

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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STAFF MEMORANDUM

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

FROM: Southeastern Wisconsin Regional Planning Commission Staff

DATE: March 23, 2026

SUBJECT: **SELECTION OF PROJECTS IN THE MILWAUKEE URBANIZED AREA FOR 2029-2030 FEDERAL TRANSPORTATION ALTERNATIVES PROGRAM FUNDING**

Last fall, the Wisconsin Department of Transportation (WisDOT) solicited project applications for 2029-2030¹ Federal Highway Administration (FHWA) Transportation Alternatives Program – Milwaukee Urbanized Area (TAP-MUA)² funding, with project applications due October 27, 2023. Twelve candidate projects were submitted, requesting a total of \$11,127,614 in 2029-2030 TAP funding (see Table 1). WisDOT has indicated that \$8,989,553 in TAP-MUA funding is available for new projects in this funding cycle. The Commission—working with local officials through this Advisory Committee—is responsible for prioritizing the 12 candidate projects from the Milwaukee urbanized area and selecting the projects that will receive TAP-MUA funding. Commission staff has worked with the Milwaukee TIP Committee on seven previous occasions to prioritize and recommend projects for years 2015-2028 TAP-MUA funding. Tables 2 and 3 show the total amount of years 2015-2028 TAP-MUA funding previously recommended by the Milwaukee TIP Committee, organized by project sponsor and type of project, respectively.

¹ WisDOT generally describes each funding cycle based on all of the years that projects would be utilizing funds from the cycle, usually five years for TAP funding. For example, WisDOT would describe the current funding cycle as including the years 2022-2026. However, the Commission staff has generally referred to each TAP-MUA funding cycle based on the years that represent new funding—typically two years, but sometimes more. The STP-M funds from the two new years generally fund the construction of the new recommended projects, with the earlier years serving to fund preliminary engineering and right-of-way acquisition.

² TAP funding is available to eligible transportation enhancement projects, recreational trail projects, safe routes to school projects, and projects involving the construction of roadways within former Interstate System routes or other divided highways. Further information on the eligibility requirements for, and other details on, TAP funding is documented in guidelines developed by the Wisconsin Department of Transportation (WisDOT) for the program, which can be accessed from WisDOT's website: <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>

Table 1
Candidate Projects for FFY 2029-2030 TAP-MUA Funding

| Sponsor | Project Description | Local Priority | Project Type | Amount of Federal Funds Requested | | | |
|--------------------------|---|----------------|-------------------------|-----------------------------------|--------------------|--------------------|---------------------|
| | | | | Planning/ SRTS | Design | Construction | Total |
| Village of Lannon | Construction of sidewalk facilities along Lannon Rd at its intersection with Good Hope Rd | 1 | Pedestrian Improvements | | \$84,000 | \$416,376 | \$500,376 |
| | Construction of sidewalk facilities along Good Hope Rd and cross walk installation at its intersection with Lannon Rd | 2 | Pedestrian Improvements | | \$68,000 | \$341,480 | \$409,480 |
| City of Mequon | Study of 2-mile off-road multi-use path to connect two miles of residential areas to two local schools | 1 | Plan/Guide | \$88,000 | | | \$88,000 |
| Milwaukee County | Construction of crossing improvements along S 76th St in the Village of Greendale | 1 | Bike/Ped | | \$220,064 | \$550,160 | \$770,224 |
| | Construction of crossing improvements along S 76th St and W Layton Ave in the City of Greenfield | 2 | Bike/Ped | | \$146,578 | \$375,840 | \$522,418 |
| | Construction of crossing improvements along N. Port Washington Rd. in the Villages of Bayside, Fox Point, and the City of Glendale | 3 | Bike/Ped | | \$186,451 | \$478,080 | \$664,531 |
| Milwaukee County Parks | Replacement of two aging Oak Leaf Trail bridges along the former Union Pacific Railroad Corridor that cross I-43 and Port Washington Rd in Glendale near Lincoln Park | 1 | Off-Street Trail | | \$318,615 | \$2,350,685 | \$2,669,300 |
| Milwaukee Public Schools | Milwaukee Public Schools Safe Routes to School Program | 1 | SRTS Plan/Program | \$588,640 | | | \$588,640 |
| City of Milwaukee | Construction of 0.8 miles of protected bike lanes and pedestrian safety improvements along N Holton St | 1 | Bike/Ped | | \$280,794 | \$1,460,368 | \$1,741,162 |
| | Construction of 0.75 miles of protected bike lanes and pedestrian safety improvements along W Burleigh St | 2 | Bike/Ped | | \$270,046 | \$1,279,459 | \$1,549,505 |
| City of Oconomowoc | Construction of a pedestrian/bicycle crossing at the intersection of Lake Drive and Hwy 16/67 to connect the Nature Hill Intermediate School to the residential areas east of Hwy 16/67 | 1 | Bike/Ped | | \$0 | \$1,495,978 | \$1,495,978 |
| City of Wauwatosa | Development of a new Active Transportation Plan (ATP) | 1 | Plan/Guide | \$128,000 | | | \$128,000 |
| TOTAL | | | | \$804,640 | \$1,574,548 | \$8,748,426 | \$11,127,614 |

