MEMORANDUM REPORT NO. 125

ASSESSMENT OF CONFORMITY OF THE YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN AND THE 1998-2000 TRANSPORTATION IMPROVEMENT PROGRAM WITH RESPECT TO THE STATE OF WISCONSIN AIR QUALITY IMPLEMENTATION PLAN

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MEMORANDUM REPORT
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ASSESSMENT OF CONFORMITY OF THE YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN AND THE 1998-2000 TRANSPORTATION IMPROVEMENT PROGRAM WITH RESPECT TO THE STATE OF WISCONSIN AIR QUALITY IMPLEMENTATION PLAN

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INTRODUCTION

This report is intended to provide the basis for a determination that the year 2020 regional transportation system plan and the 1998-2000 transportation improvement program are in conformance with the State of Wisconsin Implementation Plan for Air Quality, and, specifically, in conformance with the State Implementation Plan for Air Quality submitted to the U. S. Environmental Protection Agency by the Wisconsin Department of Natural Resources in November 1993. The report is also intended to demonstrate that the 1998-2000 Transportation Improvement Program serves to implement the year 2020 transportation plan.[1]

This finding of conformity is for the six-county severe nonattainment area for ozone standards within Southeastern Wisconsin, consisting of Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties, as well as for Walworth County, a marginal nonattainment area for ozone standards. The Wisconsin Department of Natural Resources has applied for redesignation of Walworth County to an attainment area, and has received approval of that redesignation. A conformity finding, however, is still required as part of the air quality maintenance plan for Walworth County.

An initial stage of the Federally required State Implementation Plan was submitted to the Federal government by the Wisconsin Department of Natural Resources in November 1993. That plan implements a set of actions required to achieve a 15 percent reduction in volatile organic compound emissions from 1990 to 1996. The plan included a 1996 budget for mobile source emissions in

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[1]The year 2020 regional transportation plan is documented in SEWRPC Planning Report No. 46, A Regional Transportation System Plan for Southeastern Wisconsin: 2020. The 1998-2000 Transportation Improvement Program is documented in a report entitled A Transportation Improvement Program for Southeastern Wisconsin: 1998-2000.

Southeastern Wisconsin. The U.S. Environmental Protection Agency approved Wisconsin's plan in March 1996.

The 1990 Clean Air Act Amendments originally required Wisconsin to submit an attainment demonstration State Implementation Plan for the year 2007 by November of 1994. In recognition of the effect that the long range transport of ozone has on the air quality in the Lake Michigan region and other ozone nonattainment areas, the U.S. Environmental Protection Agency issued a Guidance Memorandum on March 2, 1995. The memorandum indicated that the attainment demonstration State Implementation Plan would require nonattainment areas such as Southeastern Wisconsin to commit to Phase I and Phase II activities. Phase I required Wisconsin to commit to a long range ozone transport study with a multi-state Ozone Transport Assessment Group (OTAG) and to continue to make Rate of Progress (ROP) reductions in ozone emissions at the rate of 3 percent per year. Phase 2 requires Wisconsin to develop a year 2007 attainment demonstration plan based on the results of the OTAG study when completed.

Wisconsin Bureau of Air Management staff have been actively involved in the study of long range ozone transport with the OTAG. Wisconsin is currently evaluating how it might meet 3 percent ROP through the year 1999. As a result of the current situation, there is no post-1996 mobile source emission budget for Southeastern Wisconsin. However, the continued implementation of reformulated gasoline, the enhanced Inspection/Maintenance program, and fleet turnover to lower polluting vehicles will result in substantial reductions in mobile source emissions by the year 2007.

The U. S. Environmental Protection Agency and Department of Transportation have established criteria and procedures to be used by a Metropolitan Planning Organization (MPO) in making conformity determinations of regional transportation system plans and transportation improvement programs. The Southeastern Wisconsin Regional Planning Commission is the gubernatorially designated Federal MPO for the Kenosha, Milwaukee, and Racine urbanized areas. The conformity criteria established by the U. S. Environmental Protection Agency were set forth in the November 24, 1993, Federal Register (40CFR Part 51), and criteria with respect to both volatile organic compounds and nitrogen oxides apply to Southeastern Wisconsin. Amendments to those conformity criteria were established by the U. S.

Environmental Protection Agency in the August 29, 1993; November 14, 1995; and August 15, 1997 Federal Register. These Federal regulations, however, do not clearly identify the conformity criteria which should be applied at this time as those regulations did not anticipate the conduct of the current U. S. Environmental Protection Agency study of long range transport, and the attendant deferral of completion of final State Implementation Plans demonstrating attainment of ozone standards by the year 2007. The Commission, the Wisconsin Department of Natural Resources, and the Wisconsin Department of Transportation have adopted a memorandum of agreement regarding the conduct of transportation plan and program conformity determinations, which has been approved by the U. S. Environmental Protection Agency.

The U. S. Environmental Protection Agency has advised the Regional Planning Commission staff that the conformity criteria which--given the existing situation--should now be applied are those of the "transitional period" with respect to volatile organic compounds. The conformity criteria which apply to volatile organic compounds under the transitional period are the most comprehensive; that is, they require the satisfaction of all criteria required under any other period, as well as certain additional criteria. The conformity criteria which the U. S. Environmental Protection Agency has recommended be applied with respect to nitrogen oxides are those of the interim period, which is the period of time prior to submittal of an implementation plan with respect to nitrogen oxides emissions.

The next section of this report describes the regional transportation system plan for the year 2020 for the seven-county Southeastern Wisconsin Region. The following section describes the 1998-2000 transportation improvement program prepared to implement the new plan. The remaining sections of this report then identify the six specific criteria which have been established by the U. S. Environmental Protection Agency for use in the determination of transportation system plan and improvement program conformity. These sections also indicate the extent to which the transportation improvement program, as well as the regional transportation system plan, meet each of these criteria. The assessment of conformity with respect to each criterion concludes that the regional transportation system plan and the 1998-2000 transportation improvement program are in conformance with the State Implementation Plan for Air Quality.

It is important to note that the regional transportation system plan for Southeastern Wisconsin and the State Implementation Plan for Air Quality, and the transportation improvement program, have been prepared in a cooperative manner by the Regional Planning Commission and the Wisconsin Department of Natural Resources. The preparation of the two plans has been extensively coordinated. The same inventories and forecasts of vehicle-miles of travel and air pollutant emissions utilized in the preparation of regional transportation system plans have been used in the preparation of the State Implementation Plan. The emission factors which the Commission utilized to estimate the air pollutant emissions under the regional transportation system plan and transportation improvement program, and in the preparation of this conformity determination of the transportation plan and program were provided by the Wisconsin Department of Natural Resources and are the emission factors that the Department utilized in the preparation of the State Implementation Plan. In addition, the Wisconsin Department of Natural Resources has relied upon the regional transportation system plan for the identification and evaluation of transportation control measures considered for incorporation into the State Implementation Plan.

REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN: 2020

The design year 2020 regional transportation system plan is an extension in time of the design year 2010 plan, which was completed and adopted by the Commission in December 1994. The year 2020 plan is documented in SEWRPC Planning Report No. 46, A Regional Transportation System Plan for Southeastern Wisconsin: 2020, and the previous year 2010 plan is documented in SEWRPC Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010. The year 2020 regional transportation system plan is based upon a year 2020 regional land use plan, which has its own important implications for the preservation and enhancing of the environment within the Region, including the containment of urban sprawl, the preservation of environmental corridors, and the preservation of prime agricultural lands. The year 2010 regional land use and transportation plans, upon which the new year 2020 plans are based, have been adopted by the County Boards of all of the seven counties comprising the Southeastern Wisconsin Region as their official guide to land use and transportation development, and have also been endorsed by the Wisconsin Department of Transportation.

The regional transportation system plan has been developed to meet the requirements of a Federally defined congestion management system, including the definition of performance measures to establish congestion problems and to assist in the evaluation of alternative measures to address congestion and the evaluation and recommendation of alternative measures to resolve the identified congestion problems. The development and evaluation of transportation alternatives which would address existing and anticipated future traffic congestion problems was done in a disciplined way so as to ensure that highway capacity expansion projects were proposed for inclusion in the plan only as a last resort. Appropriate, detailed, quantified attention was paid to determining the extent to which a wide variety of transportation system management measures, including pricing, land use, traffic management, and transit, could be used to resolve congestion problems. Once that extent was determined, highway capacity improvements proposals were placed into the plan to resolve most, but not all, of the residual congestion problems. The data collection and monitoring of the levels of the identified performance measures, and of the implementation of the recommended transportation actions and their effectiveness is proposed to be conducted on a three-year cycle along with transportation system plan appraisal.

Also, the year 2020 transportation system plan has been developed to be fiscally constrained, pursuant to U. S. Department of Transportation metropolitan planning regulations (23CFR Part 450). The total costs of the plan, including both capital and operating costs, were estimated and compared to existing available Federal, State, and local revenues. All funding shortfalls were identified and proposed new revenue sources and strategies to obtain these new revenues were proposed.

Land Use Plan

The regional transportation system plan is designed to serve the adopted regional land use plan for the year 2020. The adopted design year 2020 regional land use plan is described in summary form in Chapter III entitled, "Regional Growth and Change and the Year 2020 Regional Land Use Plan," of SEWRPC Planning Report No. 46, A Regional Transportation System Plan for Southeastern Wisconsin: 2020, and is fully documented in SEWRPC Planning Report No. 45, A Regional Land Use Plan for Southeastern Wisconsin: 2020. The regional land use plan recommends attainment of a centralized regional settlement pattern and seeks to control and

reverse current land use development trends. The plan, as shown on Map 1, recommends stabilization and revitalization of the urban centers of the Region, particularly of the Milwaukee, Racine, and Kenosha urbanized areas. It recommends that new urban development be encouraged to occur largely as infill in existing urban centers, and in defined urban growth areas emanating outward from the existing urban centers of the Region. Moreover, new urban development in the defined urban growth areas is proposed to occur at densities which can efficiently and effectively support essential urban services, including water supply, sanitary sewerage, and importantly, public transit.

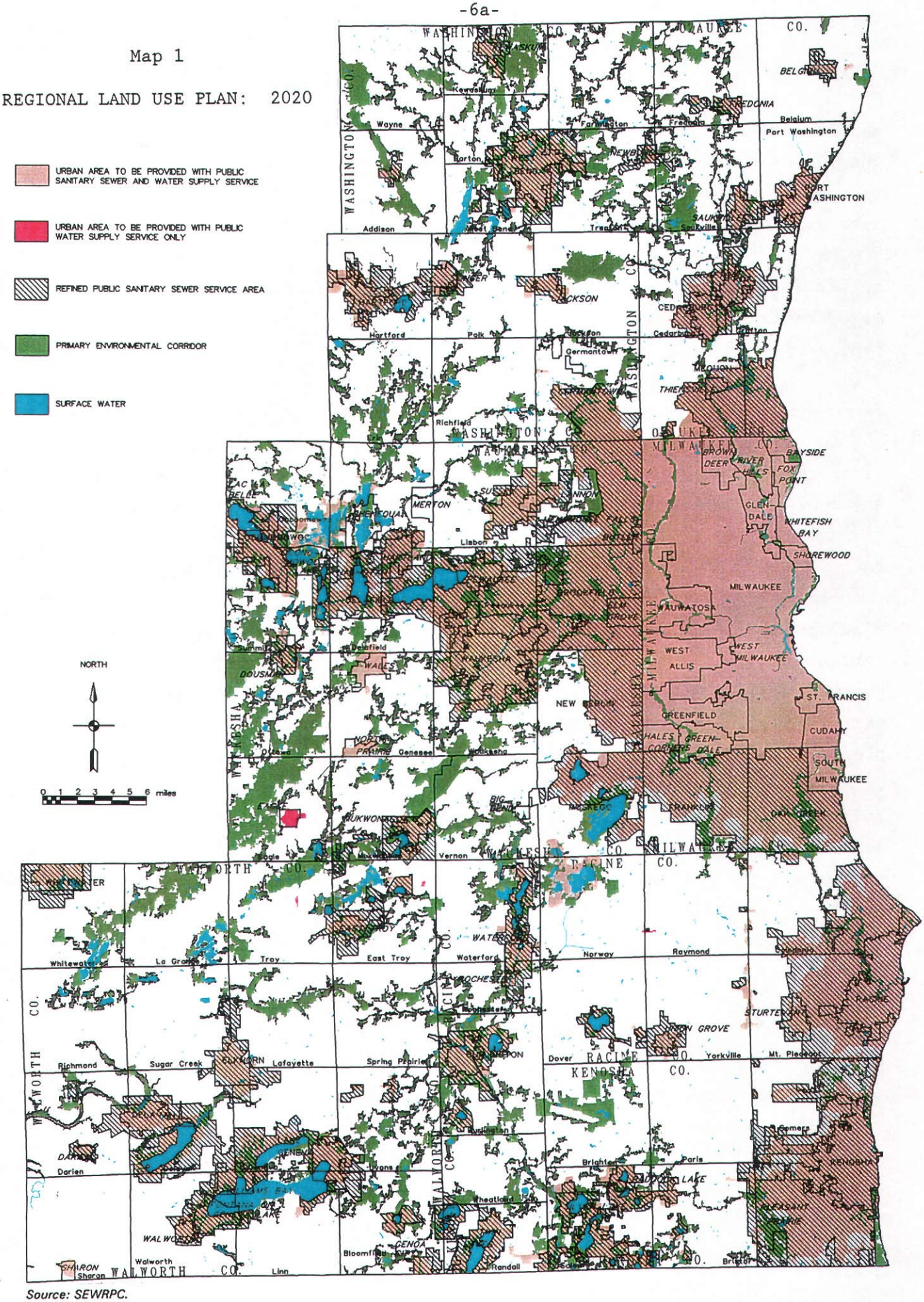
The plan also seeks to discourage and reduce urban sprawl, which typically involves use of onsite sewage disposal and water supply facilities. Such decentralized development is costly and difficult, if not impossible, to serve efficiently with public transit, and reduces the potential for carpooling. In addition, the number of trips required to serve such development and the length of those trips may be expected to be higher than for comparable centralized development. Urban development occurring in a scattered, low-density pattern also results in a demand for urban facilities and services, such as improved highways, throughout a widespread area of mixed rural-urban land uses, and can result in conflicts with, and diseconomies for, remaining agricultural uses.

Although the land use plan envisions continued reliance on the private land market as the major determinant of the location, density, and character of future land use development within the Region, it proposes to influence the operation of that market and its effects on land use development through public land use development regulations in order to promote a more orderly and economic regional development pattern, to avoid intensification of existing and the creation of new areawide developmental and environmental problems, and to achieve a more healthful and attractive, as well as more efficient, regional settlement pattern.

The plan seeks to influence the operation of the private land market in three significant ways. First, the plan recommends that urban development be encouraged to occur only in those areas of the Region which are covered by soils suitable for such development; which are not subject to special hazards, such as flooding and shoreline erosion; and which can be readily served by essential municipal facilities and services, including centralized public sanitary

Map 1

REGIONAL LAND USE PLAN: 2020



Source: SEWRPC.

sewerage, water supply, and public transit service. The plan further recommends that new residential development in the defined urban growth areas occur primarily in planned neighborhoods at medium urban densities, averaging about five dwelling units per net residential acre. In this respect, the plan seeks to moderate the declining trend in urban population density experienced within the Region. The plan envisions a total of 27 major industrial centers and 18 major commercial centers within existing urban areas and areas proposed to be converted to urban use by the plan design year 2020.

Second, the plan recommends the protection of all remaining primary environmental corridors of the Region from intrusion by incompatible urban development, and discourages the location of urban development, as well, in the secondary environmental corridors and isolated natural areas. The primary environmental corridors encompass only about 17 percent of the total area of the Region and include all the major lakes and streams and most of the associated undeveloped shorelands and floodlands; most of the best remaining woodlands, wetlands, and wildlife habitat areas; areas with rough topography and significant geologic formations; most of the best remaining sites having scenic, historic, and scientific value; the major groundwater recharge and discharge areas; and many existing park sites and most of the best remaining potential park sites. The preservation of these corridors is important to the maintenance of a high level of environmental quality in the Region, to the protection of its natural beauty and cultural heritage, and to the provision of opportunities for certain scientific, educational, and recreational activities. The exclusion of urban development from these corridors will also prevent the creation of serious and costly development problems, such as wet and flooded basements, pavement and building foundation failures, and excessive clearwater infiltration and inflow into sanitary sewerage facilities.

Third, the plan recommends the retention in essentially rural use of almost all remaining prime agricultural lands, consisting of the most productive farmlands and units in the Region. Protection and preservation of this prime agricultural land is recommended not only for economic reasons, but also to assure the wholesomeness of the future regional environment and to contribute to the preservation of the unique cultural heritage of the Region, as well as of its natural beauty.

Although the adopted regional land use plan contains many other recommendations for guiding land use development within the Region into a better settlement pattern, the three recommendations summarized above are the most important.

The regional transportation system plan is designed to serve the regional land use plan and not a projection of current land use development trends toward further decentralization of population, employment, and urban land uses. Thus, if transportation facilities and services do indeed shape land use development, implementation of the transportation system plan should promote implementation of the land use plan, which recommends a desirable pattern of future land use with respect to travel requirements.

Transportation System Plan

The year 2020 transportation system plan has three principal components: public transit, transportation systems management, and arterial streets and highways. These three components are described in the following sections.

Public Transit: The regional transportation system plan calls for major increases in the levels of rapid and express transit service provided within the Region, as well as increases in the level of local service provided (see Table 1). The plan proposes the development of a true system of rapid and express transit routes integrated with local transit service. Rapid transit routes would operate within all major travel corridors oriented to the Milwaukee central business district (CBD), with express transit operating over a grid pattern of routes largely within Milwaukee County. In total, the plan proposes an approximately 69 percent increase in transit service as measured by vehicle-miles of service, from the current 66,100 vehicle-miles of such service in 1995 to 111,500 vehicle-miles in 2020. This increase embodies the combined effects of proposed improvements in the frequency of operation of rapid and express transit and the additions and extensions of rapid, express, and local transit routes. The transit recommendations are shown in graphic summary form on Map 2.

Rapid Transit: The plan recommends that existing freeway flyer bus service within the Region continue to be operated from the Milwaukee CBD southwesterly to the Village of Mukwonago and westerly to the Cities of Waukesha and Oconomowoc, and northerly to the Cities of Mequon, Cedarburg, and Port

Table 1

TRANSIT SYSTEM OPERATING CHARACTERISTICS IN THE REGION: 1995 AND 2020 FINAL RECOMMENDED PLAN

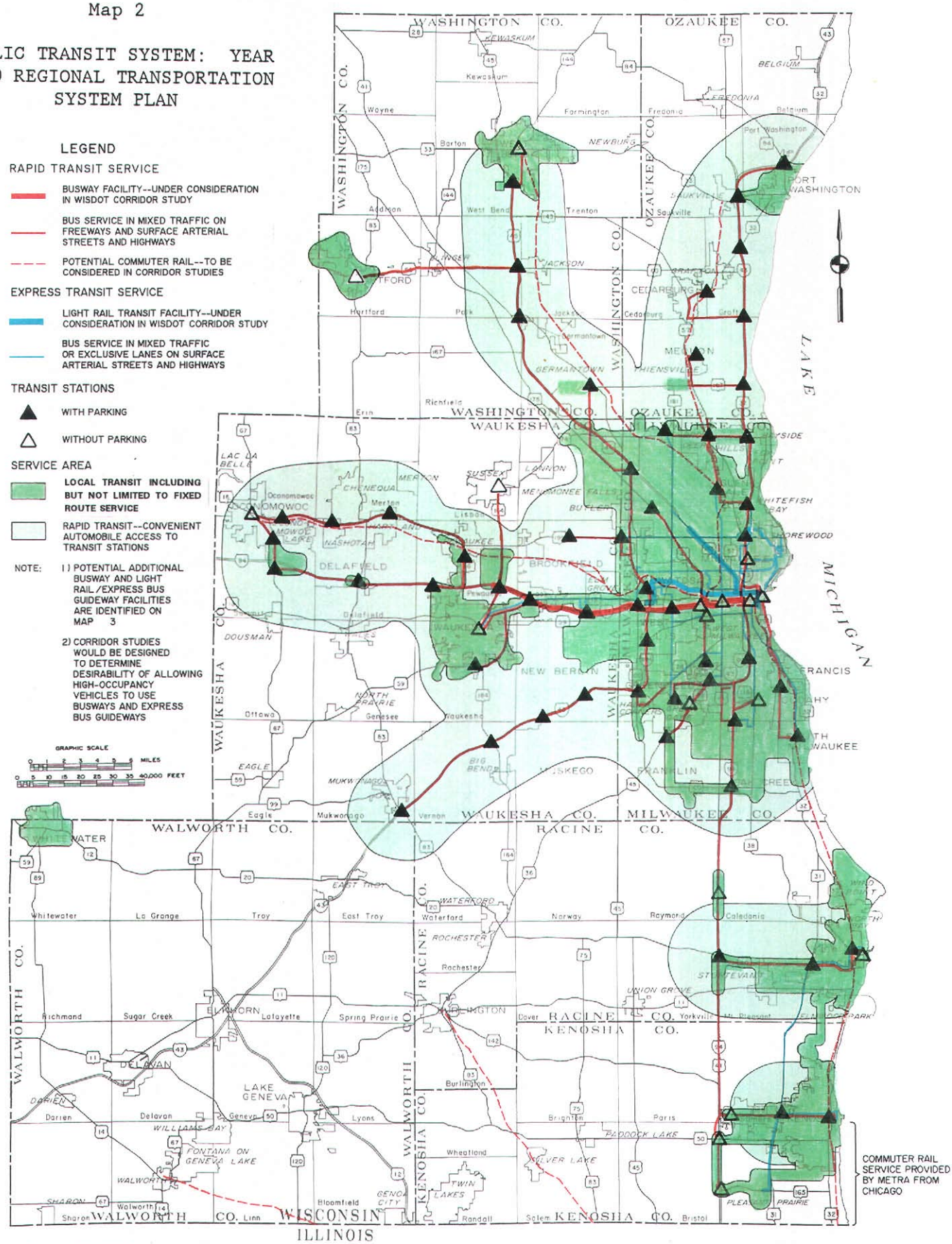
Transit Service Characteristics	Existing 1995	2020
Round-Trip Route Length (miles)		
Rapid Routes	523	1,360
Express Routes	437	430
Local Routes		
Kenosha Urbanized Area	192	210
Milwaukee Urbanized Area	1,135	1,530
Racine Urbanized Area	186	200
Subtotal	1,513	1,940
Total	2,473	3,730
Average Weekday Vehicle Requirements[a]		
Peak Period	537	819
Midday Off-Peak Period	286	375
Revenue Vehicle-Miles (average weekday)		
Rapid	3,800	14,700
Express	5,500	21,500
Local	56,800	75,300
Total	66,100	111,500
Revenue Vehicle-Hours (average weekday)		
Rapid	200	600
Express	320	1,400
Local	4,810	6,600
Total	5,330	8,600

[a]*Represents only the vehicles required for daily system operation. Excludes vehicles needed as spare or backup.*

Source: SEWRPC.

