98	0.00436	-2.03
Village of Greendale	18.98	0.00604	18.98	0.00592	-2.03
City of Greenfield	42.92	0.01366	42.92	0.01338	-2.03
Village of Hales Corners	6.98	0.00222	6.98	0.00218	-2.03
City of Milwaukee	850.20	0.27058	850.2	0.26510	-2.03
City of Oak Creek	63.32	0.02015	63.32	0.01974	-2.03
Village of River Hills	7.96	0.00253	7.96	0.00248	-2.03
City of Francis	14.94	0.00475	14.94	0.00466	-2.03
Village of Shorewood	9.78	0.00311	9.78	0.00305	-2.03
City of South Milwaukee	27.50	0.00875	27.5	0.00857	-2.03
City of Wauwatosa	71.76	0.02284	71.76	0.02238	-2.03
City of West Allis	97.38	0.03099	97.38	0.03036	-2.03
Village of West Milwaukee	13.38	0.00426	13.38	0.00417	-2.03
Village of Whitefish Bay	15.64	0.00498	15.64	0.00488	-2.03
Milwaukee-County Total	1705.22	0.54270	1,705.22	0.53170	-2.03
WAUKESHA COUNTY					
County	734.06	0.23362	731.57	0.22811	-2.36
Village of Big Bend	1.56	0.00050	1.56	0.00049	-2.03
City of Brookfield	72.14	0.02296	72.14	0.02249	-2.03
Town of Brookfield	1.56	0.00050	1.56	0.00049	-2.03
Village of Butler	1.98	0.00063	1.98	0.00062	-2.03
City of Delafield	13.60	0.00433	13.6	0.00424	-2.03
Village of Elm Grove	14.76	0.00470	14.76	0.00460	-2.03
Village of Hartland	4.60	0.00146	4.6	0.00143	-2.03
Village of Lannon	1.68	0.00053	1.68	0.00052	-2.03
Town of Lisbon	12.08	0.00384	12.08	0.00377	-2.03
Village of Menomonee Falls	61.72	0.01964	61.72	0.01924	-2.03
Town of Merton	0.78	0.00025	0.78	0.00024	-2.03
Village of Merton	0.12	0.00004	0.12	0.00004	-2.03
City of Muskego	29.26	0.00931	30.49	0.00951	2.09
City of New Berlin	48.98	0.01559	48.98	0.01527	-2.03
City of Oconomowoc	21.38	0.00680	21.38	0.00667	-2.03
Town of Oconomowoc	6.78	0.00216	6.78	0.00211	-2.03
Village of Oconomowoc Lake	0.02	0.00001	0.02	0.00001	-2.03

Table 1 (continued)

Implementing Agency	Approved Adjusted Year 2000 Urbanized Area		Proposed Year 2010 Adjusted Urbanized Area		Percent Change of Proportionate Share
	Total Year 2035 Planned Lane- Miles ^a	Proportionate Share ^a	Total Year 2035 Planned Lane- Miles ^b	Proportionate Share ^b	
City of Pewaukee	2.02	0.00064	2.02	0.00063	-2.03
Village of Pewaukee	7.30	0.00232	7.3	0.00228	-2.03
Town of Summit	2.10	0.00067	2.1	0.00065	-2.03
Village of Sussex	9.86	0.00314	15.76	0.00491	56.60
Town of Vernon	3.26	0.00104	3.89	0.00121	16.91
City of Waukesha	88.22	0.02808	88.22	0.02751	-2.03
Town of Waukesha	1.90	0.00060	1.9	0.00059	-2.03
Waukesha County-Total	1141.72	0.36336	1,146.99	0.35764	-1.58
OZAUKEE COUNTY					
County	73.92	0.02353	106.34	0.03316	40.94
City of Cedarburg	17.06	0.00543	17.06	0.00532	-2.03
Town of Cedarburg	3.86	0.00123	3.86	0.00120	-2.03
Town of Grafton	6.56	0.00209	6.56	0.00205	-2.03
Village of Grafton	9.96	0.00317	9.96	0.00311	-2.03
City of Mequon	96.16	0.03060	96.16	0.02998	-2.03
City of Port Washington	0.00	0.00000	4.04	0.00126	-
Town of Port Washington	0.00	0.00000	2.12	0.00066	-
Town of Saukville	0.68	0.00022	0.68	0.00021	-2.03
Village of Saukeville	1.36	0.00043	1.36	0.00042	-2.03
Village of Thiensville	7.20	0.00229	7.2	0.00225	-2.03
Ozaukee County-Total	216.76	0.06899	255.34	0.07962	15.41
RACINE COUNTY					
County	0.00	0.00000	6.42	0.00200	-
Village of Caledonia	4.06	0.00129	1.08	0.00034	-73.94
Town of Norway	0.00	0.00000	5.27	0.00164	-
Town of Waterford	0.00	0.00000	4.67	0.00146	-
Racine County-Total	4.06	0.00129	17.44	0.00544	320.85
WASHINGTON COUNTY					
County	21.28	0.00677	28.27	0.00881	30.15
Village of Germantown	53.06	0.01689	53.06	0.01654	-2.03
Washington County-Total	74.34	0.02366	81.33	0.02536	7.18
JEFFERSON COUNTY					
County	0.00	0.00000	0.8	0.00025	-
Jefferson County-Total	0.00	0.00000	0.8	0.00025	-
Milwaukee Urbanized Area-Total	3142.10	1.00000	3,207.12	1.00000	0.00

^a The estimate of total and proportionate share of lane-miles shown in these columns have been used over the past decade to allocate Federal Highway Administration Surface Transportation Program - Milwaukee Urbanized Area funding. They are based upon the regional transportation plan and the approved adjusted year 2000 Census-defined urbanized area boundary.

^b The estimate of total and proportionate share of lane-miles shown in these columns are based upon the regional transportation plan and the proposed adjusted year 2010 Census-defined urbanized area boundary. In addition, the total and proportionate share of a facility in Jefferson County located outside of the Region--and not included in the regional transportation plan as a planned arterial facility--was included in these columns as it is located within the 2010 Census-defined urbanized area boundary and may be eligible for Federal Highway Administration Surface Transportation Program - Milwaukee Urbanized Area funding.