Note: 1.) \$8,989,553 in years 2029-2030 Transportation Alternatives Program - Milwaukee Urbanized Area funding is available to new projects.

2.) This table does not include the City of Milwaukee's proposed construction of N/S Extension of South Powerline Trail - HAST Connector South project (\$1,675,678), proposed Teutonia Ave Safe Routes to Transit project (\$1,746,240), and proposed construction of E/W Extension of South Powerline Trail project (\$2,094,209), as they have been preliminarily recommended for 2029-2030 Federal Congestion Mitigation and Air-Quality Improvement Program (CMAQ) funds by WisDOT, WDNR, and Commission staffs. and WisDOT. As such, they were not evaluated as part of this TAP process.

Source: Wisconsin Department of Transportation and SEWRPC (3/23/26)

Table 2

Total Federal Transportation Alternatives Program Funding Allocated to the Milwaukee Urbanized Area Approved for Each Sponsor: Fiscal Years 2015-2028

| County | Project Sponsor | Federal Funds Requested | Percent of Total | Number | Percent of Total |
|------------------|---------------------------|--------------------------------|-------------------------|---------------|-------------------------|
| Milwaukee | Milwaukee County | 9,511,901 | 27.0 | 11 | 20.8 |
| | Village of Bayside | 64,000 | 0.2 | 1 | 1.9 |
| | Village of Fox Point | 168,773 | 0.5 | 1 | 1.9 |
| | City of Franklin | 1,760,000 | 5.0 | 1 | 1.9 |
| | City of Milwaukee | 12,572,693 | 35.7 | 20 | 37.7 |
| | Milwaukee Public Schools | 1,596,784 | 4.5 | 4 | 7.5 |
| | City of Oak Creek | 48,000 | 0.1 | 1 | 1.9 |
| | Village of Shorewood | 398,608 | 1.1 | 1 | 1.9 |
| | City of Wauwatosa | 2,700,846 | 7.7 | 3 | 5.7 |
| | Wauwatosa School District | 50,676 | 0.1 | 1 | 1.9 |
| | City of West Allis | 399,360 | 1.1 | 1 | 1.9 |
| | Village of Whitefish Bay | 593,600 | 1.7 | 2 | 3.8 |
| | Wisconsin Bike Fed | 344,960 | 1.0 | 1 | 1.9 |
| | | Subtotal | 30,210,201 | 85.8 | 45 |
| Ozaukee | Ozaukee County | 1,436,712 | 4.1 | 2 | 3.8 |
| | City of Mequon | 1,052,000 | 3.0 | 2 | 3.8 |
| | City of Port Washington | 60,000 | 0.2 | 1 | 1.9 |
| | | Subtotal | 2,548,712 | 7.2 | 5 |
| Waukesha | Waukesha County | 2,339,377 | 6.6 | 2 | 3.8 |
| | Village of Lannon | 100,000 | 0.3 | 1 | 1.9 |
| | | Subtotal | 2,439,377 | 6.9 | 3 |
| | Total | 35,198,290 | 100.0 | 53 | 100.0 |

Note: Wisconsin Bike Fed project involved a Milwaukee County-wide SRTS program.