Map 2

PUBLIC TRANSIT SYSTEM: YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN



Source: SEWRPC.

Washington. The plan also proposes the enhancement of the level of freeway flyer bus service provided in these corridors. The plan also calls for the expansion of such service in the south corridor to the Cities of Racine and Kenosha, and in the northwest corridor from its current terminus at the Pilgrim Road transit station in the Village of Menomonee Falls to the City of West Bend. The network of rapid transit routes is shown in red on Map 2. The planned rapid transit system would serve intermediate stations spaced about every three to five miles and would provide service in both directions during both peak periods.

The plan recommends that the number of rapid transit revenue vehicle-miles of service provided be increased by 11,900 vehicle-miles, from 3,800 in 1995 to 14,700 by 2020. Similarly, the plan recommends that the number of rapid transit revenue vehicle-hours of service be increased by 400 vehicle-hours, from 200 in 1995 to 600 by 2020.

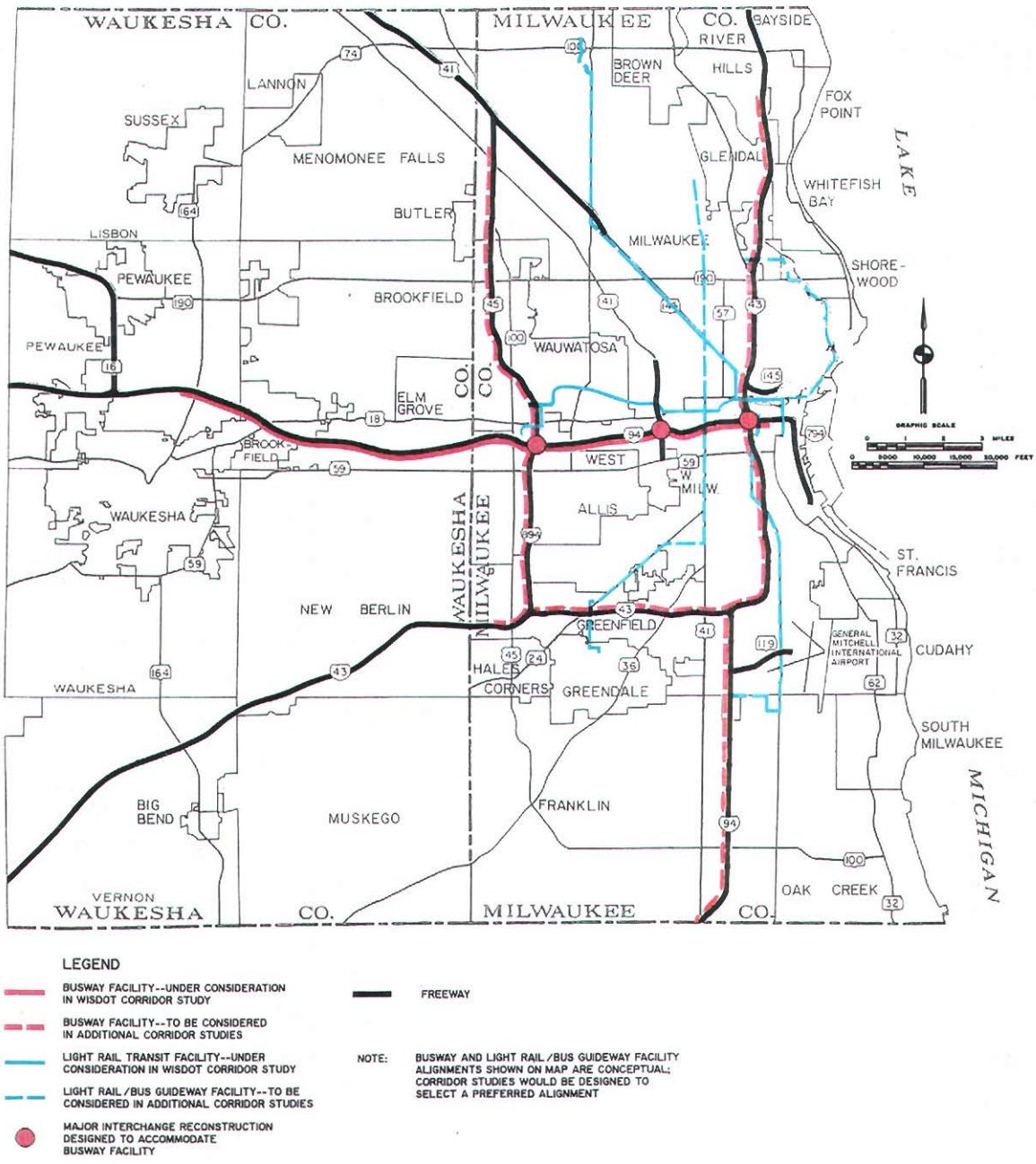
The rapid transit service provided under the recommended plan would operate primarily during peak periods, from 6:00 a.m. to 8:30 a.m. and from 3:30 p.m. to 6:30 p.m. on weekdays. Midday service would be provided over some routes, with limited weekend and evening service. Headways on the rapid transit system would range from five to 30 minutes during peak periods to 30 to 60 minutes during off-peak periods over those routes provided with service during the midday.

The fares for rapid transit service would remain at current 1997 levels, adjusted only for future general price inflation. The freeway flyer rapid transit bus fare for a trip within Milwaukee County would be $1.60. The fare charged for a trip between points within Milwaukee County and the limits of the Milwaukee urbanized area would be $2.10. The fare charged for a trip between the Milwaukee CBD and the outer limits of the rapid transit system would be $3.10.

The plan identifies a potential system of about 60 miles of exclusive busway and high-occupancy vehicle (HOV) facilities (see Map 3). These facilities would be located within, or parallel to, the most heavily congested freeway corridors. The ultimate decision concerning the provision of such facilities would be made following detailed major investment study/preliminary engineering study/final environmental impact statement of the corridors. Therefore, these facilities have not been explicitly included in the regional transportation plan and the

Map 3

POTENTIAL BUSWAY AND LIGHT RAIL/EXPRESS BUS GUIDEWAY FAICLIITES IN THE MILWAUKEE AREA UNDER THE YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN



LEGEND

- BUSWAY FACILITY--UNDER CONSIDERATION IN WISDOT CORRIDOR STUDY
- BUSWAY FACILITY--TO BE CONSIDERED IN ADDITIONAL CORRIDOR STUDIES
- LIGHT RAIL TRANSIT FACILITY--UNDER CONSIDERATION IN WISDOT CORRIDOR STUDY
- LIGHT RAIL/BUS GUIDEWAY FACILITY--TO BE CONSIDERED IN ADDITIONAL CORRIDOR STUDIES
- MAJOR INTERCHANGE RECONSTRUCTION DESIGNED TO ACCOMMODATE BUSWAY FACILITY
- FREEWAY

NOTE: BUSWAY AND LIGHT RAIL/BUS GUIDEWAY FACILITY ALIGNMENTS SHOWN ON MAP ARE CONCEPTUAL; CORRIDOR STUDIES WOULD BE DESIGNED TO SELECT A PREFERRED ALIGNMENT

Source: SEWRPC.

conformity determination of the plan. A major investment study/preliminary engineering study/final environmental impact statement has been underway, and is not yet completed, in the east-west corridor and is considering a busway/high-occupancy vehicle facility (see Map 2).

The plan also recognizes the potential to establish commuter-rail passenger service as an alternative to freeway flyer or exclusive busway rapid transit service in four major Milwaukee-oriented travel corridors: from Milwaukee through the Cities of St. Francis, Cudahy, South Milwaukee, Oak Creek, and Racine to the City of Kenosha over the CP Rail System (former Chicago, Milwaukee, St. Paul & Pacific Railroad Company) and Chicago & North Western Transportation Company railway lines; from Milwaukee through the City of Wauwatosa, Village of Elm Grove, City of Brookfield, Village of Pewaukee, Village of Hartland, City of Delafield, and Village of Nashotah to the City of Oconomowoc over the CP Rail system (former Chicago, Milwaukee, St. Paul & Pacific Railroad Company) railway lines; from Milwaukee through Villages of Germantown and Jackson to the City of West Bend over the CP Rail System (former Chicago, Milwaukee, St. Paul & Pacific Railroad Company), Chicago & North Western Transportation Company, and Wisconsin Central Transportation Corporation (former Chicago & North Western Transportation Company) railway lines; and from Milwaukee through the Village of Brown Deer, City of Cedarburg, and Village of Grafton to the Village of Saukville over the CP Rail System and Wisconsin Central Transportation Corporation (former Chicago, Milwaukee, St. Paul & Pacific Railroad Company) railway lines. The plan also recognizes the potential to provide commuter-rail passenger service in two Chicago-oriented corridors: from the Village of Walworth through Fox Lake, Illinois, to Chicago over Wisconsin & Southern Railroad Company and Metra railway lines (former Chicago, Milwaukee, St. Paul &.Pacific Railroad Company) and from the City of Burlington through the Village of Silver Lake and Antioch, Illinois, to Chicago over Wisconsin Central Transportation Company railway lines (former Soo Line Railroad Company) (see Map 2). Major investment studies would be required for these potential commuter rail facilities and services; as a result, these facilities and services are not explicitly included in the regional plan and its conformity determination. Feasibility studies--a precursor to major investment studies--are underway in three potential commuter rail corridors: Milwaukee to Kenosha, Burlington to Chicago, and Walworth to Chicago.

Express Transit: The regional transportation system plan recommends that 12 regular express transit bus routes be provided in a grid pattern, largely within Milwaukee County. Within the Milwaukee urbanized area, the express transit would be provided in major travel corridors to connect major activity centers, including the Milwaukee CBD and high- and medium-density residential areas. One express transit route would also connect the CBDs of the Cities of Racine and Kenosha. The planned express routes are shown in blue on Map 2.

As shown on Map 3, five travel corridors are identified in the plan as having potential for light-rail express or express bus guideway transit service and would represent upgrading of the proposed express bus transit routes (see Map 3). The ultimate decision concerning the provision of light-rail or express bus guideway facilities in these corridors would be determined in Federally required major investment studies/preliminary engineering studies/final environmental impact statements. Therefore, these facilities have not been explicitly included in the regional transportation plan and the conformity determination of the plan. A major investment study/preliminary engineering study/final environmental impact statement has been underway, and is not yet completed, in the east-west corridor and is considering a light rail line (see Map 2). The potential light-rail or express bus guideway facilities are envisioned to operate with preferential treatment over reserved street lanes within street rights-of-way or over exclusive rights-of-way, such as along railway or former electric interurban railway rights-of-way. Light-rail and express bus guideway operating characteristics may be expected to vary, depending upon the type of right-of-way and adjacent development and attendant station spacing, and may approach rapid transit operating characteristics.

Under the plan, the extent of express transit service would be significantly expanded through the provision of a grid of express routes. The frequency of operation of transit vehicles over the express routes would also be significantly increased. As shown in Table 1, the number of vehicle-miles provided on an average weekday would increase by 16,000 vehicle-miles, from about 5,500 in 1995 to about 21,500 in 2020. Similarly, vehicle-hours of express service provided on an average weekday would increase by 1,080 vehicle-hours, from 320 in 1995 to 1,400 in 2020.

Express transit service would be provided on weekdays from 6:00 a.m. to 6:00 p.m. on all routes and during weekday evenings and weekends on some routes. Peak-period headways would range from five to 15 minutes in the Milwaukee urbanized area and extend to 30 minutes on the route connecting Racine and Kenosha. Off-peak headways would range from 20 to 30 minutes within the Milwaukee urbanized area to 60 minutes on the Racine-Kenosha route. Express transit fares would remain at 1997 levels, $1.35 in Milwaukee County and $1.00 on the Racine-Kenosha route. It is assumed that these fares would increase with general price inflation over the plan design period.

Local Transit: The level of local service envisioned in the plan consists of buses operating over arterial and collector streets, with frequent stops for passenger boarding and alighting. Local fixed-route service would continue to be provided and would be extended within Milwaukee County and the Cities of Waukesha, Racine, and Kenosha and their environs. The plan recommends that the local transit operators undertake detailed implementation studies to identify the best way to provide for service enhancement and extensions, holding open the possibility of transit-center oriented local route systems, and route-deviation or demand-responsive systems to replace, in some areas, existing and potential extensions of grid route systems. As shown on Map 2, these areas of expanded service are generally located in southern and northern Milwaukee County and in the most heavily developed portions of Waukesha County. Under the plan, local transit service would operate over 75,300 vehicle-miles of service on an average weekday round trip route-miles within the Region, representing an increase of 18,500 vehicle-miles, or 33 percent, over the approximately 56,800 vehicle-miles provided in 1995.

The frequency of local transit service would be substantially improved over 1995 levels. Within Milwaukee County, peak-period headways on the major routes in the area south of Silver Spring Drive, east of 76th Street, and north of Layton Avenue would be improved from 10 to 40 minutes to 10 minutes. Peak-period headways in the Racine and Kenosha urban areas would be improved from 20 to 30 minutes to 15 to 30 minutes. Peak-period headways in the Waukesha urban area would be improved such that all routes would operate at 30-minute headways.

Under the plan, local transit fares would remain at 1997 levels, adjusted only for the effects of general price inflation. Accordingly, fares within Milwaukee County would be $1.35; within the Cities of Kenosha, Racine, and Waukesha, $1.00, increasing only with general price inflation. The plan also recognizes the need to provide local transit service in the smaller urban communities of the Region, particularly through shared-ride taxi service, including the continuation of the shared-ride taxi services provided in the Cities of Hartford, Port Washington, West Bend, and Whitewater.

Implementation Schedule: The implementation schedule for the transportation system plan identifies the elements of the transit plan which should be available for use as of the years 2000, 2007, 2010, and 2020. The transit plan element implementation schedule anticipates that the planned 69 percent increase in vehicle-miles of transit service over 1995 levels may largely not be expected to be initiated until 2002--after the second State biennial budget prepared following the completion of the year 2020 regional plan with approximately equal annual increments of just under 3 percent annually of the planned increase of 45,400 vehicle-miles of transit service.[2] Thus, compared to 1995 service levels, there would be a 21 percent increase in service by 2007, and a 30 percent increase by 2010, and a 69 percent increase by 2020. The plan proposes potential stages for the transit element summarized in Table 2. Transit system networks were prepared for each of these stages of system development of transit system service expansion and frequency of service improvement, which were utilized in the conformity determinations. The plan recommends that transit operators prepare short-range plans every three to five years detailing programmed service implementation which would serve to modify the specific elements of these staged service increases, but provide the planned vehicle-miles of service increment presented in Table 3.

Arterial Street and Highway System

The planned arterial street and highway system in the Region in the year 2010 is summarized in Table 4. In 1995, the arterial street and highway system in the

[2]Estimated 1997 transit service levels represent approximately a 3 percent increase compared to estimated 1995 levels with respect to vehicle-miles and hours of service.

Table 2

POTENTIAL STAGES OF TRANSIT PLAN ELEMENT: 2000, 2007, 2010, AND 2020

Transit Service Element	Year			
	2000	2007	2010	2020
Rapid Transit[a]	Continue existing service within Milwaukee County and between Milwaukee and Waukesha Counties	Expand service to the City of Milwaukee central business district by adding new routes, including: • From STH 36 and CTH BB in the Village of Franklin via STH 36, IH 43, and IH 94 • From 13th Avenue and 54th Street in the City of Kenosha via STH 158 and IH 94 • From 5th Street and Main Street in the City of Racine via STH 20 and IH 94 • From STH 59 and S. West Avenue in the City of Waukesha via STH 59, Moreland Boulevard and IH 94 Extend existing rapid route operated between Capitol Drive and W. 124th Street and the City of Milwaukee central business district to Capitol Drive and Calhoun Road in the City of Brookfield Extend existing rapid route operated between the Village of Menomonee Falls and the City of Milwaukee central business district to STH 167 and Pilgrim Road in the Village of Germantown Restructure existing rapid and express routes between the Waukesha and Brookfield areas and the City of Milwaukee central business district to create two routes: • From Clinton Street and Broadway in the City of Waukesha via IH 94 • From Moorland Road and IH 94 in the City of Brookfield via IH 94 Restructure existing express route from Main Street and Wisconsin Avenue in the City of Oconomowoc to the City of Milwaukee central business district to provide rapid service via STH 16 and IH 94 Restructure existing rapid route between the Cities of Cudahy and South Milwaukee to the City of Milwaukee central business district to operate via E. Rawson Avenue, Pennsylvania Avenue, Lake Arterial, and IH 794	Reduce headways on rapid service to provide 10 to 20 minute service during peak periods on routes serving Milwaukee County, and 20 to 30 minute service during peak periods on all other routes. Operate all rapid services in both directions of travel	Reduce headways on rapid service to provide 5 to 20 minute service during peak periods on routes serving Milwaukee County Expand service to the City of Milwaukee central business district by adding new routes, including: • From N. Main Street and W. Washington Street in the City of West Bend via Main Street, Paradise Drive, USH 45, and IH 94 busway • From IH 94 and STH 100 in the City of Oak Creek via IH 94 • From the LakeView Corporate Park in the Village of Pleasant Prairie via STH 165 and IH 94 • From S. 43rd Street and Morgan Avenue in the City of Milwaukee via S. 43rd Street and IH 94 • From Green Bay Avenue and Congress Street (extended) in the City of Glendale via Green Bay Road and IH 43 • From IH 94 and STH 164 in the Town of Pewaukee via IH 94 Modify routes between the City of Milwaukee central business district and the Cities of Racine and Kenosha to include stop at IH 94 and CTH K in Racine County to serve industrial development along IH 94 Modify route between the City of Milwaukee central business district and the City of Oconomowoc via IH 94 to serve Pabst Farms development north of IH 94 and east of STH 67 in Waukesha County

Table 2 (continued)

Transit Service Element	Year			
	2000	2007	2010	2020
Rapid Transit - continued		Restructure existing rapid route between IH 43 and STH 32/84 in the Town of Port Washington to the City of Milwaukee central business district and central Milwaukee County to create three routes: • From S. 1st Avenue and Wisconsin Avenue in the Village of Grafton via STH 57, CTH C, and IH 43 • From Cedarburg Road and High Road in the City of Mequon via STH 57, STH 167, and IH 43 • From IH 43 and STH 32/84 in the Town of Port Washington via IH 43		
Express Transit[b]	Continue existing service within Milwaukee County, between Milwaukee and Waukesha Counties, and between Milwaukee, Racine, and Kenosha Counties	Expand Milwaukee urbanized area service by adding new routes, including: • From Clinton Street and Broadway Street in the City of Waukesha to the University of Wisconsin-Milwaukee via Moreland Boulevard, Blue Mound Road, Wisconsin Avenue, Prospect/Farwell Avenue, and Downer Avenue • From the transit station at N. Teutonia Avenue and Florist Avenue in the City of Glendale to the transit station at W. Loomis Road and IH 43 in the City of Greenfield via 27th Street • From the transit station at 13th Avenue and E. Rawson Avenue in the City of Oak Creek to the City of Milwaukee central business district via E. Rawson Avenue, Chicago/Packard Avenue, Kinnickinnic Avenue, and S. 1st Street Restructure existing service between the City of Milwaukee central business district and the Cities of Racine and Kenosha to eliminate service north of the City of Racine central business district, and to provide service between the Racine and Kenosha central business districts via STH 20, STH 31, and STH 158	Reduce headways on existing express routes in Milwaukee County, and expand service periods on selected routes in all areas to include weekday middays and evening periods	Expand Milwaukee urbanized area service by adding new routes, including: • From the Mayfair Shopping Center at W. North Avenue and N. Mayfair Road in the City of Wauwatosa to the University of Wisconsin-Milwaukee via North Avenue and Downer Avenue • From the Northridge Shopping Center at W. Brown Deer Road and N. 76th Street in the City of Milwaukee to the Southridge Shopping Center at W. Edgerton Avenue and S. 76th Street in the Village of Greendale via 76th Street and the Milwaukee Regional Medical Center • From the transit station at S. 76th Street and IH 94 in the City of West Allis to the City of Milwaukee central business district via S. 76th Street, National Avenue, S. 2nd Street • From the Bayshore Shopping Center at E. Silver Spring Drive and N. Port Washington Road in the City of Glendale to the transit station at IH 94 and College Avenue in the City of Milwaukee via Port Washington Road, 6th and 7th Streets, S. Howell Avenue, and W. College Avenue • From the transit station at N. 124th Street and W. Capitol Drive in the City of Brookfield to the University of Wisconsin-Milwaukee via Capitol Drive and Downer Avenue

Table 2 (continued)

Transit Service Element	Year			
	2000	2007	2010	2020
Express Transit - continued				Extend service between the Cities of Racine and Kenosha to the Lakeview Corporate Park in the Village of Pleasant Prairie via Green Bay Road, 95th Street, CTH H, and STH 165
Local Transit[c]	Continue existing fixed-route service within Milwaukee and Waukesha Counties and within the Cities of Kenosha, Racine, and Waukesha Continue existing shared-ride taxi services in the Cities of Hartford, Port Washington, West Bend, and Whitewater	Extend fixed-route service to medium-density development and industrial areas in: • Northern and southern Milwaukee County • The west side of City of Racine • The west side of City of Kenosha • The northwest side of the City of Waukesha Make modest route realignments and reduce peak and off-peak headways on selected routes in Milwaukee County Add weekday and Saturday evening service until 10:00 p.m. in the Cities of Kenosha and Racine Continue existing shared-ride taxi services and expand to new areas as warranted	Continue extending fixed-route service to medium-density development and industrial areas in: • Northern and southern Milwaukee County • The City of New Berlin area in Waukesha County • The eastern portion of the Town of Caledonia and developing areas along IH 94 in eastern Racine County • The Village of Pleasant Prairie and developing areas along IH 94 in eastern Kenosha County Make modest route realignments and reduce peak and off-peak headways on selected routes in Milwaukee County Continue existing shared-ride taxi services and expand to new areas as warranted	Continue extending fixed-route service to medium-density development and industrial areas in: • Northern and southern Milwaukee County • The Villages of Butler, Menomonee Falls, and Sussex and City of Waukesha areas in Waukesha County • The area of IH 94 and CTH K in Racine County • The Pabst Farms development north of IH 94 and east of STH 67 in Waukesha County • The area of IH 94 and STH 83 in Waukesha County • The Germantown, Jackson, Slinger, and Hartford areas in Washington County Reduce headways on major routes in Milwaukee County outside express corridors to provide 10-minute peak and 20-minute midday off-peak service Reduce headways on major routes in the Cities of Racine and Kenosha to provide 15-minute peak service Continue existing shared-ride taxi services and expand to new areas as warranted

[a]All rapid transit routes would provide service on weekdays from 6:00 a.m. until 8:30 a.m. and from 3:30 p.m. until 6:00 p.m. Service would also be provided over selected routes during weekday midday periods. No service would be provided over rapid routes on weekday evenings or weekends. Operating headways on rapid routes would be reduced over the planning period and by 2020 range from five to 30 minutes during morning and afternoon peak period, and from 30 to 60 minutes during the midday period.

[b]New express transit services would initially be implemented as peak period services. By 2020 all express transit routes would provide service on weekdays from 6:00 a.m. until 6:00 p.m. Service would also be provided over selected routes during weekday evenings and on weekends. Operating headways on express routes would range from five to 15 minutes during morning and afternoon peak periods, from 10 to 30 minutes during the weekday midday period, and from 20 to 30 minutes during weekday evenings and on weekends.

[c]Headways on new local transit routes would be similar to existing local service headways. Operating Headways on existing local transit services would be reduced over the planning period. By 2020 local headways during the morning and afternoon peak periods would range from 10 to 30 minutes in Milwaukee County, 15 to 30 minutes in Kenosha and Racine, and 30 minutes in Waukesha. During off-peak periods local headways would range from 20 to 60 minutes in Milwaukee County, 30 to 60 minutes in Kenosha and Racine, and 60 minutes in Waukesha.

Source: SEWRPC.

Table 3

NUMBER AND PERCENT CHANGE IN REVENUE VEHICLE-MILES OF TRANSIT SERVICE IN THE REGION BY SERVICE TYPE AND IMPLEMENTATION SCHEDULE: 2000, 2007, 2010, AND 2020

Transit Service Type	Existing Transit Vehicle-Miles of Revenue Service: 1995	Proposed Transit Vehicle-Miles of Revenue Service							
		2000		2007		2010		2020	
		Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Rapid	3,800	4,300	6.2	8,200	10.2	9,800	11.5	14,700	13.2
Express	5,500	5,500	8.1	9,500	11.8	10,500	12.2	21,500	19.3
Local	56,800	58,500	85.7	62,800	78.0	65,500	76.3	75,300	67.5
Total	66,100	68,300	100.0	80,500	100.0	85,800	100.0	111,500	100.0

Source: SEWRPC.

Table 4

ARTERIAL STREET AND HIGHWAY SYSTEM PRESERVATION, IMPROVEMENT, AND EXPANSION BY ARTERIAL FACILITY TYPE BY COUNTY: 2020 PROPOSED REGIONAL TRANSPORTATION SYSTEM PLAN

County	System Preservation (miles)	System Improvement (miles)	System Expansion (miles)	Total Miles
Kenosha				
Freeway	12.0	0.0	0.0	12.0
Standard Arterial	290.3	44.8	8.5	343.6
Subtotal	302.3	44.8	8.5	355.6
Milwaukee				
Freeway	69.2	0.0	0.0	69.2
Standard Arterial	677.2	40.3	10.3	727.8
Subtotal	746.4	40.3	10.3	797.0
Ozaukee				
Freeway	27.4	0.0	0.0	27.4
Standard Arterial	223.9	47.7	7.0	278.6
Subtotal	251.3	47.7	7.0	306.0
Racine				
Freeway	12.0	0.0	0.0	12.0
Standard Arterial	342.0	50.6	21.5	414.1
Subtotal	354.0	50.6	21.5	426.1
Walworth				
Freeway	50.0	0.0	16.7	66.7
Standard Arterial	361.0	36.7	17.8	415.5
Subtotal	411.0	36.7	34.5	482.2
Washington				
Freeway	42.7	0.0	0.0	42.7
Standard Arterial	361.0	43.1	21.5	425.6
Subtotal	403.7	43.1	21.5	468.3
Waukesha				
Freeway	58.6	1.0	5.7	65.3
Standard Arterial	555.7	141.1	15.0	711.8
Subtotal	614.3	142.1	20.7	777.1
Region				
Freeway	271.9	1.0	22.4	295.3
Standard Arterial	2,811.1	404.3	101.6	3316.5
Total	3,083.0	405.3	124.0	3612.3

Source: SEWRPC

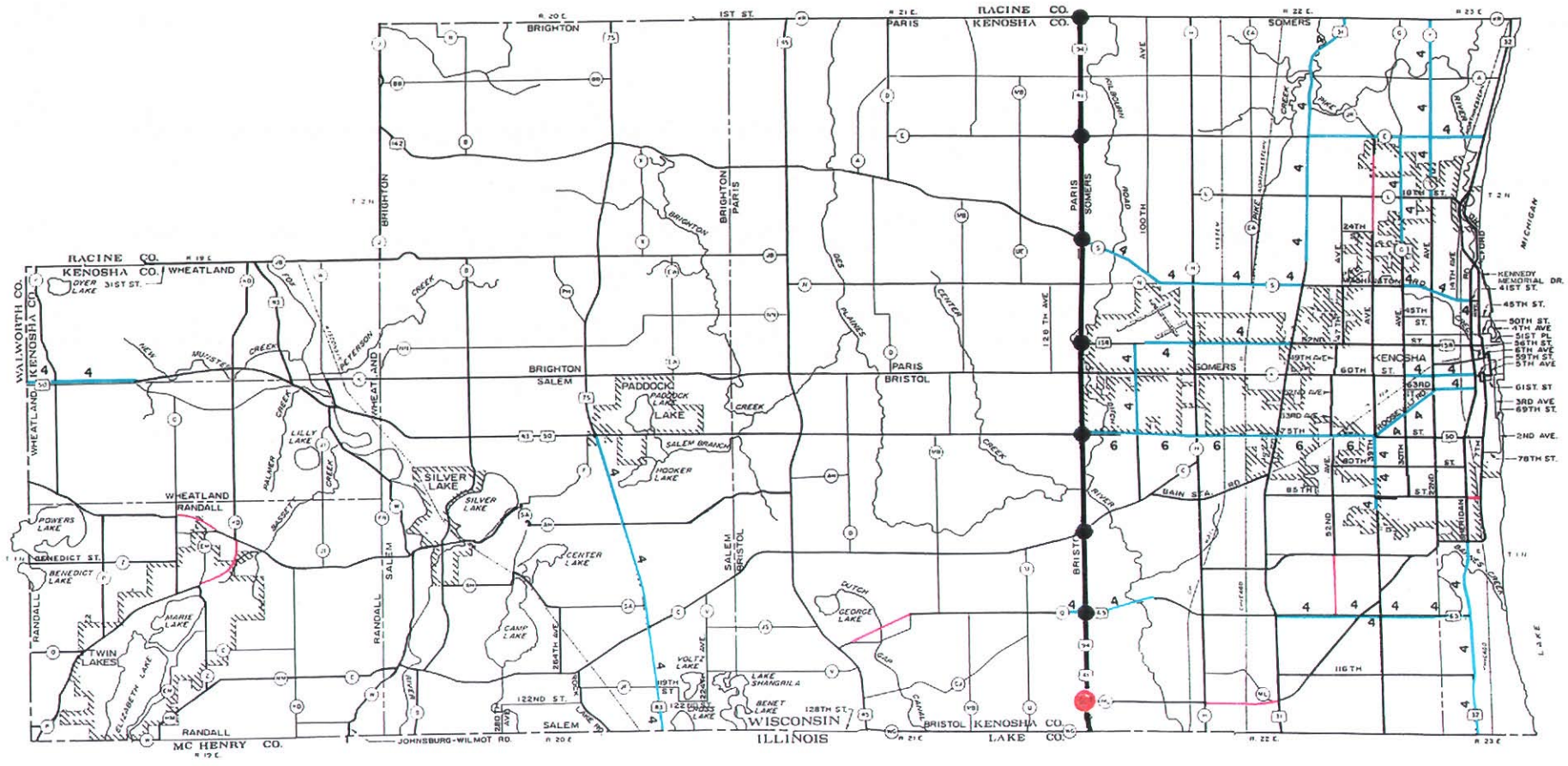
Region consisted of about 3,277 route-miles of facilities. Under the regional plan, the arterial system would be increased by about 335 route-miles, by the year 2020, to a total of 3,612 route-miles. The additional arterial mileage reflects primarily the conversion of existing nonarterial facilities to arterial status and function as urban development proceeds within the Region. About 124 route-miles, or 3.4 percent of the proposed total arterial system mileage, would be added through new construction.

The recommended year 2020 arterial street and highway system for the Region identifies the number of traffic lanes to be provided on each segment of arterial street. Arterial facilities are identified as having either two, four, six, or eight lanes. The number of lanes identified refers to through travel lanes; that is, those lanes that would carry traffic directly through intersections. Thus, the number does not include any auxiliary traffic lanes provided at intersections for left- and right-turning movements, for vehicle parking, or for use by distressed vehicles. It was assumed in the regional systems analysis that such right- and left-turn lanes will be provided where the volumes of turning vehicles would adversely affect the movement of vehicles through the intersection. The provision of turn lanes would, therefore, follow a design investigation in connection with a given improvement project. In addition to determining whether or not right- and/or left-turn lanes should be provided at intersections, the design investigation should determine whether or not a given arterial street improvement should be made using a divided or an undivided roadway cross-section. Thus, the precise cross-section to be selected for a given improvement project should be determined by the State, county, and local implementing agencies following appropriate design study.

The plan recommended arterial street and highway system capacity improvement and expansion to add traffic lanes to the existing arterial street system are shown for each county on Maps 4 through 10 and are listed in Table 5. These arterial highway capacity improvement and expansion recommendations represent all highway plan element projects with potential air quality impact and which are referred to in the Federal regulations as "nonexempt" projects. Table 5 also presents the anticipated implementation stages for all highway capacity improvement and expansion recommended under the plan; more specifically, the planned capacity improvement and expansion to be open to traffic by the years 2000, 2007, 2010,

Map 4

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN KENOSHA COUNTY: 2020



LEGEND

ARTERIAL STREET OR HIGHWAY

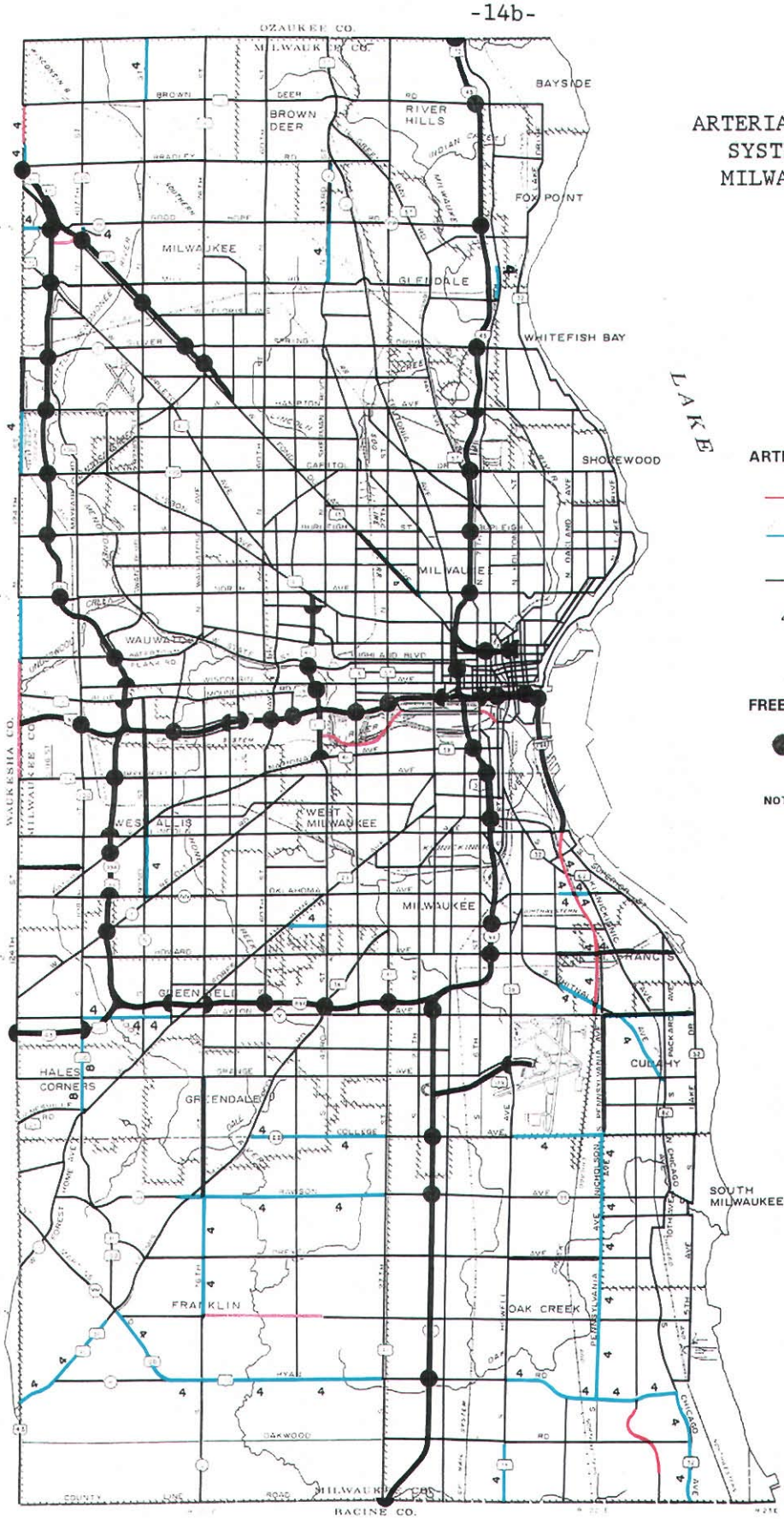
- NEW
- WIDENING AND/OR OTHER IMPROVEMENTS TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 — NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW
- EXISTING

GRAPHIC SCALE
0 1 2 MILES
0 4000 8000 12000 FEET

Source: SEWRPC.



Map 5

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN MILWAUKEE COUNTY: 2020

LEGEND

ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENTS TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 — NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- EXISTING

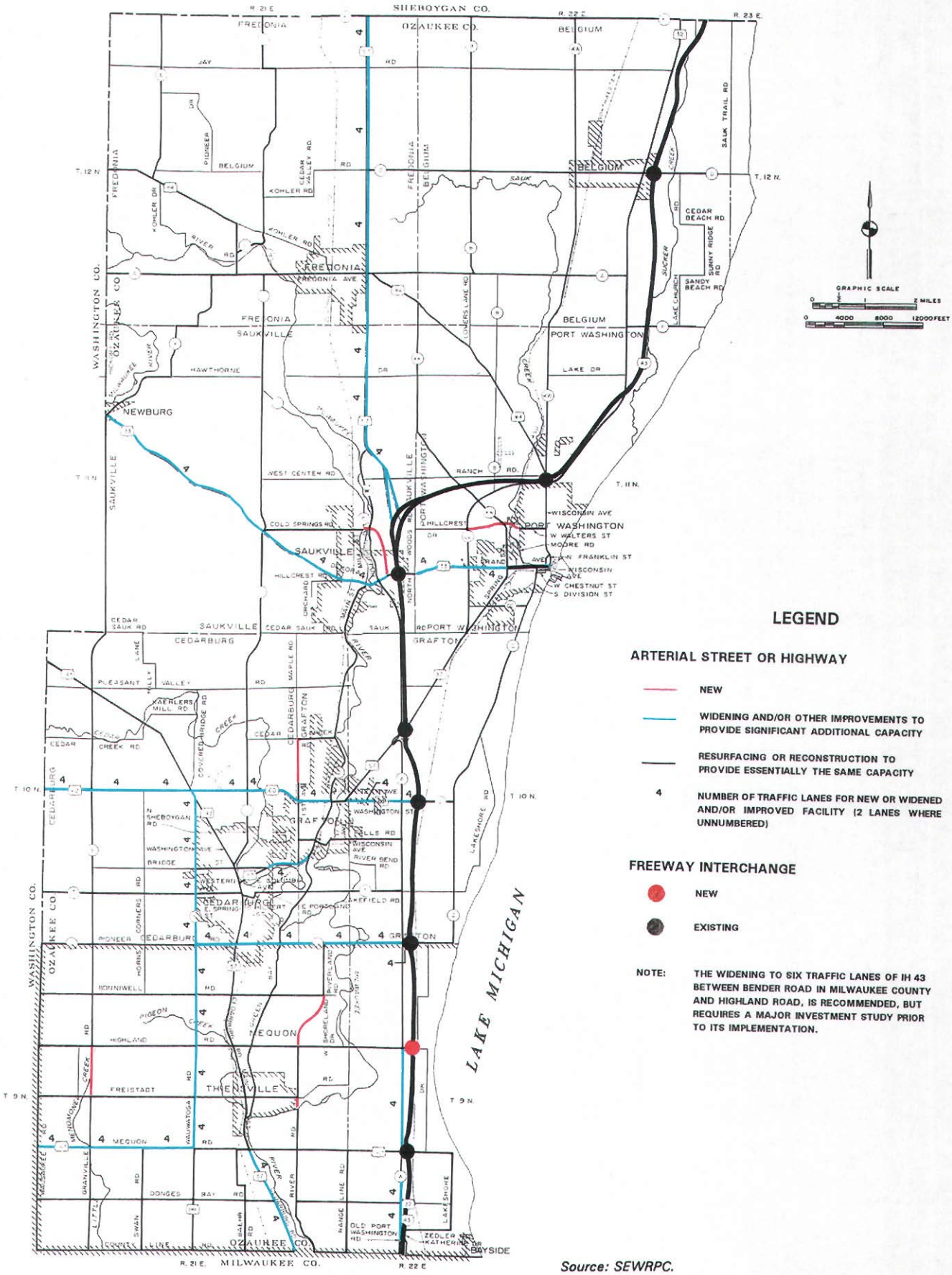
NOTE: THE WIDENING TO SIX TRAFFIC LANES OF IH 43 BETWEEN BENDER ROAD AND HIGHLAND ROAD IN OZAUKEE COUNTY, IS RECOMMENDED, BUT REQUIRES A MAJOR INVESTMENT STUDY PRIOR TO ITS IMPLEMENTATION.

GRAPHIC SCALE
0 1 2 MILES
0 4000 8000 12000 FEET

Source: SEWRPC.

Map 6

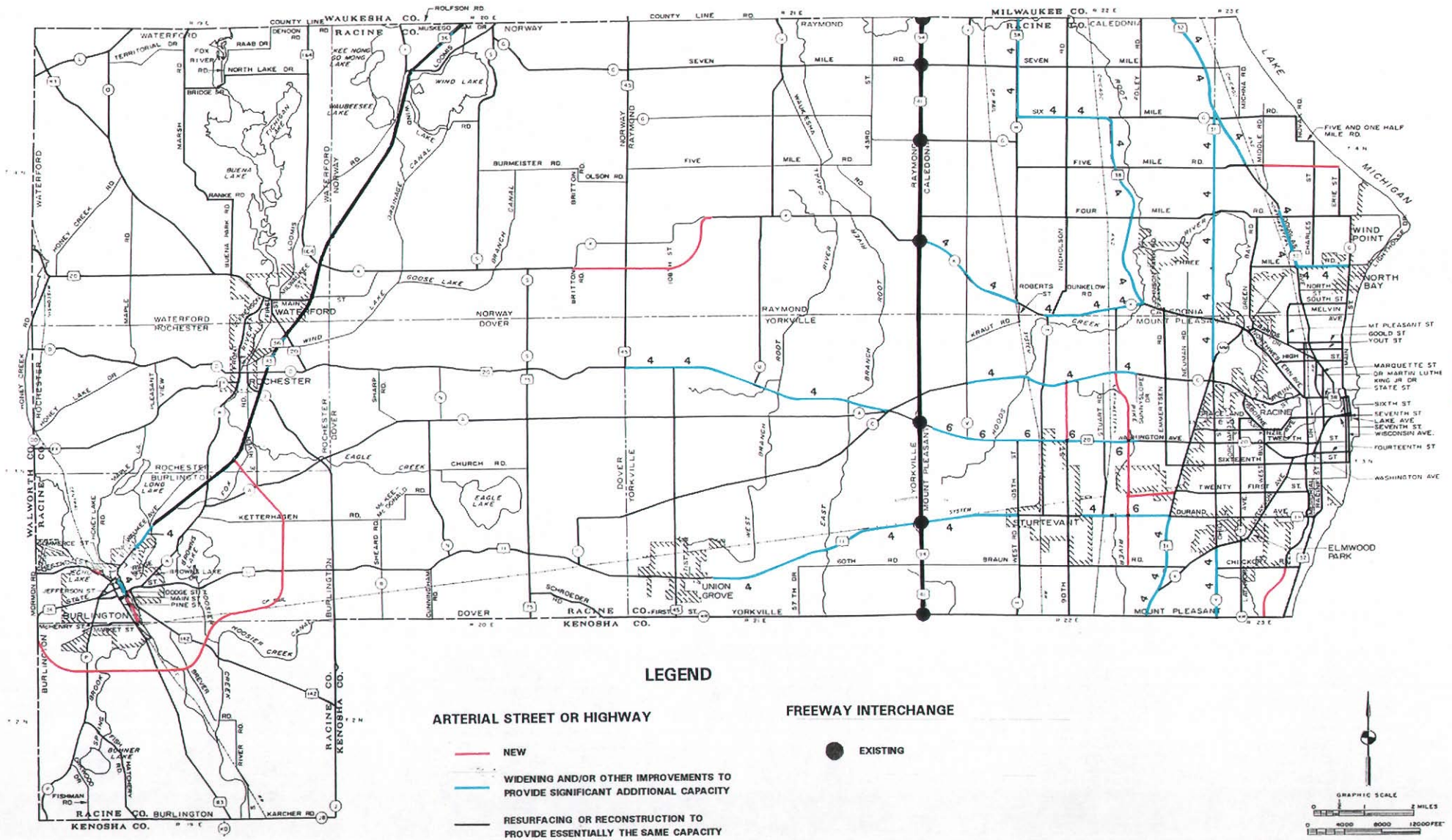
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN OZAUKEE COUNTY: 2020



Source: SEWRPC.