Source: SEWRPC (3/23/26)

Table 3**Total Federal Transportation Alternatives Program Funding Allocated to the Milwaukee Urbanized Area Approved for Each Project Type and the Number of Approved Projects: Fiscal Years 2015-2028**

| Type | Federal Funds Requested | Percent of Total | Number | Percent of Total |
|-------------------------|--------------------------------|-------------------------|---------------|-------------------------|
| Bike/Ped | 12,098,446 | 34.4 | 10 | 18.5 |
| Off-Street Trail | 5,884,347 | 16.7 | 5 | 9.3 |
| Bike Share | 1,672,746 | 4.8 | 4 | 7.4 |
| Pedestrian Improvements | 1,282,173 | 3.6 | 4 | 7.4 |
| Bike Boulevard | 638,400 | 1.8 | 1 | 1.9 |
| Replacement | 7,099,004 | 20.2 | 6 | 11.1 |
| Plan/Guide | 2,031,200 | 5.8 | 11 | 20.4 |
| SRTS-Prog | 2,294,820 | 6.5 | 8 | 14.8 |
| SRTS-Inf | 1,093,446 | 3.1 | 2 | 3.7 |
| Other | 1,103,708 | 3.1 | 3 | 5.6 |
| Total | 35,198,290 | 100.0 | 54 | 100.0 |

Note: Bike/Ped projects include on-street bike/ped accommodations.

Other projects include a bike facility mapping application, bike parking, and bridge plating projects.

Replacement projects include reconstruction or rerouting of existing bicycle accommodation.

Source: SEWRPC (3/23/26)

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PROPOSED MILWAUKEE URBANIZED AREA PROJECT PRIORITIZATION AND SELECTION

The following are Commission staff recommended considerations in the project prioritization and selection process for the Milwaukee urbanized area:

- The submitted projects are collectively requesting \$11,127,614, which is more than the available \$8,989,553 of 2029-2030 TAP-MUA funding.
- While the projects are very different, they can be broken into two main categories—non-infrastructure projects (municipal-/county-wide plans and safe routes to school programs) and infrastructure projects (on-street bicycle enhancements, paved shoulders, and pedestrian improvements). Non-infrastructure projects and infrastructure projects represent \$804,640 and \$10,322,974 in requested 2029-2030 TAP-MUA funding, respectively.

Therefore, the Commission staff would propose the following process for project prioritization and selection:

- Since non-infrastructure projects can be obligated by the end of the current FFY, the following three non-infrastructure projects in the current funding cycle would be initially recommended to receive \$804,640 of the available \$8,989,553 in 2029-2030 TAP-MUA funding:
 - Milwaukee Public School’s proposed Safe Routes to School Program (\$588,640);
 - City of Mequon’s proposed study of 2-mile off-road multi-use path to connect two miles of residential areas to two local schools (\$88,000); and
 - City of Wauwatosa’s development of a new Active Transportation Plan (ATP) (\$128,000).

The 9.0 percent of funds initially recommended for the candidate non-infrastructure projects is below the 12.3 percent previously approved for such projects by the Milwaukee TIP Committee.

- For the remaining \$8,184,913 in available 2029-2030 TAP-MUA funding, the nine infrastructure projects (requesting \$10,322,974 in TAP-MUA funding) would be evaluated utilizing a simple scoring procedure that would give priority to projects with the highest level of accommodation, highest level of implementation (new/improvement projects over rehabilitation projects), greatest extent of implementation, and greatest number of pedestrian/bicycle crashes experienced (either along the project itself or on adjacent facilities).

Table 4 provides details of how each of these priorities are applied in the evaluation and scoring of the nine infrastructure projects. For the criterion related to providing up to one point to projects serving low-income populations, Map 1 shows the location of the nine infrastructure projects in comparison to the concentration of people living in poverty.

Table 5 shows the results of the application of the scoring procedures developed for evaluating the seven infrastructure projects. The infrastructure projects were then ranked based on their project score, as shown on Table 6. In cases where two or more projects receive the same score, the project with the lower overall cost was prioritized.

Table 4
Scoring Procedures for Infrastructure Projects for Years 2029-2030 TAP-MUA

| Points Received | Level of Implementation ^a | Extent of Project ^b | | Number of Bicycle/Pedestrian Crashes (2018-2022) ^c | Delivery of Benefits ^d | Serving Concentrations of Low-Income Populations ^e |
|-----------------|---|--------------------------------|---------------------|---|--|---|
| | | Length of Project (mi) | Number of Locations | | | |
| 4 | Off-Street Bicycle/Pedestrian Path | >2.4 | >12 | >15 | New Construction | |
| 3 | Arterial Accommodations -Enhanced | 1.7-2.4 | 9-12 | 11-15 | Improvement of Existing Facilities | |
| 2 | Arterial Accommodations - Conventional | 0.8-1.6 | 5-8 | 6-10 | Rehabilitation/ Replacement of Existing Facilities | |
| 1 | Non-Arterial Connection Accommodations ^f | <0.8 | 1-4 | 1-5 | | Within a concentrated area |
| 0 | Other Non-Arterial Accommodations | | | 0 | | Not within a concentrated area |
| +1 Point | | | | At least one fatality or serious injury | | |

^a Points for this criterion are given based on the level of bicycle/pedestrian accommodation proposed to be provided by the candidate project. Under this criterion, projects providing an off-street bicycle path in a separate right-of-way are prioritized over projects within a roadway right-of-way as the former are generally stand-alone projects and are more difficult to implement without additional funding (as opposed to projects within a roadway right-of-way that could be implemented as part of roadway rehabilitation or reconstruction project). With respect to projects along roadways, projects on a higher functional class roadway are prioritized over lower functional class roadways. Additionally, projects that implement enhanced bicycle/pedestrian measures (for example, separated/buffered bike lanes, pedestrian bump-outs/medians, and bicycle/pedestrian signals) are prioritized over projects that implement conventional accommodations.

^b Points for this criterion are given based on the length of the project or the number of locations, with projects providing the longest length or highest number of locations being prioritized.

^c Points for this criterion are given based on the number of crashes involving a bicycle or pedestrian that occurred within the project limits (or on adjacent parallel arterial roadways for off-street projects) in the years 2018 through 2022. Under this criterion, priority is given to the projects with the highest number of such crashes. In addition, if at least one of the crashes that occurred involved a fatality or serious injury, 1 point was given to the project. Details of the pedestrian/bicycle crashes in proximity of the projects are reviewed and crashes that would not have the potential to be impacted by the proposed project are not included.

^d Points for this criterion are given based on whether the project represents construction of a new bicycle/pedestrian infrastructure, an improvement to an existing bicycle/pedestrian infrastructure to improve system operation (including widening of 2 or more feet, rerouting/relocation, and provision of improved safety enhancements), or rehabilitation/replacement of existing bicycle/pedestrian infrastructure (including resurfacing and reconstruction).

^e A point is given for this criterion based on whether a portion of the project is located in a concentration of families in poverty, as shown on Map 1 of this memorandum.

^f Includes projects identified on the regional bicycle network as non-arterial connections between planned off-street bicycle/pedestrian paths.