Map 7

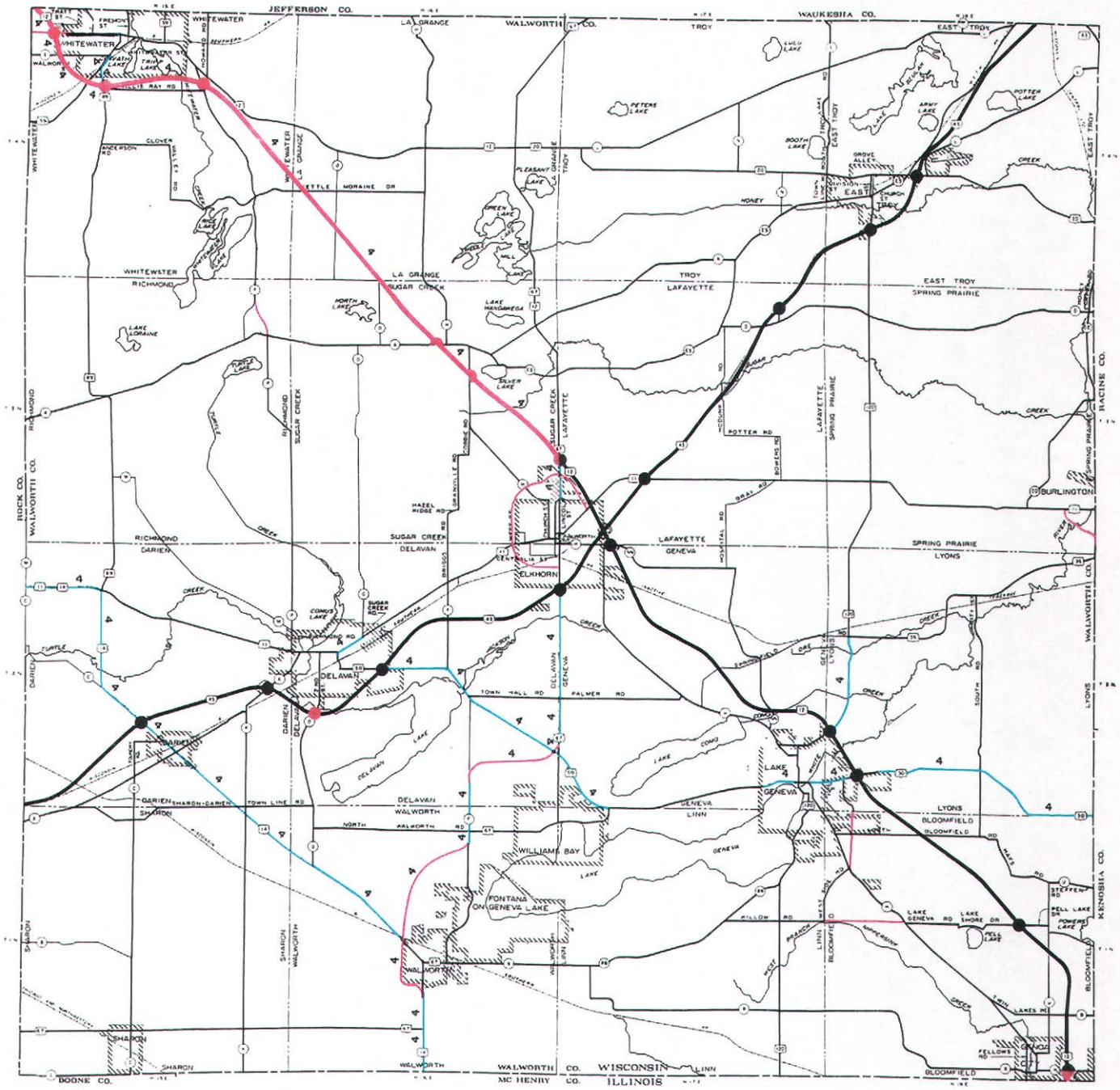
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN RACINE COUNTY: 2020



Source: SEWRPC.

Map 8

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WALWORTH COUNTY: 2020



LEGEND

ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENTS TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 — NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

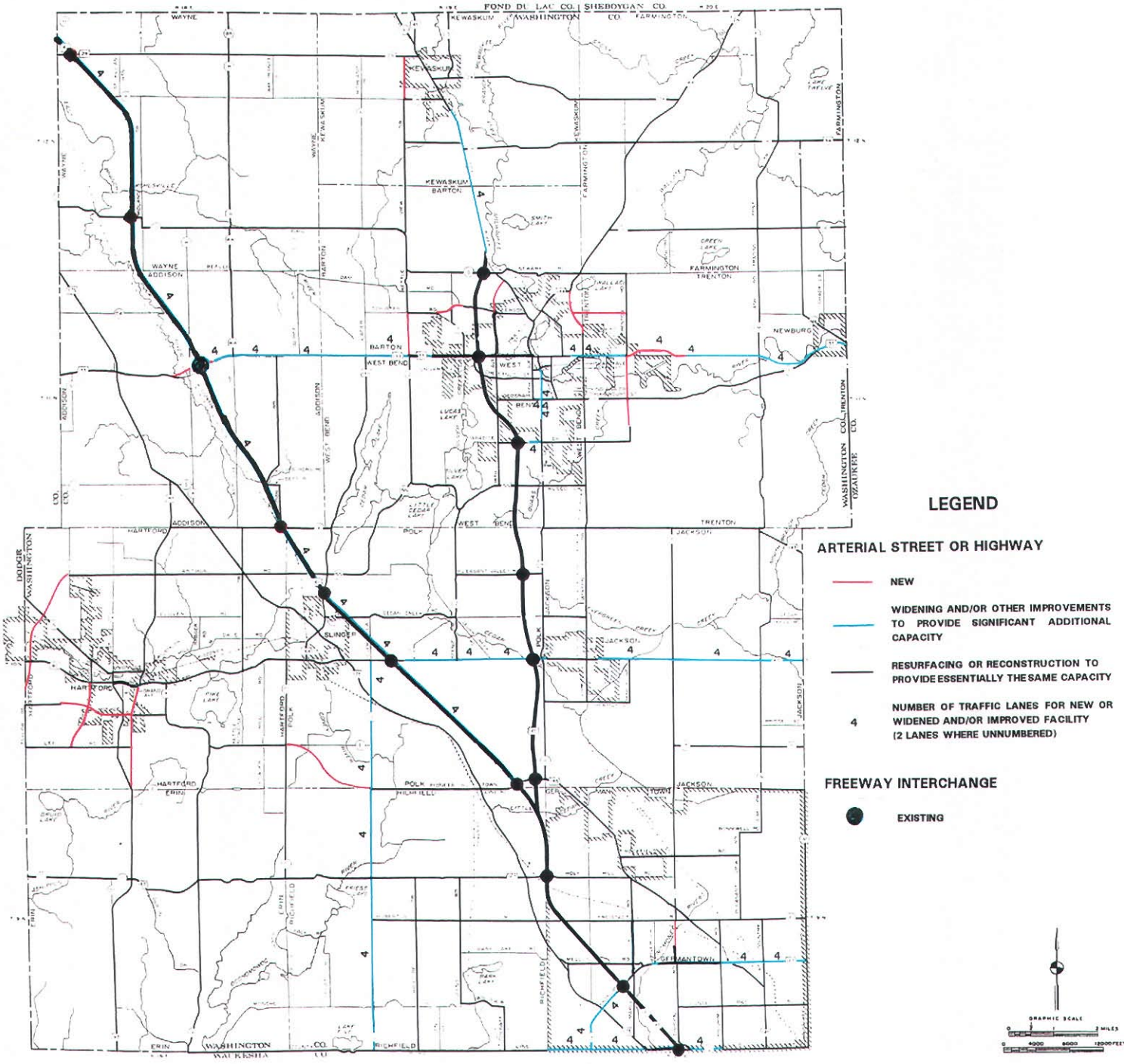
- NEW INTERCHANGE
- NEW HALF INTERCHANGE
- EXISTING

GRAPHIC SCALE

Source: SEWRPC.

Map 9

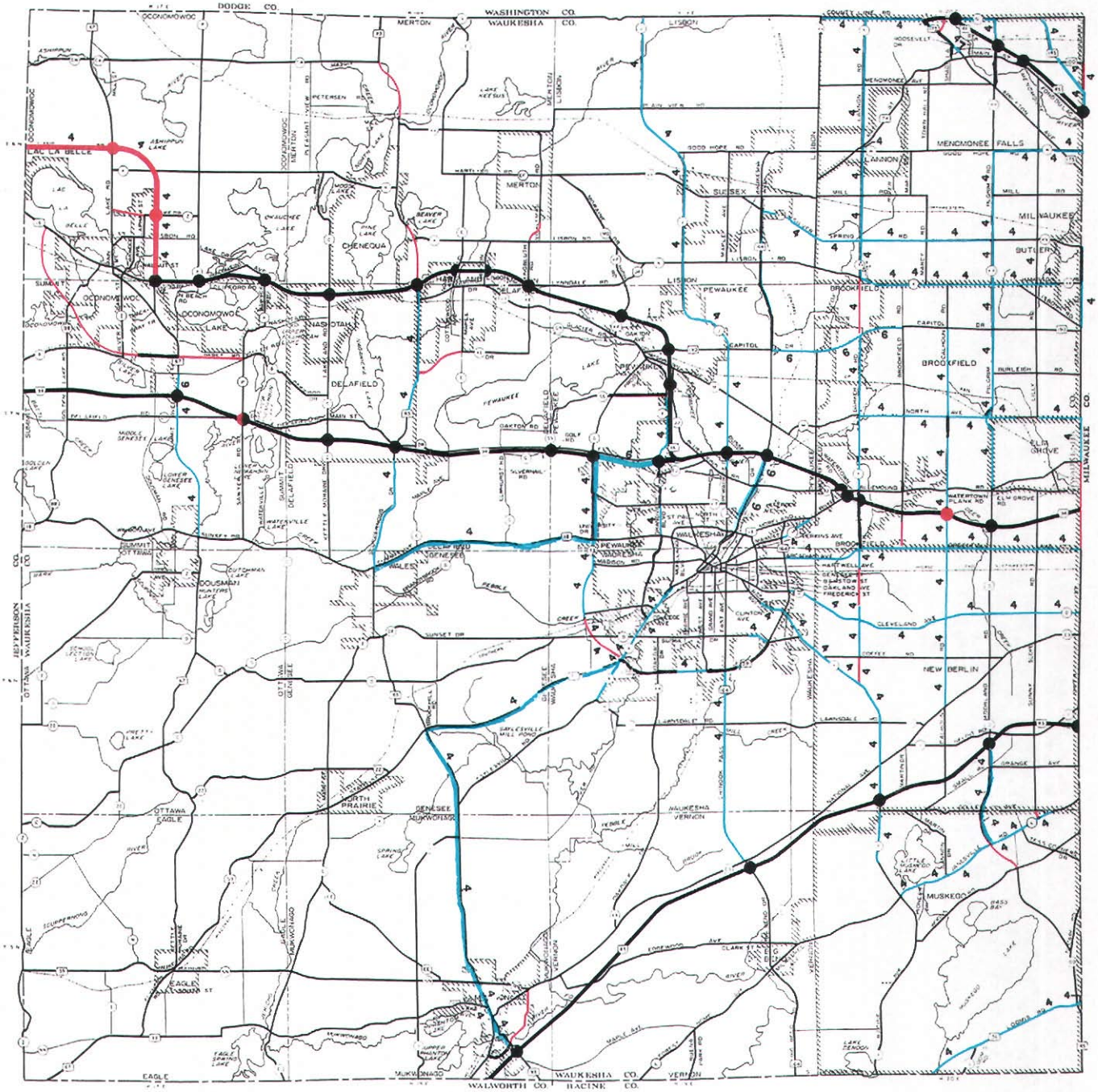
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WASHINGTON COUNTY: 2020



Source: SEWRPC.

Map 10

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WAUKESHA COUNTY: 2020



LEGEND

ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENTS TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW INTERCHANGE
- NEW HALF INTERCHANGE
- EXISTING

GRAPHIC SCALE

Source: SEWRPC.

Table 5

RECOMMENDED ARTERIAL HIGHWAY CAPACITY IMPROVEMENT AND EXPANSION PROJECTS IN THE REGIONAL TRANSPORTATION SYSTEM PLAN

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2000[a]	Kenosha	Widening	STH 31	CTH S to CTH KR	Widen from two to four traffic lanes
2000		Expansion	39th Avenue extension	18th Street to 15th Street	Construct two lanes on new alignment
2000[a]	Milwaukee	Widening	USH 45/STH 36	Waukesha County line to STH 100	Widen from two to four traffic lanes
2000[a]			CTH G	Mill Road to Good Hope Road	Widen from two to four traffic lanes
2000[a]			CTH BB	Hawthorne Lane to USH 41	Widen from two to four traffic lanes
2000			Good Hope Road	Waukesha County line to USH 41/USH 45	Widen from two to four traffic lanes
2000[a]			Layton Avenue	108th Street to 84th Street	Widen from two to four traffic lanes
2000			Whitnall Avenue	Lake Parkway to Old Brust Avenue	Widen from two to four traffic lanes
2000			92nd Street	W. Lincoln Avenue to W. Oklahoma Avenue	Widen from two to four traffic lanes
2000[a]		Expansion	Lake Arterial	Lincoln Avenue to CTH Y	Construct four lanes on new alignment
2000[a]			Puetz Road extension	CTH U to Hunting Park Drive	Construct two lanes on new alignment
2000			124th Street extension	STH 100 to STH 145	Construct four lanes on new alignment
2000	Racine	Widening	STH 20	Oakes Road to Sunnyslope Road	Widen from four to six traffic lanes
2000[a]			STH 31	CTH KR to STH 11	Widen from two to four traffic lanes
2000			STH 36/STH 83	Wegge Road to Tuet Road	Widen from two to four traffic lanes
2000[a]			Three Mile Road	STH 32 to CTH G	Widen from two to four traffic lanes
2000[a]	Walworth	Widening	STH 67	USH 12 to Lincoln Avenue	Widen from two to four traffic lanes
2000[a]	Washington	Widening	USH 41	STH 33	Reconstruct interchange
2000[a]			STH 33	Schmidt Road to Trenton Road	Widen from two to four traffic lanes
2000[a]			Main Street	Vine Street to Decorah Street	Widen from two to four traffic lanes
2000		Expansion	STH 83	Monroe Avenue to STH 60	Construct two lanes on new alignment
2000			River Crest Drive extension	CTH Q to Waukesha County line	Construct two lanes on new alignment
2000	Waukesha	Widening	IH 94	CTH G to CTH T	Widen from four to six traffic lanes
2000[a]			STH 36	Racine County line to Milwaukee County line	Widen from two to four traffic lanes
2000[a]			STH 59	Calhoun Road to Milwaukee County Line	Widen from two to four traffic lanes
2000[a]			STH 59	Center Road to Grand Avenue	Widen from two to four traffic lanes
2000			STH 59	Poplar Creek to Johnson Road	Widen from two to four traffic lanes
2000[a]			STH 164	STH 59 to CTH ES	Widen from two to four traffic lanes
2000[a]			STH 175	Roosevelt Drive to Shady Lane	Widen from two to four traffic lanes
2000[a]			CTH W	Pilgrim Road to STH 175	Widen from two to four traffic lanes
2000[a]			CTH W	STH 175 to Milwaukee County line	Widen from two to four traffic lanes
2000			Calhoun Road	IH 94 to USH 18	Widen from two to four traffic lanes
2000[a]			Main Street	STH 164 to USH 18	Widen from two to four traffic lanes
2000[a]			Sunset Drive	Tenny Avenue to Grambling Lane	Widen from two to four traffic lanes
2000[a]		Expansion	CTH KE extension	CTH E to STH 83	Construct two lanes on new alignment
2000[a]			Brookfield Road extension	Davidson Road to STH 59	Construct two lanes on new alignment
2000			River Crest Drive extension	Shady Lane to Washington County line	Construct two lanes on new alignment
2007	Kenosha	Widening	STH 32	128th Street to CTH T	Widen from two to four traffic lanes
2007[a]			STH 50	Walworth County line to 381st Avenue	Widen from two to four traffic lanes
2007			STH 50	IH 94/USH 41 to 39th Avenue	Widen from four to six traffic lanes
2007			STH 165	IH 94/USH 41 to a point approximately one mile west of CTH H	Widen from two to four traffic lanes
2007			Roosevelt Road	39th Avenue to 63rd Street	Widen from two to four traffic lanes
2007			Washington Road	39th Avenue to STH 32	Widen from two to four traffic lanes
2007			22nd Avenue	CTH L to CTH E	Widen from two to four traffic lanes
2007[a]			30th Avenue	27th Street to CTH E	Widen from two to four traffic lanes
2007			39th Avenue	Van Buren Road to STH 50	Widen from two to four traffic lanes
2007			60th Street	39th Avenue to STH 32	Widen from two to four traffic lanes
2007			63rd Street	22nd Avenue to STH 32	Widen from two to four traffic lanes
2007			104th Avenue	STH 50 to STH 158	Widen from two to four traffic lanes
2007		Expansion	IH 94/USH 41	CTH ML	Construct new interchange
2007			CTH ML extension	CTH H to STH 31	Construct two lanes on new alignment
2007			CTH KD extension	CTH EM to CTH F	Construct two lanes on new alignment
2007			51st Avenue extension	93rd Street to STH 165	Construct two lanes on new alignment
2007			85th Street extension	Sheridan Road to 7th Avenue	Construct two lanes on new alignment
2007	Milwaukee	Widening	STH 32	County Line Road to STH 100	Widen from two to four traffic lanes
2007[a]			STH 100	STH 38 to STH 32	Widen from two to four traffic lanes
2007			STH 100	STH 36 to 81st Street	Widen from two to four traffic lanes
2007			STH 100	81st Street to 60th Street	Widen from two to four traffic lanes
2007			STH 100	60th Street to USH 41	Widen from two to four traffic lanes
2007			CTH U	Rawson Avenue to Puetz Road	Widen from two to four traffic lanes
2007[a]			CTH ZZ	STH 38 to Pennsylvania Avenue	Widen from two to four traffic lanes
2007			Oklahoma Avenue	Clement Avenue to Kinnickinnic Avenue	Widen from two to four traffic lanes
2007			Port Washington Road	Bender Road to W. Daphne Road	Widen from two to four traffic lanes
2007			Puetz Road	Shepard Avenue to Pennsylvania Avenue	Widen from two to four traffic lanes
2007			Teutonia Avenue	Ruby Avenue to Villard Avenue	Widen from two to four traffic lanes
2007			Whitnall Avenue	CTH Y to Nicholson Avenue	Widen from two to four traffic lanes