Source: SEWRPC (3/23/26)

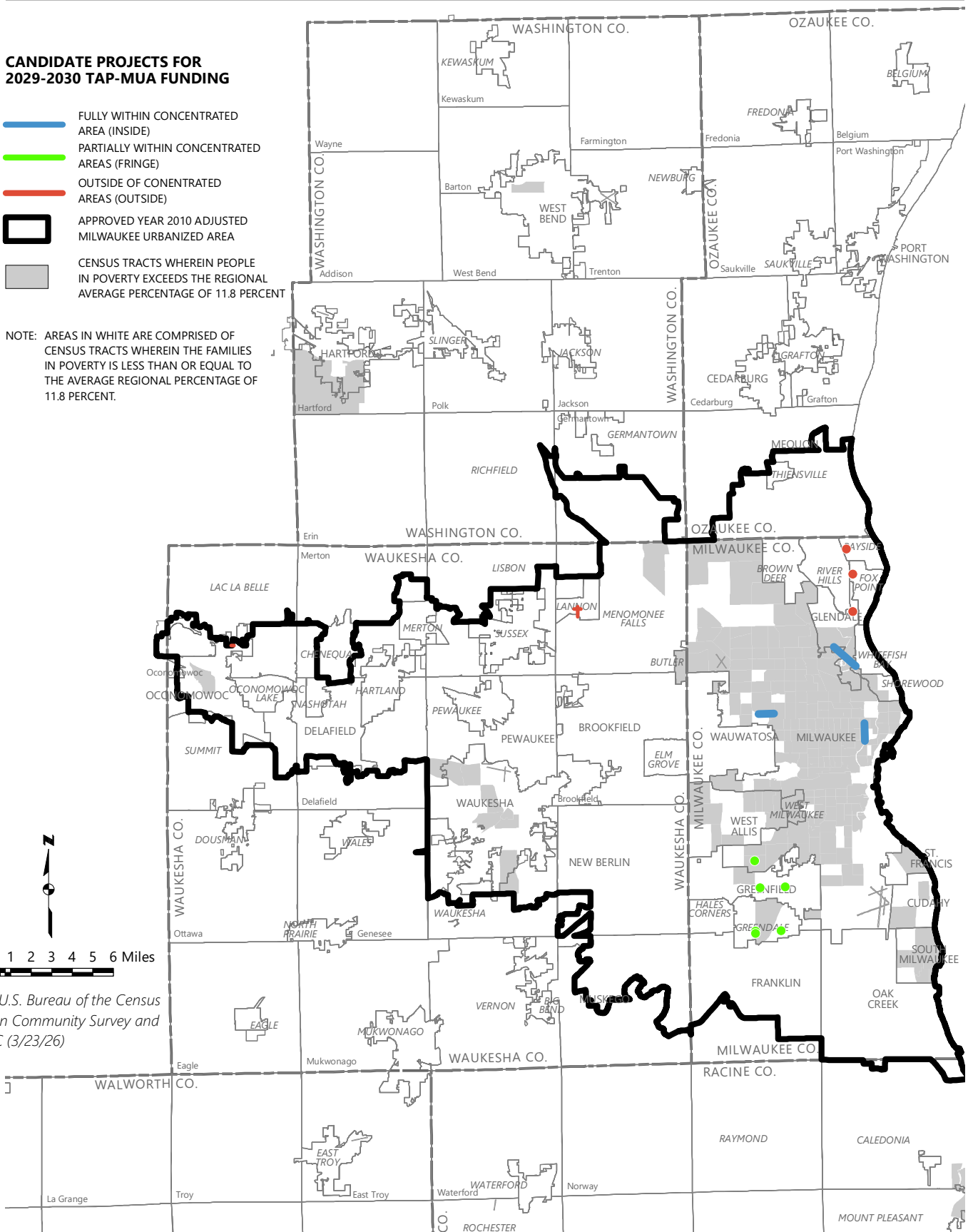
Map 1

Comparison of Candidate Projects for 2029-2030 TAP-MUA Funding to Location of Concentrations of People in Poverty within Southeastern Wisconsin (2020-2024)

CANDIDATE PROJECTS FOR 2029-2030 TAP-MUA FUNDING

- FULLY WITHIN CONCENTRATED AREA (INSIDE)
- PARTIALLY WITHIN CONCENTRATED AREAS (FRINGE)
- OUTSIDE OF CONCENTRATED AREAS (OUTSIDE)
- APPROVED YEAR 2010 ADJUSTED MILWAUKEE URBANIZED AREA
- CENSUS TRACTS WHEREIN PEOPLE IN POVERTY EXCEEDS THE REGIONAL AVERAGE PERCENTAGE OF 11.8 PERCENT

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS TRACTS WHEREIN THE FAMILIES IN POVERTY IS LESS THAN OR EQUAL TO THE AVERAGE REGIONAL PERCENTAGE OF 11.8 PERCENT.



Source: U.S. Bureau of the Census American Community Survey and SEWRPC (3/23/26)

Table 5
Evaluation of Candidate Infrastructure Projects for FFY 2029-2030 TAP-MUA Funding

| Sponsor | Project Description | Level of Implementation | | Extent of Project | | | Bicycle/Pedestrian Crashes | | | | Delivery of Benefits | | Serving Concentrations of Low-Income Populations | | Total Points |
|------------------------|---|--|--------|-------------------|------------------------------|--------|----------------------------|--------|----------------------------|--------|--|--------|--|--------|--------------|
| | | Type | Points | Length or Count | Length (mi.) / Locations (#) | Points | Number | Points | Fatality or Serious Injury | Points | Type | Points | Location Type | Points | |
| Village of Lannon | Construction of sidewalk facilities along Lannon Rd at its intersection with Good Hope Rd | Arterial Accommodations - Conventional | 2 | Length | 0.47 | 1 | 0 | 0 | No | 0 | New Construction | 4 | Not Within a Concentrated Area | 0 | 7 |
| | Construction of sidewalk facilities along Good Hope Rd and cross walk installation at its intersection with Lannon Rd | Arterial Accommodations - Conventional | 2 | Length | 0.31 | 1 | 0 | 0 | No | 0 | New Construction | 4 | Not Within a Concentrated Area | 0 | 7 |
| Milwaukee County | Construction of crossing improvements along S 76th St in the Village of Greendale | Arterial Accommodations - Enhanced | 3 | Count | 3 | 1 | 0 | 0 | No | 0 | New Construction | 4 | Within a concentrated Area | 1 | 9 |
| | Construction of crossing improvements along N. Port Washington Rd. in the Villages of Bayside, Fox Point, and the City of Glendale | Arterial Accommodations - Enhanced | 3 | Count | 3 | 1 | 1 | 1 | No | 0 | New Construction | 4 | Not Within a Concentrated Area | 0 | 9 |
| | Construction of crossing improvements along S 76th St and W Layton Ave in the City of Greenfield | Arterial Accommodations - Enhanced | 3 | Count | 3 | 1 | 0 | 0 | No | 0 | New Construction | 4 | Within a concentrated Area | 1 | 9 |
| Milwaukee County Parks | Replacement of two aging Oak Leaf Trail bridges along the former Union Pacific Railroad Corridor that cross I-43 and Port Washington Rd in Glendale near Lincoln Park | Off-street bicycle/pedestrian path | 4 | Count | 1 | 1 | 0 | 0 | No | 0 | Rehabilitation/ Replacement of Existing Facilities | 2 | Within a concentrated Area | 1 | 8 |
| City of Milwaukee | Construction of 0.8 miles of protected bike lanes and pedestrian safety improvements along N Holton St | Arterial Accommodations - Enhanced | 3 | Length | 0.8 | 2 | 6 | 2 | Yes | 1 | New Construction | 4 | Within a concentrated Area | 1 | 12 |
| | Construction of 0.75 miles of protected bike lanes and pedestrian safety improvements along W Burleigh St | Arterial Accommodations - Enhanced | 3 | Length | 0.75 | 1 | 1 | 1 | No | 0 | New Construction | 4 | Within a concentrated Area | 1 | 10 |
| City of Oconomowoc | Construction of a pedestrian/bicycle crossing at the intersection of Lake Drive and Hwy 16/67 to connect the Nature Hill Intermediate School to the residential areas east of Hwy 16/67 | Arterial Accommodations - Enhanced | 3 | Length | 1.2 | 2 | 0 | 0 | No | 0 | New Construction | 4 | Not Within a Concentrated Area | 0 | 9 |

Note: For the bicycle/pedestrian crashes: Tot. = number of total pedestrian/bicycle crashes, Fat./S.I. = number of fatalities or serious injuries.