Table 5 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2007	Milwaukee (continued)	Widening (continued)	Whitnall Avenue	Clement Avenue to Brust Avenue	Widen from two to four traffic lanes
2007			91st Street	STH 100 to Ozaukee County Line	Widen from two to four traffic lanes
2007			107th Street	Good Hope Road to STH 145	Widen from two to four traffic lanes
2007			124th Street	STH 145 to USH 41/USH 45	Widen from two to four traffic lanes
2007			124th Street	STH 190 to Hampton Avenue	Widen from two to four traffic lanes
2007		Expansion	Canal Street extension	USH 41 to 21st Street	Construct two lanes on new alignment
2007			Canal Street extension	6th Street to 2nd Street	Construct two lanes on new alignment
2007			Metro Boulevard	115th Street to 107th Street	Construct two lanes on new alignment
2007	Ozaukee	Widening	STH 33	Progress Drive to Foster Street	Widen from two to four traffic lanes
2007			STH 57	Bridge Street to Chateau Drive	Widen from two to four traffic lanes
2007			STH 57	IH 43 to Sheboygan County line	Widen from two to four traffic lanes
2007[a]			STH 60	STH 57 to IH 43	Widen from two to four traffic lanes
2007			STH 143	CTH N to STH 60	Widen from two to four traffic lanes
2007[a]			CTH W	Port Washington Lane to a point about 0.5 mile north of Donges Bay Road	Widen from two to four traffic lanes
2007			CTH W	STH 167 to Highland Road	Widen from two to four traffic lanes
2007			Pioneer Road (CTH C)	CTH N to McKinley Boulevard	Widen from two to four traffic lanes
2007			Pioneer Road (CTH C)	McKinley Boulevard to IH 43	Widen from two to four traffic lanes
2007			Wauwatosa Road (CTH N)	STH 167 to CTH C	Widen from two to four traffic lanes
2007		Expansion	River Road extension	Freistadt Road to Grace Avenue	Construct two lanes on new alignment
2007[a]	Racine	Widening	STH 11	IH 94 to CTH H	Widen from two to four traffic lanes
2007			STH 11	86th Street in the Village of Sturtevant to Willow Road	Widen from two to four traffic lanes
2007			STH 11	Willow Road to STH 31	Widen from four to six traffic lanes
2007			STH 20	IH 94/USH 41 to Oakes Road	Widen from four to six traffic lanes
2007[a]			STH 31	CTH MM to STH 32	Widen from two to four traffic lanes
2007[a]			STH 32	A point about 0.3 mile north of CTH G to Three Mile Road	Widen from two to four traffic lanes
2007			CTH Y	CTH KR to CTH X	Widen from two to four traffic lanes
2007			Calumet Street	Robert Street to Bridge Street	Widen from two to four traffic lanes
2007		Expansion	Calumet Street extension	Market Street to Robert Street	Construct two lanes on new alignment
2007			Commerce Street/Pine Street connection	Herman Street to Origen Street	Construct two lanes on new alignment
2007			Memorial Drive extension	Chicory Road to CTH KR	Construct two lanes on new alignment
2007			Oakes Road extension	STH 20 to Airline Road	Construct two lanes on new alignment
2007			Oakes Road extension	Braun Road to STH 11	Construct two lanes on new alignment
2007			State Street/Adams Street connection	Calumet Street to STH 11	Construct two lanes on new alignment
2007	Walworth	Widening	USH 14	Proposed STH 67 bypass to McHenry County line	Widen from two to four traffic lanes
2007			STH 50	STH 67 to Geneva Street	Widen from two to four traffic lanes
2007			STH 50	CTH H to Edwards Boulevard	Widen from two to four traffic lanes
2007[a]			STH 50	USH 12 to the Kenosha County line	Widen from two to four traffic lanes
2007[a]		Expansion	USH 12 freeway	Cold Spring Road to Howard Road[b]	Construct four lanes on new alignment
2007[a]			STH 120 bypass	Townline Road to existing STH 120 at Willow Road	Construct two lanes on existing and new alignment
2007[a]	Washington	Widening	USH 45	CTH D to Prospect Drive	Widen from two to four traffic lanes
2007			STH 60	USH 41 to CTH P	Widen from two to four traffic lanes
2007			CTH Q	CTH V to STH 175	Widen from two to four traffic lanes
2007			CTH Q	Division Road to Pilgrim Road	Widen from two to four traffic lanes
2007			Decorah Road	7th Avenue to Indiana Avenue	Widen from two to four traffic lanes
2007			Lovers Lane Road (STH 164)	STH 175 to STH 60	Widen from two to four traffic lanes
2007			Main Street	Decorah Street to Walnut Street	Widen from two to four traffic lanes
2007			Paradise Drive	A point 1,250 feet east of USH 45 to Main Street	Widen from two to four traffic lanes
2007		Expansion	STH 33	Rock River to USH 41	Construct two lanes on new alignment
2007			STH 83	CTH E to Monroe Avenue	Construct two lanes on new alignment
2007			Monroe Avenue extension	Monroe Avenue to Pond Road	Construct two lanes on new alignment
2007			N. River Road extension	N. River Road to STH 144	Construct two lanes on new alignment
2007			18th Avenue extension	Jefferson Street to CTH D	Construct two lanes on new alignment
2007	Waukesha	Widening	STH 59	STH 164 to Poplar Creek	Widen from two to four traffic lanes
2007			STH 83	IH 94 to USH 18	Widen from two to four traffic lanes
2007			STH 83	Mariner Drive to CTH KE extension	Widen from two to four traffic lanes
2007			STH 83	IH 43 to CTH NN	Widen from two to four traffic lanes
2007			STH 164	City of Waukesha north corporate limit to IH 94	Widen from four to six traffic lanes
2007			STH 190	CTH Y to Brookfield Road	Widen from four to six traffic lanes
2007			CTH D	Moorland Road to Milwaukee County line	Widen from two to four traffic lanes
2007			CTH L	CTH Y to CTH HH	Widen from two to four traffic lanes
2007			CTH J	Rockwood Drive to CTH M	Widen from two to four traffic lanes
2007			CTH J	CTH M to Washington County line	Widen from two to four traffic lanes
2007			CTH Q	CTH V to STH 175	Widen from two to four traffic lanes
2007			CTH X	CTH H to STH 59	Widen from two to four traffic lanes
2007			CTH X	STH 59 to Moreland Boulevard	Widen from two to four traffic lanes
2007			CTH Y	Hillendale Drive to CTH HH	Widen from two to four traffic lanes
2007			CTH Y	USH 18 to North Avenue	Widen from two to four traffic lanes

Table 5 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2007	Waukesha (continued)	Widening (continued)	CTH TT	MacArthur Road to USH 18	Widen from two to four traffic lanes
2007[a]			CTH YY	CTH VV to CTH W	Widen from two to four traffic lanes
2007			CTH YY	Lisbon Road to CTH VV	Widen from two to four traffic lanes
2007			Calhoun Road	CTH D to STH 59	Widen from two to four traffic lanes
2007			North Avenue	Barker Road to 147th Street	Widen from two to four traffic lanes
2007[a]			Pilgrim Road	USH 41/USH 45 to Washington County Line	Widen from two to four traffic lanes
2007			Sunset Drive	Grambling Lane to STH 59/STH 164	Widen from two to four traffic lanes
2007			124th Street	STH 145 to USH 41/USH 45	Widen from two to four traffic lanes
2007			124th Street	STH 190 to Hampton Avenue	Widen from two to four traffic lanes
2007		Expansion	IH 94	CTH P	Construct new interchange
2007			Lake Drive extension	Lapham Street to STH 67	Construct two lanes on new alignment
2007			Valley Road	STH 67 to CTH P	Construct two lanes on new alignment
2007			124th Street	STH 100 to STH 145	Construct two lanes on new alignment
2010	Kenosha	Widening	STH 83	128th Street to STH 50	Widen from two to four traffic lanes
2010			STH 158	104th Avenue to STH 31	Widen from two to four traffic lanes
2010			STH 165	STH 31 to STH 32	Widen from two to four traffic lanes
2010			CTH E	STH 31 to STH 32	Widen from two to four traffic lanes
2010			CTH S	IH 94/USH 41 to STH 31	Widen from two to four traffic lanes
2010		Expansion	CTH F extension	CTH O to 89th Street	Construct two lanes on new alignment
2010			39th Avenue extension	24th Street to 18th Street	Construct two lanes on new alignment
2010	Milwaukee	Widening	STH 38	County Line Road to Oakwood Road	Widen from two to four traffic lanes
2010			Morgan Avenue	Forest Home Avenue to 43rd Street	Widen from two to four traffic lanes
2010			Whitnall Avenue	Nicholson Avenue to Packard Avenue	Widen from two to four traffic lanes
2010			Pennsylvania Avenue	Drexel Avenue to College Avenue	Widen from two to four traffic lanes
2010			124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes
2010	Ozaukee	Widening	STH 33	Washington County line to Progress Drive	Widen from two to four traffic lanes
2010			STH 33	IH 43 to Spring Street	Widen from two to four traffic lanes
2010			STH 57	Milwaukee County line to STH 167	Widen from two to four traffic lanes
2010			STH 60	Washington County line to STH 143	Widen from two to four traffic lanes
2010			STH 60	STH 143 to STH 57	Widen from two to four traffic lanes
2010			STH 167	Washington County line to Wauwatosa Road	Widen from two to four traffic lanes
2010			Wauwatosa Road (CTH N)	CTH C to STH 60	Widen from two to four traffic lanes
2010		Expansion	IH 43	Highland Road	Construct new interchange
2010			Cold Springs Road	CTH O to STH 33	Construct two lanes on new alignment
2010			Maple Road extension	Cedar Creek Road to Rose Street at the Village of Grafton north corporate limit	Construct two lanes on new alignment
2010	Racine	Widening	STH 32	Milwaukee County to Five Mile Road	Widen from two to four traffic lanes
2010			STH 38	Milwaukee County to CTH K	Widen from two to four traffic lanes
2010			CTH C	CTH V to Airline Road	Widen from two to four traffic lanes
2010			CTH C	Airline Road to Sunnyslope Road	Widen from two to four traffic lanes
2010			CTH K	IH 94 to CTH H	Widen from two to four traffic lanes
2010			CTH K	Kraut Road to STH 38	Widen from two to four traffic lanes
2010		Expansion	Burlington bypass	(STH 36) Milwaukee Avenue to STH 11	Construct two lanes on new alignment
2010			Five Mile Road extension	STH 32 to Erie Street	Construct two lanes on new alignment
2010			Oakes Road extension	21st Street to 16th Street	Construct two lanes on new alignment
2010			Oakes Road extension	STH 11 to 21st Street	Construct two lanes on new alignment
2010			21st Street extension	STH 31 to Oakes Road	Construct two lanes on new alignment
2010			90th Street extension	STH 20 to CTH C	Construct two lanes on new alignment
2010	Walworth	Widening	STH 11	CTH O to 7th Street	Widen from two to four traffic lanes
2010			USH 14	CTH O to proposed STH 67 bypass	Widen from two to four traffic lanes
2010			USH 14	Rock County line to CTH O	Widen from two to four traffic lanes
2010			STH 50	STH 11 to Wisconsin Street	Widen from two to four traffic lanes
2010			STH 50	IH 43 to STH 67	Widen from two to four traffic lanes
2010			STH 67	IH 43 to the proposed STH 67 bypass at STH 50	Widen from two to four traffic lanes
2010			STH 89	Willis Ray Road to Whitewater Street	Widen from two to four traffic lanes
2010		Expansion	Main Street extension	Frontage Road to Rock County line	Construct two lanes on new alignment
2010			New facility	CTH H east to STH 11	Construct two lanes on new alignment
2010	Washington	Widening	STH 33	Oak Road to Ozaukee County line	Widen from two to four traffic lanes
2010			CTH Y	CTH Q to USH 41/45	Widen from two to four traffic lanes
2010		Expansion	STH 33	Trenton Road to Oak Road	Construct four lanes on new alignment
2010			Division Road extension	STH 167 to Freistadt Road	Construct two lanes on new alignment
2010			Jefferson Street extension	Trenton Road to N. River Road	Construct two lanes on new alignment
2010			Pioneer Road extension	CTH J to CTH CC	Construct two lanes on new alignment
2010			Taylor Road extension	Pond Road to STH 60	Construct two lanes on new alignment
2010			Trenton Road extension	STH 33 to Maple Road	Construct two lanes on new alignment
2010	Waukesha	Widening	STH 59	STH 83 to ST. Paul Avenue	Widen from two to four traffic lanes
2010			STH 59	Johnson Road to Calhoun Road	Widen from two to four traffic lanes
2010			STH 67	CTH B to IH 94	Widen from four to six traffic lanes
2010			STH 83	CTH KE extension to STH 16	Widen from two to four traffic lanes
2010			STH 83	CTH NN to STH 59	Widen from two to four traffic lanes

Table 5 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2010	Waukesha (continued)	Widening (continued)	STH 145	Milwaukee County line to Washington County line	Widen from two to four traffic lanes
2010			STH 190	STH 164 to CTH Y	Widen from four to six traffic lanes
2010			CTH D	STH 59/STH 164 to Moorland Road	Widen from two to four traffic lanes
2010			CTH K	CTH Y to Calhoun Road	Widen from two to four traffic lanes
2010			CTH T	Golf Road to proposed CTH SS extension	Widen from two to four traffic lanes
2010			CTH Q	Division Road to Pilgrim Road	Widen from two to four traffic lanes
2010			CTH Y	IH 43 to Coffee Road	Widen from two to four traffic lanes
2010			CTH Y	STH 59/STH 164 to Coffee Road	Widen from two to four traffic lanes
2010			CTH VV	STH 164 to CTH Y	Widen from two to four traffic lanes
2010			CTH VV	CTH Y to Betty Drive	Widen from two to four traffic lanes
2010			Calhoun Road	STH 59 to IH 94	Widen from two to four traffic lanes
2010			Calhoun Road	USH 18 to Gebhardt Road	Widen from two to four traffic lanes
2010			Grandview Boulevard	USH 18 to Northview Road	Widen from two to four traffic lanes
2010			Hampton Road	Lisbon Road to 132nd Street	Widen from two to four traffic lanes
2010			Lisbon Road	Calhoun Road to Hampton Road	Widen from two to four traffic lanes
2010			Meadowbrook Road	Northview Road to IH 94	Widen from two to four traffic lanes
2010			Moorland Road	CTH L to IH 43	Widen from two to four traffic lanes
2010			North Avenue	Lilly Road to 124th Street	Widen from two to four traffic lanes
2010			Pilgrim Road	A point about 700 feet north of North Avenue to Lisbon Road	Widen from two to four traffic lanes
2010			Pilgrim Road	North Avenue to a point about 700 feet north	Widen from two to four traffic lanes
2010			Pilgrim Road	USH 18 to North Avenue	Widen from two to four traffic lanes
2010			Racine Avenue	Downing Drive to STH 59/STH 164	Widen from two to four traffic lanes
2010			Waukesha west bypass	Northview Road to USH 18	Widen from two to four traffic lanes
2010		Expansion	IH 94	Calhoun Road	Construct new interchange
2010[a]			STH 16/STH 67 bypass	Wisconsin Avenue to Jefferson County line	Construct four lanes on new alignment
2010			STH 83	STH 16 to Thompson Lane	Construct two lanes on new alignment
2010			STH 83	Kilbourne Road to CTH CW	Construct two lanes on new alignment
2010			CTH Y extension	STH 190 to CTH K	Construct four lanes on new alignment
2010			CTH KE realignment	CTH K to a point about 800 feet north	Construct two lanes on new alignment
2010			Moorland Road extension	Woods Road to CTH L	Construct two lanes on new alignment
2010			Oconomowoc Parkway	CTH Z to STH 67	Construct two lanes on new alignment
2020	Kenosha	Widening	22nd Avenue	CTH E to CTH KR	Widen from two to four traffic lanes
2020		Expansion	CTH Q	184th Street extended to 168th Street	Construct two lanes on new alignment
2020			CTH AH	CTH F to CTH SA	Construct two lanes on new alignment
2020	Milwaukee	Widening	STH 100	IH 43 to STH 24	Widen from six to eight traffic lanes
2020			CTH ZZ	STH 36 to USH 41	Widen from two to four traffic lanes
2020			Pennsylvania Avenue	STH 100 to Drexel Avenue	Widen from two to four traffic lanes
2020		Expansion	15th Avenue extension	STH 100 to Elm Road	Construct two lanes on new alignment
2020			124th Street extension	Watertown Plank Road to STH 59	Construct two lanes on new alignment
2020	Ozaukee	Expansion	Granville Road	Highland Road to Freistadt Road	Construct two lanes on new alignment
2020			River Road extension	Bonniwell Road to Highland Road	Construct two lanes on new alignment
2020			Walters Street extension	CTH LL to Grant Street	Construct two lanes on new alignment
2020	Racine	Widening	STH 11	71st Street in the Village of Union Grove to IH 94	Widen from two to four traffic lanes
2020			STH 20	USH 45 to a point 0.73 mile west of CTH C	Widen from two to four traffic lanes
2020		Expansion	Burlington bypass	STH 11 to STH 36 (State Street)	Construct two lanes on new alignment
2020			CTH K extension	Britton Road to 108th Street	Construct two lanes on new alignment
2020	Walworth	Widening	STH 50	Pearson Drive to Madison Street	Widen from two to four traffic lanes
2020			STH 120	STH 36 to USH 12	Widen from two to four traffic lanes
2020		Expansion	IH 43	CTH O	Construct new interchange
2020			USH 12 freeway[c]	Howard Road to Elkhorn	Construct four lanes on new alignment
2020			USH 12 freeway	CTH H to McHenry County line	Construct four lanes on new alignment
2020			STH 67 bypass (Walworth, Fontana, and Williams Bay)	Existing STH 67 at Village of Walworth south corporate limits to existing STH 67 at STH 50	Construct four lanes generally on new alignment
2020			Burlington bypass	STH 11 to Mormon Road	Construct two lanes on generally new alignment
2020			CTH P realignment	Territorial Road to CTH A	Construct two lanes on new alignment
2020			Willow Road extension	West Side Road to CTH H	Construct two lanes on new alignment
2020			New facility	STH 67 west to STH 11	Construct two lanes on new alignment
2020			New facility	STH 11 north to CTH H	Construct two lanes on new alignment
2020	Washington	Widening	STH 33	USH 41 to CTH Z	Widen from two to four traffic lanes
2020			STH 60	Wilshire Drive to Ozaukee County line	Widen from two to four traffic lanes
2020			STH 167	Pilgrim Road to Ozaukee County line	Widen from two to four traffic lanes
2020			CTH J	CTH Q to STH 175	Widen from two to four traffic lanes
2020		Expansion	Arthur Road extension	CTH N to Arthur Road	Construct two lanes on new alignment
2020			Kettleview Road extension	CTH H to STH 28	Construct two lanes on new alignment
2020			Kettleview Road extension	STH 33 to Schuster Drive	Construct two lanes on new alignment
2020			Schuster Drive extension	Schuster Drive to Beaver Dam Rd	Construct two lanes on new alignment
2020			Wacker Drive extension	STH 60 to Lee Road	Construct two lanes on new alignment
2020	Waukesha	Widening	USH 18	STH 83 to CTH TT	Widen from two to four traffic lanes
2020			STH 67	IH 94 to USH 18	Widen from two to four traffic lanes
2020			CTH Y	STH 74 to CTH Q	Widen from two to four traffic lanes

Table 5 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2020	Waukesha (continued)	Widening (continued)	CTH Y	CTH K to STH 74	Widen from two to four traffic lanes
2020			CTH Y	North Avenue to STH 190	Widen from two to four traffic lanes
2020			Calhoun Road	CTH ES to CTH D	Widen from two to four traffic lanes
2020			Calhoun Road	North Avenue to STH 190	Widen from two to four traffic lanes
2020			Johnson Road	Coffee Road to Lincoln Avenue	Widen from two to four traffic lanes
2020			Johnson Road	A point about 2,000 feet south of STH 59 to STH 59	Widen from two to four traffic lanes
2020			124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes
2020		Expansion	Johnson Road extension	A point about 2,000 feet south of STH 59 to Lincoln Avenue	Construct four lanes on new alignment
2020			Johnson Road extension	Coffee Road to CTH Y	Construct four lanes on new alignment
2020			Mukwonago bypass	IH 43 to CTH ES	Construct two lanes on new alignment
2020			Oconomowoc Parkway	STH 16 to CTH Z	Construct two lanes on new alignment
2020			Sunnyslope Road extension	CTH HH to CTH L	Construct two lanes on new alignment
2020			Waukesha west bypass	CTH X to Macarthur Road	Construct four lanes on new alignment
2020			124th Street extension	Watertown Plank Road to STH 59	Construct two lanes on new alignment

[a] *Transportation improvement project is included in the baseline transportation system.*

[b] *The initial segment of the USH 12 freeway between the City of Whitewater and the City of Elkhorn is anticipated to be the segment bypassing the City of Whitewater from existing USH 12 at approximately Howard Road southeast of the City to existing USH 12 at approximately Cold Spring Road northwest of the City. Initially, only two travel lanes are anticipated to be constructed and are anticipated to be open to traffic by the year 2007.*

[c] *Initial two lanes of four lane freeway proposed to be constructed and open to traffic by the year 2020.*

Source: SEWRPC.

and 2020 are identified. Table 6 summarizes the mileage of system improvement and expansion anticipated to be implemented by 2000, 2007, 2010, and 2020. Given the potential for individual projects to be deferred or advanced due to considerations such as right-of-way acquisition, the anticipated implementation schedule for the plan is considered to be the mileage of county and local arterial system improvement and expansion, and the mileage of state trunk highway improvement and expansion as set forth in Table 6.

System Expansion: Constructing New Facilities: System expansion consists of all projects which would significantly increase the capacity of the existing system through construction of new facilities. The plan would provide for the construction of 125 route-miles of new arterial facilities. These include such long-planned facilities as the Lake Parkway south from the Hoan Bridge to E. Layton Avenue, the STH 16 freeway bypass of Oconomowoc, the completion of the Waukesha bypass, and the STH 36 bypass of Burlington. In all, proposed new arterial street and highway facilities would represent about 3.5 percent of the total planned arterial route-miles in the year 2020.

System Improvement: Widening Existing Facilities: System improvement consists of all projects which would significantly increase the capacity of the existing system through street widening to provide additional through traffic lanes. Under the final plan, a total of 405 route-miles of facilities would be widened and improved with respect to traffic carrying capacity. Proposed improvements would include the widening of CTH J in Washington and Waukesha Counties; of Cleveland Avenue (CTH D) and Racine Avenue (CTH Y) in Waukesha County; of STH 31 and CTH Y in Kenosha and Racine Counties; of Northwestern Avenue (CTH K) and Spring Street (CTH-C) in Racine County; of STH 57 and Port Washington Road (CTH W) in Ozaukee County; of STH 33 in Ozaukee and Washington Counties; of Rawson Avenue (CTH BB) and Ryan Road (STH 100) in Milwaukee County; and the completion of the widening of STH 50 in Kenosha and Walworth Counties. The system improvement activities would comprise about 11.2 percent of the total planned arterial system.

System Preservation: Maintaining Existing Facilities: System preservation consists of all arterial preservation projects required to maintain the structural adequacy and serviceability of the existing arterial system without

Table 6

IMPLEMENTATION SCHEDULE FOR ARTERIAL STREET SYSTEM PLAN ELEMENT CAPACITY IMPROVEMENT AND EXPANSION: 2000, 2007, 2010, AND 2020

Southeastern Wisconsin Region	Proposed Incremental Arterial System Improvement and Expansion Route Miles				
	2000	2007	2010	2020	Total
State Trunk Highway	41	111	108	69	329
County and Local Trunk Highway	15	69	66	51	201
Total Regional Arterial System	56	180	174	120	530

Source: SEWRPC

significantly increasing the capacity of that system. This would include all projects classified as resurfacing and reconstruction for the same capacity. The plan proposes system preservation activities for about 3,082 route-miles of the arterial system representing about 85.3 percent of the total planned arterial system in the year 2020.

Included in the category of preservation are extensive improvements needed to renew the freeway system in the Milwaukee area. That freeway system, and particularly the IH 94 East-West Freeway which is the "backbone" of the entire regional arterial street and highway system, is nearing the end of its physical and economic life. The pavement and bridge structures and surfaces are worn out. In part because the entire regional freeway system was never completed as once planned, the existing components of the Milwaukee-area freeway system already carry far more traffic than they were designed for, and can be expected to carry even heavier traffic loads in future years. Moreover, the geometric design of this freeway system and, in particular, the configuration of the major interchanges, is obsolete and, given the extremely heavy traffic loading, increasingly dangerous.

Importantly, the plan recommends the reconstruction and modernization of the Milwaukee area freeway system--particularly the East-West Freeway IH 94, including the Zoo, Stadium, and Marquette interchanges--and the reconstruction of freeway interchanges as needed in Waukesha, Racine, and Kenosha Counties to urban design standards. Consideration in reconstruction should be given to elimination of lane drops at interchanges, provision of adequate merging and diverging lane lengths, provision of auxiliary lanes, provision of adequate shoulders and lateral clearance, improvements in horizontal and vertical curvature, and conversion of left-hand off-ramps and on-ramps to the right hand side of the freeway.

Highway improvements are recommended in the regional transportation plan only as a last resort, that is, to address the congestion which may not be expected to be alleviated by land use, systems management, or public transit measures. The first elements considered for inclusion in the regional transportation plan were the transit and transportation system management elements. The potential of these elements to eliminate congestion was explicitly identified. Highway

improvements were then recommended to be added to the regional transportation plan to resolve to the extent practicable the residual existing and probable future traffic congestion.

Transportation Systems Management Element

The transportation systems management element of the plan is intended to encourage more efficient use of the existing transportation system. It includes travel demand management measures to encourage carpooling and transit travel and thereby reduce vehicular travel. It also includes traffic management measures which seek to obtain the maximum vehicular capacity practicable from existing arterial street and highway facilities. The transportation systems management element of the plan includes the following seven measures:

1. Freeway Traffic Management

   Implementation of an areawide freeway traffic management system, including an operational control strategy that would, through restricted access of single-occupancy vehicles at ramp meters, attempt to minimize freeway traffic flow breakdown and stop-and-go traffic and provide for minimum average operating speeds of about 30 to 35 miles per hour on all freeway segments during peak traffic periods. Buses and high-occupancy vehicles would receive preferential access at the ramps. The system would also include elements to provide advisory information and to better manage traffic incidents.

2. Arterial Curb-Lane Parking Restrictions

   Restriction of curb-lane parking as needed during peak periods along about 400 miles, or about 12 percent, of the planned 3,612-mile arterial street and highway system in order to reduce traffic congestion and help provide good transit service. Local governmental units would consider the proposed curb-lane parking restrictions as traffic volumes and congestion increase, and implement these restrictions rather than considering expansion of highway capacity through widening and new construction beyond that envisioned in the plan.

3. Traffic Engineering

The use of state-of-the-art traffic engineering practices to assist in achieving efficient traffic flow on arterial facilities, including intersection treatments with turn lanes as needed, and efficient traffic signalization, and the facilitation of pedestrian and bicycle movements on arterial streets and highways.

4. Traffic Management Technology

The application of advanced traffic management technology, known as Intelligent Transportation Systems (ITS), as such technology becomes practicable and available over the plan implementation period. This may include traveler information for transit and highway travel, and advanced traffic management systems for improved transportation facility operation.

5. Travel Demand Management Promotion

A regionwide program to promote travel through ridesharing, transit use, bicycle use, and pedestrian movement, together with telecommuting and work-time rescheduling as may be found feasible.

6. Detailed Land Use Planning and Site Design

The preparation and implementation by local governmental units of detailed, site-specific neighborhood land use plans to facilitate travel by transit, bicycle, and pedestrian movement, as recommended in the adopted regional land use plan.

7. Transit Systems Management and Service Enhancement Measures

The undertaking by the transit agencies in the Region of a range of activities to enhance the quality of transit services and to facilitate transit use, including conduct of marketing and public information and education activities, improvement of bus speeds through priority systems and signal preemption, and promotion of innovative fare-payment systems.

1998 THROUGH 2000 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR SOUTHEASTERN WISCONSIN

The proposed 1998 through 2000 transportation improvement program for Southeastern Wisconsin is documented in the SEWRPC report entitled, A Transportation Improvement Program for Southeastern Wisconsin: 1998-2000. The 1998 through 2000 transportation improvement program includes all Federally and otherwise funded arterial highway and public transit projects programmed within the seven-county Southeastern Wisconsin Region for the years 1998 through 2000. A listing of all projects in the transportation improvement program is referenced in Appendix A of this report. The transportation improvement program thus includes projects for the entire seven-county Region both inside and outside the three urbanized areas within the Region of Milwaukee, Racine, and Kenosha. The transportation improvement program also includes both arterial highway and public transit projects which receive Federal assistance and projects which are funded solely with State and/or local funds. The Commission's annual transportation improvement program has historically included both Federally funded and otherwise funded projects and has included projects for the entire Southeastern Wisconsin Region as well, not just the three urbanized areas within that Region. The annual transportation improvement program has included more than the Federally required listing of Federally assisted projects in the three urbanized areas in order to provide complete information on proposed arterial highway and public transit improvements. The continuation of the preparation of such a comprehensive transportation improvement program for Southeastern Wisconsin permits a comprehensive evaluation of transportation improvements with respect to air quality impacts.

Transportation Improvement Program Projects

The 1998 through 2000 transportation improvement program includes 834 projects. The 1998 through 2000 transportation improvement program also includes projects and actions proposed for the years 2001 through 2003, but such actions and projects are only shown for informational purposes only. The transportation projects in the Region may be eligible for Federal funding only if included in these first three years of the TIP.

The transportation improvement program for the seven-county Southeastern Wisconsin Region for the years 1998, 1999, and 2000 represents a total programmed

investment in transportation improvements of about $1.22 billion. Of this total, about $563 million, or about 46 percent, is proposed to be provided in Federal aids; $430 million, or about 35 percent, in State aids; and $225 million, or about 19 percent, in local funds. The first year of the transportation improvement program for the seven-county Southeastern Wisconsin Region represents a total programmed investment in transportation improvements of about $495 million. Of this total, about $235 million, or about 47 percent, is proposed to be provided in Federal aids; $179 million, or about 36 percent, in State aids; and $81 million, or about 17 percent, in local funds.

Historically, the transportation improvement program for Southeastern Wisconsin has been structured to indicate the programmed projects in nine categories: highway system preservation, highway system improvement, highway system expansion, transit system preservation, transit system improvement, transit system expansion, highway safety, highway environmental enhancement, and off-system highway.[3] These nine categories are defined as follows:

1. Highway Preservation

   Projects which result in little or no increase in the traffic-carrying capacity of the existing arterial system, but which are necessary to maintain existing capacity and structural adequacy of the arterial facility for which the projects is proposed.

2. Highway Improvement

   Projects which increase the capacity of existing arterial highways through addition of traffic lanes.

3. Highway Expansion

   Projects which increase the capacity of the arterial highway system through development of new arterial streets of highways.

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[3]All transportation improvement program projects with potential impact on air quality, that is, "nonexempt" projects, are listed later in this report in Table 12.

4. Transit Preservation

   Projects which are necessary to maintain the current quality and level of service on the existing transit system.

5. Transit Improvement

   Projects which improve the quality and level of service on the existing transit system.

6. Transit Expansion

   Projects which either expand the existing transit system or create new transit systems or subsystems.

7. Highway Safety

   Projects designed to improve or eliminate existing unsafe conditions on the Federal aid highway system as it currently exists, and are candidates for special Federal safety program funding.

8. Environmental Enhancement

   Projects which, while materially reducing air, noise, or visual pollution, do not significantly affect highway system operation or capacity.

9. Highway Off-System

   Projects on streets or highways which are not on the arterial street system, or a currently designated Federal aid system, and may be candidates for special Federal safety-off-system funding.

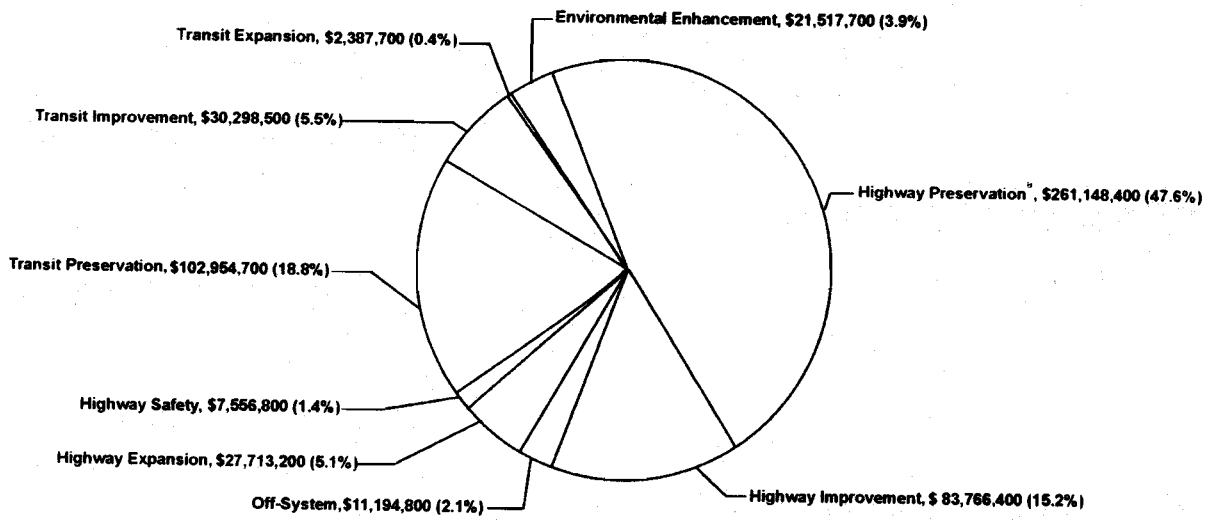
Figure 1 graphically presents the proposed expenditures in the first year of the TIP by each of the nine project categories for Walworth County and for Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties combined. Certain expenditure patterns are apparent from an examination of Figure 1. These include the following:

1. A significant portion of financial resources, about 70 percent, are to be devoted to the preservation of existing transportation facilities and services in the Region.

Figure 1

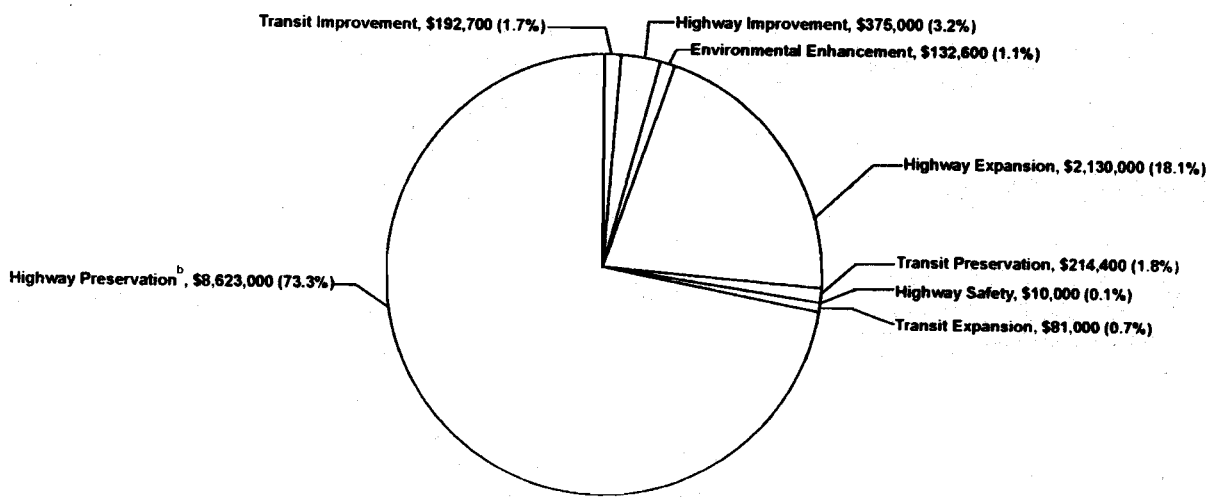
DISTRIBUTION OF EXPENDITURES IN 1998 OF THE 1998-2000 TRANSPORTATION IMPROVEMENT PROGRAM BY PROJECT CATEGORY

KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WASHINGTON, AND WAUKESHA COUNTIES



TOTAL $548,538,200
([a] INCLUDES ESTIMATED $60 MILLION FOR ARTERIAL HIGHWAY OPERATIONS AND MAINTENANCE)

WALWORTH COUNTY



TOTAL $11,758,700
([b] INCLUDES ESTIMATED $5 MILLION FOR ARTERIAL HIGHWAY OPERATIONS AND MAINTENANCE)

Source: *SEWRPC.*

2. The expenditure of funds for highway expansion is about $30 million, or 5 percent of total programmed expenditures in the Region. The expenditures for highway improvement are approximately $84 million, or 15 percent of total expenditures. This compares to the $392 million programmed for expenditures on highway preservation.

3. A significant portion of total financial resources is devoted to public transit projects, which account for about 24 percent of the programmed resources. Of the total programmed resources for public transit, 76 percent is for preservation, only 22 percent and 2 percent, respectively, for service improvement and expansion.

The transportation improvement program has been developed to be fiscally constrained, pursuant to U. S. Department of Transportation metropolitan planning regulations (23CFR Part 450). The funding attendant to implementing the transportation improvement program has been determined to be consistent with existing available Federal, State, and local funding levels.

ASSESSMENT OF CONFORMITY OF THE YEAR 2020 REGIONAL TRANSPORTATION PLAN AND THE 1998 THROUGH 2000 TRANSPORTATION IMPROVEMENT PROGRAM

This section of the report demonstrates the conformity of the year 2020 regional transportation system plan and the 1998 through 2000 transportation improvement program for Southeastern Wisconsin with respect to each of the six criteria established by the U. S. Environmental Protection Agency for such conformity assessment and as well demonstrates that the regional transportation plan continues to conform to the State Implementation Plan for Air Quality.

The six criteria set forth in the November 24, 1993, Federal Register (40CFR Part 51), are: 1) use of latest planning assumptions, 2) use of latest emission model, 3) interagency and public consultation, 4) provision for timely implementation of transportation control measures, 5) consistency with the motor vehicle emissions budget in the State Implementation Plan, and 6) contribution to emissions reduction.

Use of Latest Planning Assumptions

This criterion (40 CFR, Part 51.412) specifies that the conformity assessment must be based upon the official and most current planning assumptions, including current and future population levels, employment levels, travel demand, traffic volumes, and transit ridership.

The Southeastern Wisconsin Regional Planning Commission is the gubernatorially designated MPO for the Kenosha, Milwaukee, and Racine urbanized areas within Southeastern Wisconsin and also the statutory official areawide planning agency for the seven-county Southeastern Wisconsin Region, which contains these three urbanized areas. The Commission is the agency within Southeastern Wisconsin responsible under State law for the preparation of current population, household, employment, travel, and traffic estimates and also for the preparation of future household, employment, travel, and traffic forecasts. The Commission also maintains the travel and traffic simulation models which are used within Southeastern Wisconsin for transportation and air quality planning. The estimates, forecasts, and models used in this conformity analysis are the same as used by the Commission in its regional planning efforts, and as well in the preparation of the new State Implementation Plan for Air Quality in response to the 1990 Clean Air Act Amendments.

The determination of conformity of the transportation system plan and transportation improvement program requires specific travel and emission forecasts for the years 2000, 2007, 2010, and 2020. The population, household, and employment data at regional and subregional levels for the years 2000, 2007, 2010, and 2020 have been projected by interpolation between the existing 1990 regional and subregional estimates and the year 2020 regional forecasts and subregional planned forecast allocations based upon the year 2020 regional land use plan. The regional level 1990 estimates and 2020 forecasts for population, households, and employment are set forth in Table 7, along with the interpolated 2000, 2007, and 2010 population, household, and employment levels.

The new year 2020 regional transportation plan is an extension 10 years in time of the year 2010 regional transportation plan, and is substantially based on that 2010 plan. As part of the year 2010 regional transportation plan preparation, the implications of a range of different future development scenarios for

Table 7

CURRENT AND FORECAST POPULATION, HOUSEHOLD, AND EMPLOYMENT LEVELS FOR SOUTHEASTERN WISCONSIN: 1990, 2000, 2007, 2010, AND 2020

Southeastern Wisconsin Region					
Characteristics	Existing 1990	Forecast Year			
		2000	2007	2010	2020
Population	1,810,700	1,960,600	2,009,600	2,030,600	2,077,900
Households	676,100	746,000	776,600	789,700	827,100
Employment	1,067,200	1,165,300	1,213,200	1,233,700	1,277,100

Six-County Area: Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties					
Characteristics	Existing 1990	Forecast Year			
		2000	2007	2010	2020
Population	1,735,700	1,874,100	1,919,600	1,939,100	1,982,900
Households	648,500	713,600	742,400	754,800	790,200
Employment	1,027,000	1,111,100	1,156,300	1,175,700	1,217,100

Walworth County					
Characteristics	Existing 1990	Forecast Year			
		2000	2007	2010	2020
Population	75,000	86,500	90,000	91,500	95,000
Households	27,600	32,400	34,200	34,900	36,900
Employment	40,200	54,200	56,900	58,000	60,000

Source: SEWRPC.

Southeastern Wisconsin were explored, including such scenarios with respect to vehicle-miles of travel. The different scenarios included intermediate- and high-growth scenarios for the Region as a whole, centralized and decentralized land use patterns, and alternative regional transportation systems ranging from a "no-build" option, to an alternative which would substantially increase the price of automobile transportation, to the recommended system plan. The results of analyses of these scenarios indicated that the future annual growth in vehicle-miles of travel within the Region may be expected to range from about 0.9 percent to 1.9 percent. The analyses indicated that alterative land use patterns and transit and highway improvements may be expected to have little impact on vehicle-miles of travel, accounting for less than 0.1 percent variation in growth annually. Variations in regional economic growth and substantial changes in the perceived cost of automobile use may be expected to account each for about 0.5 percent variation in growth annually.

The determination of conformity utilizes the travel simulation models which have been maintained, refined, and validated by the Commission since the 1960s, and utilized in the preparation of the regional transportation system plan and for the motor vehicle emissions forecasts for the State Implementation Plan. These models and their validation are described in Chapter VII, "Travel Simulation Models," of SEWRPC Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010. The Commission travel models were revalidated and recalibrated, using new data provided by a major origin and destination travel survey completed within the Region in 1991. The models were validated for the year 1990-91 by applying the models with 1990 Census data and 1991 transportation network data and comparing model estimates of trip generation, trip distribution, highway traffic, and transit ridership to estimates derived from travel surveys and actual traffic and transit ridership counts. The validation indicated that the models were able to accurately replicate not only observed trip generation, travel pattern, modal choice, and vehicle-miles of travel data, but also model-estimated individual arterial street traffic volume and transit route ridership within 5 to 10 percent of the actual average weekday vehicular traffic and transit ridership counts.

Under this criterion, changes in the transit system with respect to service levels and fares since the last plan and improvement program conformity

determination are to be described, along with changes proposed in the plan and improvement program with respect to such service levels and fares. Transit service levels have not changed significantly since the last conformity determination completed in 1996 with respect to the 1997-1999 transportation improvement program, or with respect to the previous conformity determination completed in 1994 on the year 2010 transportation plan and the 1995-1997 improvement program. Transit service levels are estimated to have increased by less than 1 percent between 1994 and 1996 as measured by vehicle-miles of service, and to have increased by about 4 percent between 1996 and 1997. Transit fares have increased at approximately the level of general price inflation. With respect to the Milwaukee County Transit System, which represents over 95 percent of the transit service provided in Southeastern Wisconsin, the transit base fare increased by about 8 percent from $1.25 in 1994 to $1.35 in 1996 and remained at $1.35 in 1997. The average fare per revenue passenger which accounts for changes in the adult base fare and the price of passes and tickets increased from $0.79 in 1994 to $0.83 in 1996, a 5 percent increase, and in 1997 remained at $0.83 per revenue passenger. As noted in the description of the transportation system plan, the conformity determination of the plan assumes, based upon the transit system element of the regional plan, that transit service will be increased beginning largely in 2002 by approximately 69 percent over the time period from 1998 to 2020, or about 2.5 percent annually beginning in 2002, and transit fare increases on average over the 23-year period will be held to increases consistent with general price inflation.