Source: SEWRPC (3/23/26)

Based on the results of applying the proposed scoring procedure to the nine infrastructure projects, six projects requesting \$6,743,818 in TAP-MUA funding would fall below the remaining \$8,184,913 of available TAP-MUA funding—\$1,441,095 in remaining 2029-2030 TAP-MUA funding:

- City of Milwaukee 's proposed project to construct 0.8 miles of protected bike lanes and pedestrian safety improvements along N. Holton St. (\$1,741,162);
- City of Milwaukee 's proposed project to construct 0.75 miles of protected bike lanes and pedestrian safety improvements along W. Burleigh St. (\$1,549,505);
- Milwaukee County's proposed project to construct crossing improvements along S. 76th St. and W. Layton Ave. in the City of Greenfield (\$522,418);
- Milwaukee County's proposed project to construct crossing improvements along N. Port Washington Rd. in the Villages of Bayside, Fox Point, and the City of Glendale (\$664,531);
- Milwaukee County's proposed project to construct crossing improvements along S. 76th St. in the Village of Greendale (\$770,224); and
- City of Oconomowoc's proposed project to construct a pedestrian and bicycle crossing at the intersection of Lake Drive and Hwy 16/67 to connect the Nature Hill Intermediate School neighborhood area to the residential areas east of Hwy 16/67 project (\$1,495,978).

Based on application of the evaluation and prioritization process described in this memorandum, nine projects are initially recommended for \$7,548,458 in 2029-2030 TAP-MUA funding. However, as the amount recommended is \$1,441,095 less than the \$8,989,553 available to new projects, the Commission staff have the following suggestions for the remaining TAP-MUA funding.

- Fully fund the Village of Lannon's proposed project to construct sidewalk facilities along Good Hope Rd and cross walk installation at its intersection with Lannon Rd project (\$409,480)
- Partially fund the Milwaukee County Parks' proposed project to replace two aging Oak Leaf Trail bridges along the former Union Pacific Railroad Corridor that cross I-43 and Port Washington Rd in Glendale near Lincoln Park project (\$1,031,615)

As a result, 11 projects would initially be recommended for \$8,989,553, as shown on Table 7, which includes \$2,295,188 in non-infrastructure projects and preliminary engineering costs that have the potential to be obligated in 2026 should additional funding become available. Based on the Milwaukee County Parks project receiving partial funding (\$1,031,615 of the requested \$2,669,300), the Commission staff would prioritize this project for additional funding. Should no additional funding become available, this project would be first priority (that is, guaranteed) TAP-MUA funding in the next cycle in two years.

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Table 6
Ranking of Candidate Infrastructure Projects for 2029-2030 TAP-MUA Funding
Based on Application of the Evaluation Criteria