Use of Latest Emissions Model

A second criterion for the plan and program conformity determination as set forth in the November 24, 1993, Federal Register (40CFR Part 51.414) requires use of the latest air pollutant emissions estimation model. Accordingly, this determination of conformity utilizes the latest emission estimation model available, the U. S. Environmental Protection Agency Mobile 5A air pollutant emissions estimation model. The assumptions in the emissions estimation model for the years 1996, 2001, 2007, 2010, and 2020 are presented in Table 8. This emissions estimation model is the same model used by the State of Wisconsin Department of Natural Resources in the preparation of the State Implementation Plan for Air Quality. The specific emission factors used for each of the years of analysis in the conformity determination were provided to the Regional

Table 8

ASSUMPTIONS ASSOCIATED WITH MOBILE 5A EMISSIONS ESTIMATING MODEL: 2000, 2007, 2010, AND 2020[a]

Six-County Area[b,c]				
Category	2000 Projected	2007 Projected	2010 Projected	2020 Projected
Fuel Inputs				
Reformulated Gasoline	Yes	Yes	Yes	Yes
Fuel Volatility Level (Reid Vapor Pressure)	NA	NA	NA	NA
Alcohol Blends				
Market Share	NA	NA	NA	NA
Oxygen Content	NA	NA	NA	NA
1 PSI RVP Waiver	NA	NA	NA	NA
Ether Blends				
Market Share	NA	NA	NA	NA
Oxygen Content	NA	NA	NA	NA
Temperature Range (degrees Fahrenheit)	70.0 to 94.0	70.0 to 94.0	70.0 to 94.0	70.0 to 94.0
Vehicle-Miles of Travel in Cold-Start Mode	20.6 percent	20.6 percent	20.6 percent	20.6 percent
Vehicle-Miles of Travel in Hot-Start Mode	27.3 percent	27.3 percent	27.3 percent	27.3 percent
Inspection/Maintenance Inputs				
Start Year (January 1)--Tailpipe/Evaporative	1984/2000	1984/2000	1984/2000	1984/2000
Pre-1981 Stringency	40 percent	40 percent	40 percent	40 percent
Model Years Tested	1968+	1968+	1968+	1968+
Waiver Rate (pre-1981)	3 percent	3 percent	3 percent	3 percent
Waiver Rate (1981+)	3 percent	3 percent	3 percent	3 percent
Compliance Rate	96 percent	96 percent	96 percent	96 percent
Inspection Type	Test only	Test only	Test only	Test only
Test Frequency	Biennial	Biennial	Biennial	Biennial
Vehicle Types Tested	LDGV LDGT1 LDGT2 HDGV	LDGV LDGT1 LDGT2 HDGV	LDGV LDGT1 LDGT2 HDGV	LDGV LDGT1 LDGT2 HDGV
Test Type (1981+)	IM240 test	IM240 test	IM240 test	IM240 test
IM240 Cutpoints (grams/mile)				
HC	0.80	0.80	0.80	0.80
CO	20.0	20.0	20.0	20.0
NOx	None	None	None	None
Pressure Test	1971+	1971+	1971+	1971+
Purge Test	1971+	1971+	1971+	1971+
Tampering Rates	Default	Default	Default	Default
Annual Mileage Accumulation Rates	Default	Default	Default	Default
Basic Exhaust Emission Rates	Default	Default	Default	Default
Vehicle Mix for Vehicle-Miles of Travel	--[d]	--[d]	--[d]	--[d]
Vehicle Age Distribution	WisDNR	WisDNR	WisDNR	WisDNR
Correction Factors for:				
Air Conditioning	None	None	None	None
Extra Vehicle Load	None	None	None	None
Trailer Towing	None	None	None	None
Humidity	None	None	None	None

Table 8 (continued)

Category	Walworth County[e] 2000 Projected	2007 Projected	2010 Projected	2020 Projected
Fuel Inputs				
Reformulated Gasoline	No	No	No	No
Fuel Volatility Level (Reid Vapor Pressure)	8.8	8.8	8.8	8.8
Alcohol Blends				
Market Share	15 percent	15 percent	15 percent	15 percent
Oxygen Content	3.5 percent	3.5 percent	3.5 percent	3.5 percent
1 PSI RVP Waiver	Yes	Yes	Yes	Yes
Ether Blends				
Market Share	0 percent	0 percent	0 percent	0 percent
Oxygen Content	--	--	--	--
Temperature Range (degrees Fahrenheit)	62.0 to 93.0	62.0 to 93.0	62.0 to 93.0	62.0 to 93.0
Vehicle-Miles of Travel in Cold-Start Mode	20.6 percent	20.6 percent	20.6 percent	20.6 percent
Vehicle-Miles of Travel in Hot-Start Mode	27.3 percent	27.3 percent	27.3 percent	27.3 percent
Tampering Rates	Default	Default	Default	Default
Annual Mileage Accumulation Rates	Default	Default	Default	Default
Basic Exhaust Emission Rates	Default	Default	Default	Default
Vehicle Mix for Vehicle-Miles of Travel	--[c]	--[c]	--[c]	--[c]
Vehicle Age Distribution	WisDNR	WisDNR	WisDNR	WisDNR
Correction Factors for:				
Air Conditioning	None	None	None	None
Extra Vehicle Load	None	None	None	None
Trailer Towing	None	None	None	None
Humidity	None	None	None	None

NOTE: The following abbreviations have been used in this table: PSI = Pounds per Square Inch; RVP = Reid Vapor Pressure; CO = Carbon Monoxide; HC = Hydrocarbons; NOx = Nitrogen Oxide; IM = Inspection/Maintenance; LDGV = Light Duty Gas Vehicle; LDGT1 = Light Duty Gas Truck 1; LDGT2 = Light Duty Gas Truck 2; HDGV = Heavy Duty Gas Vehicle; LDDV = Light Duty Diesel Vehicle; LDDT = Light Duty Diesel Truck; HDDV = Heavy Duty Diesel Vehicle; MC = Motor Cycle; and WisDNR = Wisconsin Department of Natural Resources.

[a]Since the MOBILE 5A emission estimating model does not provide summertime emission factors for years beyond 2019, the emission rates for vehicles operating in the plan design year 2020 are based on projected year 2019 emission rates.

[b]Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties.

[c]No anti-tampering program was assumed for the six-county area.

[d]The proportion of vehicle-miles of travel by vehicle type on freeway facilities are as follows: LDGV, 72.8 percent; LDGT1, 12.0 percent; LDGT2, 3.2 percent; HDGV, 3.5 percent; LDDV, 1.6 percent; LDDT, 0.3 percent; HDDV, 6.5 percent; MC, 0.1 percent.

The proportion of vehicle-miles of travel by vehicle type on standard arterial facilities are as follows: LDGV, 76.4 percent; LDGT1, 13.9 percent; LDGT2, 2.6 percent; HDGV, 1.7 percent; LDDV, 1.7 percent; LDDT, 0.3 percent; HDDV, 3.3 percent; MC, 0.1 percent.

[e]No inspection/maintenance programs and no anti-tampering program was assumed for Walworth County.

Source: Wisconsin Department of Natural Resources and SEWRPC.

Planning Commission by the State of Wisconsin Department of Natural Resources to assure complete consistency between this conformity determination and the State plan.

Interagency and Public Consultation

A third criterion for plan and program conformity determination set forth in the November 24, 1993, Federal Register (40CFR Part 51.416) relates to interagency and public consultation. The development of the new year 2020 regional transportation system plan, and, as well, the previous 2010 plan upon which it was substantially based, involved interagency and public consultation, including, specifically, such consultations with respect to air quality impacts and the implications for conformity of the new plan and its alternatives. The 1998-2000 transportation improvement program directly implements the plan and is consistent with the plan schedule for implementation. In particular, the State of Wisconsin Department of Transportation, the State of Wisconsin Department of Natural Resources, the U. S. Department of Transportation, and the county and local units of government were all extensively involved in the development of the year 2010 plan, and, as well, in its extension to the year 2020, including with respect to the consideration of alternatives, the consideration of the financial resources necessary to implement the plan, and the evaluation of the potential air quality impacts of the plan and plan alternatives. These Federal, State, county, and local units and agencies of government have also been consulted, and have, as members of the Commission Advisory Committee guiding the preparation of the new regional plan, reviewed and approved the travel simulation models utilized in the regional plan preparation and as well the level of detail of the transportation system plan. It should be noted, with respect to the latter, that the transportation system plan incorporates all local, express, and rapid transit facilities and services and includes both geographic expansion of service and improvement of frequency of transit service. The plan also incorporates the entire arterial street and highway network of the Region, including all arterials in both urban and rural areas and major collectors in rural areas. The agencies concerned have also given consideration to the treatment in the travel simulation modeling and in the transportation system plan of transportation control measures. In addition, there has been public consultation with respect to the regional transportation system plan, including consultation on alternatives, as well as on the recommended plan and its financial impacts and on the potential

air quality impacts of the recommended plan and alternatives thereto. The consultation on the year 2020 plan includes a public informational meeting and hearing. The consultation on the previous year 2010 plan upon which the 2020 plan is based includes transmittal of a series of three newsletters to 2,500 individuals and a day-long conference on the regional plan attended by over 400 individuals and seven public informational meetings and hearings attended by over 300 persons. The public consultation on the 2020 plan is documented in Record of Public Informational Meetings and Hearings: Preliminary Regional Land Use and Transportation System Plans for Southeastern Wisconsin: 2020 and Transportation Improvement Program for Southeastern Wisconsin: 1998-2000. The public consulta- consultation on the previous 2010 plan is documented in the Record of Public Informational Meetings and Public Hearings: Preliminary New Regional Transportation System Plan for Southeastern Wisconsin: Design Year 2010. Included in these reports are responses to every comment received on the plan and its social, economic, and environmental impacts. The State and county and local governments have also been directly involved in the preparation of the 1998-2000 transportation improvement program through their submittal of projects for inclusion in the transportation improvement program and their consideration and approval of the transportation improvement program.

In addition, a public informational meeting and hearing was held on the 1998-2000 transportation improvement program and its conformity determination. The notice for the public hearing on the program, the comments received, and the staff and Advisory Committee response to the comments are presented in an appendix to the transportation improvement program. In addition, the 1998-2000 transportation improvement program and its conformity determination, and, as well, the year 2020 plan and the year 2010 plan upon which the 2020 plan was based, were reviewed and approved by the Commission's Intergovernmental Coordinating and Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, and Racine urbanized area which includes representation of all local units of government within the three urbanized areas of Southeastern Wisconsin on a population proportional basis, as well as representation from State government including the Wisconsin Departments of Transportation and Natural Resources, and Federal government including the U. S. Department of Transportation and Environmental Protection Agency.

Provision for Timely Implementation of Transportation Control Measures

A fourth criterion for plan and program conformity determination, set forth in the November 24, 1993, Federal Register, (40CFR Part 51.418) is that the transportation plan and program must provide for timely implementation of all transportation control measures in the State Implementation Plan for Air Quality. More specifically, the transportation plan and improvement program must provide for timely completion of all transportation control measures in the State Implementation Plan and nothing in the transportation plan or program may interfere with the implementation of any transportation control measure in the State Implementation Plan. The one such measure included in the State plan submitted in November 1993 by the State of Wisconsin Department of Natural Resources is implementation of the Federally mandated Employee Commute Options program. The Employee Commute Options Mandate was eliminated on December 23, 1995, and affected ozone nonattainment areas were allowed to substitute other emission reduction efforts for the reductions expected from the Employee Commute Options program. The Wisconsin Department of Natural Resources formally withdrew its Employee Commute Options program State Implementation Plan in May 1996 (after U. S. Environmental Protection Agency approval of the Wisconsin 15% State Implementation Plan in March 1996). The Wisconsin Department of Natural Resources indicated that it would be substituting the Wisconsin Partners for Clean Air program for the Employee Commute Options program. The Partners program requests that large employers and other interested parties continue with any previously mandated Employee Commute Options related trip reduction activities, sign a pledge to promote trip reduction and transit promotion activities, promote Ozone Action Day efforts, or make point and area source emission reductions beyond current federal and state requirements. The regional transportation system plan and 1998 through 2000 transportation improvement program would in no way interfere with the implementation of the Partners program and would assist in its implementation. The transportation system plan recommends a number of measures which should serve to significantly assist in the implementation of the trip reduction goals that are a key component of the Partners program, including the recommendation of a significant expansion of transit service which should make transit a more available and attractive option for commuters. Such expansion is not, however, expected to occur until 2002. Another recommendation in the plan is for the continuation and expansion of the areawide program operated by the Wisconsin Department of Transportation to promote carpooling and vanpooling, as well as other work-related travel demand management measures,

including telecommuting and compressed work schedules. The 1998-2000 transportation improvement program includes a number of measures which should serve to significantly assist in the implementation of the Partners program, including the provision of transit service as an option for commuters and the areawide program operated by the Wisconsin Department of Transportation to promote carpooling and vanpooling, as well as other work-related travel demand management measures.

Consistency with Motor Vehicle Emissions Budget

The fifth criterion for plan and program conformity determination, set forth in the November 24, 1993, Federal Register (40CFR 51.428 for plans and 40CFR 51.430 for programs), requires that the transportation system emissions forecasts under the transportation plan and transportation improvement program must be consistent with, that is, equal to, or less than, the transportation systems emissions forecast, or "motor vehicle emissions budget," in the State Implementation Plan for both the six-county severe nonattainment area for ozone standards and as well for Walworth County. The State Implementation Plan for this conformity analysis is the implementation plan submitted to the Federal government by the Wisconsin Department of Natural Resources in November 1993. It presents a motor vehicle emissions budget for the year 1996 as part of the required implementation plan to reduce total volatile organic compound emissions by 15 percent between 1990 and 1996. This requirement for consistency through comparison of the transportation emission forecasts incorporated in the regional transportation system plan and improvement program with those incorporated in the State Implementation Plan applies to volatile organic compound emissions as a precursor to ozone.

The transportation system emissions attendant to the transportation system plan were forecast through application of the Commission travel and traffic simulation models to the transportation system plan under the year 2020 population, households, and employment forecasts and the year 2020 regional land use plan. Table 9 presents the forecast vehicle-miles of travel attendant to the transportation system plan by functional classification and speed range for the inventory year 1990 and for forecast years of 2000, 2007, 2010, and 2020. The transportation plan projects incorporated in each forecast year were listed in Tables 2 and 5. Table 10 presents the forecast attendant volatile organic com-

Table 9

SUMMER WEEKDAY VEHICLE-MILES OF TRAVEL WITHIN SOUTHEASTERN WISCONSIN: FORECAST YEAR 2000, 2007, 2010, AND 2020[a]

Facility Type	Speed Range	2000 Model	2007 Model	2010 Model	2020 Model
Standard Arterials	0-10	55319	50832	77298	85856
Six-County Area	10-15	355676	529486	501256	644744
	15-20	1921342	2046004	2153440	2462689
	20-25	4149067	4232594	4418771	4849200
	25-30	4366889	4623011	4452627	5146110
	30-35	5138730	5280033	5427408	5810395
	35-40	4905130	5291211	5610095	5733817
	40-45	3882042	4046425	4149265	4458060
	45-50	1893096	2200884	2447924	2522169
	50-55	276390	304173	331385	382863
	55-60	32373	31108	34789	23483
	60+	4712	16694	18075	20681
Subtotal	- -	26,980,766	28,652,455	29,622,333	32,140,067
Freeway	0-10	172622	183448	178451	175558
Six-County Area	10-15	84458	84820	88159	88348
	15-20	21045	21464	29166	27602
	20-25	34775	39072	46507	106900
	25-30	76781	127540	123111	174466
	30-35	555584	886938	852497	1273027
	35-40	1555482	1517298	1455445	1460626
	40-45	1576202	1762046	1851268	1681088
	45-50	1790024	1963266	1979197	2469065
	50-55	4038500	3855841	4028898	3572414
	55-60	415619	436456	446081	1068991
	60+	3071775	3372726	3500933	3189122
Subtotal	- -	13,392,867	14,250,915	14,579,713	15,287,207
Total	- -	40,373,633	42,903,370	44,202,046	47,427,274
Standard Arterials	0-10	0	0	0	0
Walworth County	10-15	1004	1574	1496	9321
	15-20	24104	23853	27682	29624
	20-25	52693	65603	61285	62087
	25-30	84312	66263	91523	117534
	30-35	194659	187337	205584	244216
	35-40	299120	428047	426022	369893
	40-45	657027	672674	628823	632203
	45-50	335292	371076	470170	497182
	50-55	42618	27370	31134	44047
	55-60	657	785	732	684
	60+	0	0	0	0
Subtotal	- -	1,691,486	1,844,582	1,944,451	2,006,791
Freeway	0-10	0	0	0	0
Walworth County	10-15	0	0	0	0
	15-20	0	0	0	0
	20-25	0	0	0	0
	25-30	7960	8727	9367	11131
	30-35	0	1310	1371	1587
	35-40	8429	7854	8693	9828
	40-45	0	0	0	0
	45-50	0	0	0	0
	50-55	36206	154149	163536	214498
	55-60	138820	54605	56978	74832
	60+	522254	570795	627382	851900
Subtotal	- -	713,669	797,440	867,327	1,163,776
Total	- -	2,405,155	2,642,022	2,811,778	3,170,567
Region Total	- -	42,778,788	45,545,392	47,013,824	50,597,841

[a] The vehicle-miles of travel set forth in this table represent arterial vehicle-miles of travel only. Nonarterial summer weekday vehicle-miles of travel would increase the total summer weekday vehicle-miles of travel by approximately 10 percent.

Source: SEWRPC

Table 10

FORECAST VOLATILE ORGANIC COMPOUND EMISSIONS FROM THE TRANSPORTATION SYSTEM OF SOUTHEASTERN WISCONSIN UNDER THE REGIONAL TRANSPORTATION SYSTEM PLAN AND THE STATE IMPLEMENTATION PLAN FOR AIR QUALITY: 2000, 2007, 2010, AND 2020

Year	Six-County Area[a] Transportation Plan Volatile Organic Compound Emissions Forecast (tons) (1996 Budget--58.13 tons)	Walworth County[c] Transportation Plan Volatile Organic Compound Emissions Forecast (tons) (1996 Budget--5.11 tons)	Southeastern Wisconsin Region[b] Transportation Plan Volatile Organic Compound Emissions Forecast (tons) (1996 Budget--63.24 tons)
2000	40.15	4.48	44.63
2007	32.95	4.12	37.07
2010	31.84	4.19	36.03
2020	33.51	4.64	38.15

[a]Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties.

[b]The emissions forecasts under the plan are pursuant to Federal regulations to also assume implementation of the 1998-2000 transportation improvement program, which has been prepared to initiate implementation of the plan. Since the plan and program are entirely consistent with respect to "non-exempt" projects, or projects of air quality impact, including highway and transit capacity improvement and expansion, the emissions forecast attendant to the plan are basically the same as the plan and program combined. The only projects which may need to be added to the plan emissions forecast, and are reflected in the emissions forecast in this table, are improvement program projects using Federal Highway Administration Congestion Mitigation and Air Quality (CMAQ) Program funds. These CMAQ projects and their estimated emissions impact are listed in Appendix D.

It should be noted also that the transportation plan forecasts have not been adjusted to assume implementation of the Employee Commute Options program, which is included in the State implementation plan emissions forecasts.

[c]The volatile organic compound and nitrous oxide emissions forecasts for Walworth County under the transportation plan and transportation improvement program are also less than the "emissions budgets"--or, projected emissions--in the Walworth County maintenance plan. The Year 2007 volatile organic compound emissions forecast for Walworth County under the transportation plan and improvement program is 4.12 tons per hot summer weekday compared to 4.89 tons in 2007 as projected in the Walworth County maintenance plan. The Year 2007 nitrous oxide emissions forecast for Walworth County under the transportation plan and transportation improvement program is 6.20 tons compared to 7.20 tons in 2007 as projected in the Walworth County maintenance plan.

Source: Wisconsin Department of Natural Resources and SEWRPC.

pound emissions. The forecasts are presented for the years 2000, 2007, 2010, and 2020. In addition, Table 10 presents the year 1996 motor vehicle emissions budget for volatile organic compounds incorporated in the State Implementation Plan. The transportation system emissions under the transportation system plan for the six-county severe nonattainment area and as well for Walworth County are less than the motor vehicle emissions budget included in the implementation plan, thus meeting this criterion for consistency.

The State Implementation Plan assumed emissions consistent with a 1.9 percent annual increase in vehicle-miles of travel to the year 1999, and 1.4 percent annually beyond the year 1999.[4] The transportation system plan is forecast to result in approximately a 1.9 percent annual increase in vehicle miles of travel to the year 2000, and 1.0 percent annually from the year 2001 to the year 2020. The vehicle-miles of travel forecasts in the State implementation plan, and the regional transportation plan are consistent, with the State Implementation Plan forecast being equal to, or greater than, the regional plan forecasts. The higher rate of growth assumed in the State Implementation Plan provides latitude for potential vehicle-miles of travel increases in a year or short-term period of years which may exceed long-term average increases, for example, during short-term periods of rapid economic growth and gasoline price decline. Both the State Implementation Plan and regional transportation plan expect more substantial increases in vehicle-miles of travel between 1990 and 2000, due to anticipated continuing higher rates of increase in employment levels, declining household size and resultant growth in households and decreases in vehicle occupancy, and declines in the fuel-related costs of operating an automobile. Lower rates of increase in vehicle-miles of travel are anticipated beyond the year 2000 due to anticipated slower growth in employment and labor force levels, stability in household size and slower growth in household levels, and modest increases in the fuel-related costs of operating an automobile.

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[4]The State implementation plan specifically assumed a 1.9 percent annual increase in vehicle-miles of travel for each of the years 1990 through 1999. The State Implementation Plan further assumed a 2 percent decrease in vehicle-miles of travel in 1996--which would slightly more than offset the approximately 1.9 percent anticipated annual vehicle-miles of travel increase--due to implementation of the Employee Commute Options program.

The Wisconsin Department of Transportation has prepared an estimate of the actual growth in vehicle-miles of travel for the years 1990 to 1995 in the Southeastern Wisconsin Region based upon traffic counts taken by the Department which represents the universe of Highway Performance Monitoring System (HPMS) data. Traffic counts are performed by the Department every three years in each County. Based upon these counts, the vehicle-miles of travel in southeastern Wisconsin is estimated to have increased by about 2.0 percent annually from 1990 to 1995, or only about 0.1 percent annually, faster than forecast in the State Implementation Plan, or only about a total of 0.6 percent faster over the time period 1990 to 1995.[5]

The transportation plan and the travel simulation modeling analysis of attendant emissions fully meets the requirements of plan and program set forth in the November 24, 1993, Federal Register (40CFR 51.404 and 40CFR 51.452). With respect to content of the transportation plan (40CFR 51.404), the plan includes all additions to the transportation system with respect to both highway and public transit. All additions of arterial street system highway capacity, including widening of arterial streets to provide additional traffic lanes and construction of new arterial facilities, are included in the plan. This arterial street system includes over 3,600 miles of streets within the seven-county Southeastern

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[5]The traffic counts as taken by the Wisconsin Department of Transportation are as follows: Kenosha County (9 percent of Region vehicle-miles of travel (VMT) in 1990), 2.24 percent annual growth from 1990 to 1996; Milwaukee County (46 percent of Region VMT in 1990) 1.26 percent annual growth from 1990 to 1996; Ozaukee County (5 percent of Region VMT in 1990) 3.58 percent annual growth in VMT from 1989 to 1995; Racine County (10 percent of Region VMT in 1990) 1.50 percent annual growth in VMT from 1990 to 1996; Walworth County (6 percent of Region VMT in 1990) 1.21 percent annual growth in VMT from 1990 to 1996; Washington County (6 percent of Region VMT in 1990) 4.53 percent annual growth in VMT from 1989 to 1995, and; Waukesha County (19 percent of Region VMT in 1990) 2.35 percent annual growth in VMT from 1991 to 1994.

The Regional Planning Commission also prepared an estimate of the growth in vehicle-miles of travel within the Southeastern Wisconsin Region. The Commission used annual traffic counts available on the Region's freeway system, traffic counts on the surface arterial system which are available every three years, and special surface arterial counts conducted every year to factor the counts which are only available every three years. The Commission's estimate of the growth in vehicle-miles of travel from 1991 to 1995 was 2.0 percent annually, or the same as the Wisconsin Department of Transportation estimate.

Wisconsin Region, or about one-third of the total street system, and includes all arterials within urban areas and all arterials and major collectors within rural areas of the Region. The plan also includes the total transit system, including the local, express, and rapid transit system components, and includes all aspects of plan-recommended improvements including frequency of service and expansion of geographic system coverage.