| Sponsor | Project Title | Local Priority | Total Points | Total Requested Federal Funds | Total Cumulative Requested Federal Funds |
|------------------------|---|-----------------------|---------------------|--------------------------------------|---|
| City of Milwaukee | Construction of 0.8 miles of protected bike lanes and pedestrian safety improvements along N Holton St | 1 | 12 | \$1,741,162 | \$4,477,616 |
| City of Milwaukee | Construction of 0.75 miles of protected bike lanes and pedestrian safety improvements along W Burleigh St | 2 | 10 | \$1,549,505 | \$4,477,616 |
| City of Milwaukee | Construction of crossing improvements along S 76th St and W Layton Ave in the City of Greenfield | 2 | 9 | \$522,418 | \$4,477,616 |
| Milwaukee County | Construction of crossing improvements along N. Port Washington Rd. in the Villages of Bayside, Fox Point, and the City of Glendale | 3 | 9 | \$664,531 | \$4,477,616 |
| Milwaukee County | Construction of crossing improvements along S 76th St in the Village of Greendale | 1 | 9 | \$770,224 | \$5,247,840 |
| City of Oconomowoc | Construction of a pedestrian/bicycle crossing at the intersection of Lake Drive and Hwy 16/67 to connect the Nature Hill Intermediate School to the residential areas east of Hwy 16/67 | 1 | 9 | \$1,495,978 | \$6,743,818 |
| Milwaukee County Parks | Replacement of two aging Oak Leaf Trail bridges along the former Union Pacific Railroad Corridor that cross I-43 and Port Washington Rd in Glendale near Lincoln Park | 1 | 8 | \$2,669,300 | \$9,413,118 |
| Village of Lannon | Construction of sidewalk facilities along Good Hope Rd and cross walk installation at its intersection with Lannon Rd | 2 | 7 | \$409,480 | \$9,822,598 |
| Village of Lannon | Construction of sidewalk facilities along Lannon Rd at its intersection with Good Hope Rd | 1 | 7 | \$500,376 | \$10,322,974 |

Note: The red line represents the cut-off line for funding based on the available \$8,184,913 in TAP-MUA for candidate infrastructure projects.

Source: SEWRPC (3/23/26)

Table 7
Recommended Projects for FFY 2027-2028 TAP-MUA Funding

| Sponsor | Project Title | Local Priority | Project Type | Amount of Federal Funds Recommended | | |
|---------------------------------|---|----------------|-------------------------|--|------------------|------------------|
| | | | | Non-Infrastructure/ Preliminary Engineering | Construction | Total |
| Village of Lannon | Construction of sidewalk facilities along Good Hope Rd and cross walk installation at its intersection with Lannon Rd | 2 | Pedestrian Improvements | 68,000 | 341,480 | 409,480 |
| City of Mequon | Study of 2-mile off-road multi-use path to connect two miles of residential areas to two local schools | 1 | Plan/Guide | 88,000 | -- | 88,000 |
| Milwaukee County | Construction of crossing improvements along S 76th St in the Village of Greendale | 1 | Bike/Ped | 220,064 | 550,160 | 770,224 |
| | Construction of crossing improvements along S 76th St and W Layton Ave in the City of Greenfield | 2 | Bike/Ped | 146,578 | 375,840 | 522,418 |
| | Construction of crossing improvements along N. Port Washington Rd. in the Villages of Bayside, Fox Point, and the City of Glendale | 3 | Bike/Ped | 186,451 | 478,080 | 664,531 |
| Milwaukee County Parks | Replacement of two aging Oak Leaf Trail bridges along the former Union Pacific Railroad Corridor that cross I-43 and Port Washington Rd in Glendale near Lincoln Park | 1 | Off-Street Trail | 318,615 | 713,000 | 1,031,615 |
| Milwaukee Public Schools | Milwaukee Public Schools Safe Routes to School Program | 1 | SRTS Plan/Program | 588,640 | -- | 588,640 |
| City of Milwaukee | Construction of 0.8 miles of protected bike lanes and pedestrian safety improvements along N Holton St | 1 | Bike/Ped | 280,794 | 1,460,368 | 1,741,162 |
| | Construction of 0.75 miles of protected bike lanes and pedestrian safety improvements along W Burleigh St | 2 | Bike/Ped | 270,046 | 1,279,459 | 1,549,505 |
| City of Oconomowoc | Construction of a pedestrian/bicycle crossing at the intersection of Lake Drive and Hwy 16/67 to connect the Nature Hill Intermediate School to the residential areas east of Hwy 16/67 | 1 | Bike/Ped | 0 | 1,495,978 | 1,495,978 |
| City of Wauwatosa | Development of a new Active Transportation Plan (ATP) | 1 | Plan/Guide | 128,000 | | 128,000 |
| TOTAL | | | | 2,295,188 | 6,694,365 | 8,989,553 |

Source: SEWRPC (3/23/26)