The travel simulation modeling conducted under this conformity analysis is fully consistent with, indeed identical to, the travel simulation modeling conducted by the Commission for the preparation of the regional transportation system plan and for the preparation of the State Implementation Plan. The travel simulation modeling for the conformity determination is sensitive to the added capacity and service provided by each highway and transit plan proposal, accurately reflecting its potential effect through changes in travel time and attendant route choice, mode choice, travel patterns, and trip generation. The transportation system plan and its treatment in the travel simulation modeling analysis goes beyond the Federally required consideration of Federally defined regionally significant projects, that is, principal arterials and transit fixed guideways, in that it includes all arterial and public transit facilities. Also, as required, the transportation system plan is consistent with the adopted regional land use plan since it was designed to serve and promote implementation of the land use plan. The consistency between the transportation system and land use plans was tested by comparing both the accessibility provided under the transportation plan and the incremental accessibility provided by the transportation system plan relative to a "no-build" plan to the land use plan.

In addition, both the new transportation system plan and transportation improvement program are fiscally constrained, pursuant to U. S. Department of Transportation metropolitan planning regulations (23CFR Part 450). The funding attendant to implementing the transportation improvement program is consistent with existing available Federal, State, and local funding levels. With respect to the transportation system plan, the total cost of the plan, including both capital and operating costs, were estimated and compared to existing available Federal, State and local revenues. All funding shortfalls were identified, and proposed new revenue sources and strategies to obtain these new revenues were proposed.

The procedures for estimating the regional transportation plan and program emissions also fully meet the emission and travel modeling requirements, set forth in the November 24, 1993, Federal Register (40CFR 51.452).[6] Specifically, the travel simulation modeling analysis for this conformity determination incorporates in the analysis all planned highway capacity improvements and expansion, including for all arterial facilities, including major collectors in rural areas, and for all transit improvements and expansion. The travel simulation modeling analysis does not assume emission reductions for any transportation control measures or control programs external to the transportation system, as, for example, changes in motor fuel volatility or vehicle inspection and maintenance programs, except with respect to such programs incorporated in the State Implementation Plan. However, such programs are incorporated in both the "baseline," or "no-build," and in the transportation system plan and program, or "action" scenarios, for determination of potential plan- and program-related emission reductions.

The Federal requirements for determination of conformity after January 1, 1995, as set forth in the November 24, 1993, Federal Register (40 CFR 51.452(b)), have been met under this conformity determination. The travel and traffic simulation models used to estimate the transportation plan and improvement program air pollutant emissions are network-based models which forecast travel demand and traffic volume based upon economic and demographic forecasts, planned land use allocation patterns, and the characteristics of the transportation system. As already noted, the travel models are fully described in Chapter VII, "Travel Simulation Models," of SEWRPC Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010. The models were calibrated with 1991 large-scale travel survey data and represent state-of-the-art professional practice approved by the Commission Technical and Intergovernmental Coordinating and Advisory Committee on Regional Transportation System Planning, which Committee includes representation from Federal, State, and local governments.

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[6]A U. S. Department of Transportation, Federal Highway Administration report issued May 21, 1997, on the recently completed Federal Review of the travel modeling conducted by the Commission, is provided in Appendix B, along with a Commission report which cites how each requirement in 40CFR 51.452 is met.

The models were also recently approved for use in a Federal Transit Administration transit fixed-guideway alternatives analysis.[7]

The models were validated for the year 1990-91 using 1990 and 1991 census data, land use inventory data, travel survey data, and transportation system inventory data with respect to simulation of both transit ridership and arterial street and highway traffic by comparing model estimates to actual counts.

The models incorporate sensitivity to peak-hour traffic congestion and travel time through a capacity restrained traffic assignment. A peak hour traffic assignment with forecast peak hour traffic volumes and speeds is prepared. The peak hour volumes and speeds are sensitive to the total travel volume on the facility and the potential for the spreading of peak hour traffic to adjacent hours of the day. The models incorporate the peak-hour congestion and travel times as determined in traffic assignment in the trip distribution model to determine travel patterns and mode choice model to determine transit ridership.

The models incorporate an iteration, or feedback, of model steps so that the travel times used to determine travel patterns and transit ridership are consistent with the travel times established in capacity restraint traffic assignment.

The constrained peak hour, and the free flow, or off-peak, travel speeds incorporated in the models are based upon actual field surveyed speeds and travel times. The models estimate peak and off-peak travel times and utilize peak-travel times in trip distribution and modal choice of peak travel (work and school travel). Off-peak travel times are used in trip distribution and mode choice for off-peak travel (shopping and other travel).

The model steps of trip distribution and mode choice are directly sensitive to the price of travel, as well as travel time, including public transit travel time.

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[7]The models were documented in a methods report prepared for the east-west corridor transit study Travel Simulation Models for the East-West Corridor Transit Study, May 1993.

The consistency of the transportation system plan and the underlying land use plan is directly established, tested, and documented. First, the transportation plan is designed to serve the regional land use plan, which is an agreed upon desirable pattern of future land use and not a projected pattern of likely future land use. The transportation plan only includes highway and transit improvements which address existing needs and travel demands and those future needs and travel demands which are generated by the regional land use plan. Second, to test this consistency of the regional land use and transportation plan, all transportation improvements are mapped and compared to areas of existing and planned development under the land use plan, and areas which are to be protected under the plan from development. The Commission's Advisory Committee on Regional Transportation System Planning concluded that this test established a consistency between the regional transportation system plan and underlying land use plan. Third, an additional test of the consistency of the regional land use and transportation plans was the preparation of forecasts of the accessibility provided by the transportation plan to each subarea of the region, as defined by traffic analysis zones. The total level of accessibility provided by the transportation plan, and, as well, the incremental level of accessibility compared to a "no-build" transportation plan was compared to areas of existing and planned development under the regional land use plan, and areas under the plan which are to be protected from development. The Commission's Advisory Committee on Regional Transportation System Planning concluded that this comparison established that the transportation plan was consistent with the regional land use plan as it provided higher and increased accessibility to areas planned for development, and lower and unchanged levels of accessibility to areas planned to be protected from development.

The model estimation of trip generation is dependent on household income, household size, residential density, vehicle availability, and accessibility provided by public transit.

The vehicle-miles of travel estimated by the models in the base year of its validation (1990) have been compared to estimates prepared for the State Implementation Plan with an enhanced Highway Performance Monitoring System (HPMS), and it has been determined that the 1990 model estimate is consistent with the 1990 inventory estimate, being within 1 percent. In addition, the

Commission has maintained for over 15 years procedures to estimate off-network roadway travel. The procedures have been periodically reevaluated and validated. Such procedures were developed as part of the first Statewide implementation plan for air quality, prepared by the Regional Planning Commission in 1978, and provide estimates for use in regional transportation system plan and State Implementation Plan preparation and conformity determination. The method is based on analyses which estimate off-network travel by calculating total intrazonal travel and trip lengths, based upon zone size and development distribution. The analyses indicate off-network travel represents about 9 percent of total travel. This is consistent with independent highway performance monitoring system estimates. Off-network travel is estimated for each alternative by factoring network travel forecasts by approximately 10 percent.

Also, for use in capacity restrained traffic assignment, as well as in trip distribution and mode choice, the simulation model estimates traffic speeds sensitive to the forecast traffic volume on each roadway segment for both peak--hour and average 24-hour conditions, the latter based upon the proportion of traffic traveling under peak-hour and congested conditions and the proportion of traffic traveling under off-peak conditions. The estimated congested traffic speeds are calculated on the basis of a model calibrated using inventoried speeds and congestion which relates reductions in speed to the ratio of traffic volume to design capacity. The model was validated through comparison of model-estimated speeds to actual arterial street and highway segment operating speeds.

Finally, the emissions model factors and all attendant assumptions utilized in the this conformity determination are identical to those used in the preparation of the State Implementation Plan.

There are two tests to be applied to the transportation improvement program to demonstrate its consistency with the State Implementation Plan emissions budget. One test is that the transportation improvement program must be shown to be consistent with available Federal, State, and local funding. This is documented in Appendix D of the 1998 through 2000 transportation improvement program, which compares annual programmed funding, Federal, State, and local, with expected available funding, concluding that expected available funding based upon historic funding levels is adequate to implement the program. The second test

is that the transportation improvement program must be shown to be consistent with the regional transportation system plan and the plan's implementation schedule. If this can be demonstrated, then the emissions forecasts attendant to the transportation improvement program would be identical to those of the plan; if the plan emissions conform to the State Implementation Plan emissions budget, then the transportation improvement program as well would conform. To meet this test, all transportation improvement program projects, that is, projects with air quality impacts, must be included in the conforming plan; the transportation improvement program must include projects essential to implement the plan on schedule. The satisfaction of these two tests are demonstrated in Tables 11 and 12.

Table 11 lists all projects with air quality impact, so-called "nonexempt" projects, in the transportation improvement program and confirms that they are included in the regional transportation system plan and confirms that their schedule in the improvement program is consistent with their schedule for project completion proposed in the transportation plan.[8]

Table 12 lists all projects with air quality impact proposed in the transportation plan, along with the plan-recommended implementation schedule, and identifies the plan projects with transportation improvement program projects which implement plan projects at the plan implementation schedule. On the basis of a review of Tables 11 and 12, it is concluded that this test of plan and transportation improvement program consistency is met, since all projects in the transportation improvement program are part of the plan and are consistent with respect to implementation schedule; all projects in the plan which need to be in the transportation improvement program to be implemented on schedule are included in the transportation improvement program. Thus, this conformity criterion is fully satisfied with respect to the improvement program.

Alternatively, this conformity criterion can be fully satisfied by demonstrating that the transportation system emissions forecast incorporated in the State Implementation Plan, the motor vehicle emissions budget, is equal to, or greater

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[8]All 1998-2000 transportation improvement program projects are listed in Appendix A of this report.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1998-2000

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)					SOURCE OF FUNDS ($000)					AIR QUALITY STATUS
					1998	1999	2000	TOTAL TIP		1998	1999	2000	TOTAL TIP	
STATE OF WISCONSIN	45 *	BRIDGE REPLACEMENT-MODERNIZE INTERCHANGE ON IH 94 MARQUETTE INTERCHANGE IN MILWAUKEE COUNTY	HP	PE	552.8	0.0	0.0	552.8	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	55.3	0.0	0.0	15,055.3	
				CONST	0.0	0.0	0.0	150,000.0	FED	497.5	0.0	0.0	135,497.5	
				OTHER	0.0	0.0	0.0	0.0	(IH-M)					
				TOTAL	552.8	0.0	0.0	150,552.8	TOTAL	552.8	0.0	0.0	150,552.8	
	47 *	NEW BASEBALL STADIUM ACCESS CONFIGURATION--IH 94 AND USH 41 WITH PARKING AND SITE PREPARATION ACTIVITIES	HP	PE	0.0	0.0	0.0	0.0	LOCAL	2,000.0	0.0	0.0	2,000.0	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	3,700.0	0.0	0.0	3,700.0	
				CONST	11,300.0	0.0	0.0	11,300.0	FED	5,600.0	0.0	0.0	5,600.0	
				OTHER	0.0	0.0	0.0	0.0	OTHER FED					
				TOTAL	11,300.0	0.0	0.0	11,300.0	TOTAL	11,300.0	0.0	0.0	11,300.0	
	84 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM S. CO. LINE TO STH 100 IN THE CITY OF OAK CREEK (1.75 MI.)	HI	PE	350.0	0.0	0.0	350.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	70.0	0.0	0.0	896.7	
				CONST	0.0	0.0	0.0	4,133.3	FED	280.0	0.0	0.0	3,586.6	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	350.0	0.0	0.0	4,483.3	TOTAL	350.0	0.0	0.0	4,483.3	
	85 *	IMPLEMENTATION OF THE AREAWIDE FREEWAY MGMT. SYSTEM	HI	PE	1,802.0	0.0	0.0	1,802.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,151.9	457.4	0.0	1,609.3	
				CONST	5,495.0	4,573.8	0.0	10,068.8	FED	7,045.1	4,116.4	0.0	11,161.5	
				OTHER	900.0	0.0	0.0	900.0	(FAI)					
				TOTAL	8,197.0	4,573.8	0.0	12,770.8	TOTAL	8,197.0	4,573.8	0.0	12,770.8	
	86 *	ACQUIRE HARDSHIP ROW ONLY FOR RECONSTRUCTION WITH ADDITIONAL LANES OF IH 43 FROM BENDER RD TO DEAN ROAD IN MILW CO. (2.79 MI)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	336.0	0.0	0.0	336.0	STATE	33.6	0.0	0.0	33.6	
				CONST	0.0	0.0	0.0	0.0	FED	302.4	0.0	0.0	302.4	
				OTHER	0.0	0.0	0.0	0.0	(IH-M)					
				TOTAL	336.0	0.0	0.0	336.0	TOTAL	336.0	0.0	0.0	336.0	
	87 *	RECONSTRUCT GOOD HOPE ROAD WITH ADDITIONAL LANES FROM MILWAUKEE W. CO. LINE TO USH 41/45 (1.0 MI.)	HI	PE	270.0	0.0	0.0	270.0	LOCAL	0.0	0.0	1,673.0	1,673.0	NON-EXEMPT
				ROW	0.0	240.0	0.0	240.0	STATE	270.0	240.0	490.0	1,000.0	
				CONST	0.0	0.0	2,660.0	2,660.0	FED	0.0	0.0	497.0	497.0	
				OTHER	0.0	0.0	0.0	0.0	OTHER FED					
				TOTAL	270.0	240.0	2,660.0	3,170.0	TOTAL	270.0	240.0	2,660.0	3,170.0	
	88 *	CONSTRUCTION OF SECOND STH 100 BRIDGE OVER THE C&NW RR	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	156.2	
				CONST	0.0	0.0	0.0	781.0	FED	0.0	0.0	0.0	624.8	
				OTHER	0.0	0.0	0.0	0.0	(NHS)					
				TOTAL	0.0	0.0	0.0	781.0	TOTAL	0.0	0.0	0.0	781.0	
	89 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 100 FROM HOWELL AVE (STH 38) TO STH 32 IN THE CITY OF OAK CREEK (2.75 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	551.8	
				CONST	0.0	0.0	0.0	2,759.0	FED	0.0	0.0	0.0	2,207.2	
				OTHER	0.0	0.0	0.0	0.0	(NHS)					
				TOTAL	0.0	0.0	0.0	2,759.0	TOTAL	0.0	0.0	0.0	2,759.0	
	90 *	RECONSTRUCTION OF RYAN RD (STH 100) WITH ADDITIONAL LANES FROM STH 36 TO USH 41 IN THE CITY OF FRANKLIN (5.00 MI)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	304.5	NON-EXEMPT
				ROW	0.0	0.0	0.0	1,218.0	STATE	0.0	0.0	0.0	913.5	
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	0.0	0.0	0.0	1,218.0	TOTAL	0.0	0.0	0.0	1,218.0	
	91 *	CONSTRUCTION OF THE USH 41/45 INTERCHANGE AND RECONSTRUCTION OF 124 TH STREET FROM FOND DU LAC AVE. TO DRETZKA PARK	HE	PE	700.0	0.0	0.0	700.0	LOCAL	0.0	50.0	0.0	50.0	NON-EXEMPT
				ROW	0.0	750.0	0.0	750.0	STATE	700.0	750.0	0.0	7,150.0	
				CONST	0.0	0.0	0.0	5,700.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	50.0	0.0	50.0						
				TOTAL	700.0	800.0	0.0	7,200.0	TOTAL	700.0	800.0	0.0	7,200.0	

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Source: SEWRPC.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	AIR QUALITY STATUS
STATE OF WISCONSIN	92	CONSTRUCT 124TH STREET ON NEW LOCATION WITH ADDITIONAL LANES FROM DRETZKA PARK TO BROWN DEER ROAD IN THE CITY OF MILW & VILL. M FALLS	HE	PE	250.0	0.0	0.0	250.0	LOCAL	210.0	300.0	2,073.0	2,583.0	NON-EXEMPT
				ROW	0.0	360.0	0.0	360.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	2,470.0	2,470.0	FED	40.0	60.0	397.0	497.0	
				OTHER	0.0	0.0	0.0	0.0	OTHER FED					
				TOTAL	250.0	360.0	2,470.0	3,080.0	TOTAL	250.0	360.0	2,470.0	3,080.0	
	93	CONSTRUCTION OF LAKE ARTERIAL CONNECTING CARFERRY DR.TO E.LAYTON AVE. IN THE CITIES OF MILWAUKEE, ST. FRANCIS AND CUDAHY (3.1 MILES)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	17,600.0	1,351.4	0.0	21,251.4	
	*			CONST	17,600.0	1,351.4	0.0	21,251.4	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	17,600.0	1,351.4	0.0	21,251.4	TOTAL	17,600.0	1,351.4	0.0	21,251.4	
	122	REHABILITATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF STH 36 AND GRANGE AVENUE IN MILWAUKEE COUNTY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	60.0	0.0	0.0	60.0	
				CONST	60.0	0.0	0.0	60.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	60.0	0.0	0.0	60.0	TOTAL	60.0	0.0	0.0	60.0	
	123	CONSTRUCTION OF VARIOUS SMALL HAZARD ELIMINATION MEASURES (NON-CAPACITY) IN DISTRICT 2	HS	PE	0.0	0.0	0.0	0.0	LOCAL	5.0	5.0	5.0	35.0	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	50.0	50.0	50.0	350.0	FED	45.0	45.0	45.0	315.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-S)					
				TOTAL	50.0	50.0	50.0	350.0	TOTAL	50.0	50.0	50.0	350.0	
	127	OZONE ACTION DAYS - GOVERNOR'S CLEAN SUMMER PUBLIC INFORMATION CAMPAIGN (JOINT EFFORT INVOLVING DOT, DNR, AND OTHER LAKE MI STATES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	3.8	0.0	0.0	3.8	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	3.8	0.0	0.0	3.8	
				CONST	0.0	0.0	0.0	0.0	FED	30.0	0.0	0.0	30.0	
	*			OTHER	37.5	0.0	0.0	37.5	(CMAQ)					
				TOTAL	37.5	0.0	0.0	37.5	TOTAL	37.5	0.0	0.0	37.5	
	132	EXPANSION OF THE LOCAL GOVERNMENT ALTERNATIVE FUEL VEHICLE FACILITATION AND MONITORING PROGRAM BY THE UNIV OF WI-MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	250.0	0.0	0.0	250.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	0.0	FED	1,000.0	0.0	0.0	1,000.0	
	*			OTHER	1,250.0	0.0	0.0	1,250.0	(CMAQ)					
				TOTAL	1,250.0	0.0	0.0	1,250.0	TOTAL	1,250.0	0.0	0.0	1,250.0	
	133	PUBLIC INFORMATION CAMPAIGN TO PROMOTE ENVIRO-FRIENDLY TRANSPORTATION HABITS (JOINT EFFORT INVOLVING DOT AND DNR): 1995-96	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	91.5	0.0	0.0	91.5	
				CONST	0.0	0.0	0.0	0.0	FED	366.1	0.0	0.0	366.1	
	*			OTHER	457.6	0.0	0.0	457.6	(CMAQ)					
				TOTAL	457.6	0.0	0.0	457.6	TOTAL	457.6	0.0	0.0	457.6	
	135	WISCONSIN VEHICLE INSPECTION PROGRAM (MOTOR VEHICLE EMISSIONS TESTING): 1995-96	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	333.3	0.0	0.0	333.3	
				CONST	0.0	0.0	0.0	0.0	FED	1,000.0	0.0	0.0	1,000.0	
	*			OTHER	1,333.3	0.0	0.0	1,333.3	(CMAQ)					
				TOTAL	1,333.3	0.0	0.0	1,333.3	TOTAL	1,333.3	0.0	0.0	1,333.3	
MILWAUKEE COUNTY	157	REPLACEMENT WITH ADDITIONAL LANES OF THE CTH ZZ (E. COLLEGE AVE) BRIDGE OVER OAK CREEK TRIBUTARY IN THE CITIES OF MILW. AND OAK CREEK	HP	PE	100.0	0.0	0.0	100.0	LOCAL	135.0	0.0	0.0	135.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	500.0	0.0	0.0	500.0	FED	465.0	0.0	0.0	465.0	
	*			OTHER	0.0	0.0	0.0	0.0	(BRF)					
				TOTAL	600.0	0.0	0.0	600.0	TOTAL	600.0	0.0	0.0	600.0	
	159	RECONSTRUCTION WITH ADDITIONAL LANES OF N. 43RD ST FROM W MILL RD TO W GOOD HOPE RD IN THE CITY OF MILWAUKEE (1.0 MILE)	HI	PE	400.0	0.0	0.0	400.0	LOCAL	260.0	130.0	1,868.8	2,258.8	NON-EXEMPT
				ROW	0.0	200.0	0.0	200.0	STATE	140.0	70.0	1,006.2	1,216.2	
				CONST	0.0	0.0	2,875.0	2,875.0	FED	0.0	0.0	0.0	0.0	
	*			OTHER	0.0	0.0	0.0	0.0	(FAU)					
				TOTAL	400.0	200.0	2,875.0	3,475.0	TOTAL	400.0	200.0	2,875.0	3,475.0	

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Source: SEWRPC.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	AIR QUALITY STATUS
MILWAUKEE COUNTY	160 *	RECONSTRUCTION WITH ADDITIONAL LANES OF S. 76TH ST (CTH U) FROM PARKVIEW DR NORTH TO GRANGE AVE. IN THE V. OF GREENDALE (0.85 MI)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	640.0	0.0	0.0	640.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	3,200.0	0.0	0.0	3,200.0	FED	2,560.0	0.0	0.0	2,560.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	3,200.0	0.0	0.0	3,200.0	TOTAL	3,200.0	0.0	0.0	3,200.0	
	161 *	RECONSTRUCTION WITH ADDITIONAL LANES OF S 76TH ST (CTH U) FROM TERRACE DR TO PUETZ RD IN THE CITY OF FRANKLIN	HI	PE	1,000.0	0.0	0.0	1,000.0	LOCAL	200.0	0.0	50.0	1,377.0	NON-EXEMPT
				ROW	0.0	0.0	250.0	250.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	5,635.0	FED	800.0	0.0	200.0	5,508.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	1,000.0	0.0	250.0	6,885.0	TOTAL	1,000.0	0.0	250.0	6,885.0	
	162 *	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y (W. LAYTON AVE.) FROM S. 84TH ST. TO S. 108TH ST. IN THE CITY OF GREENFIELD (1.5 MI)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	383.0	920.0	0.0	1,303.0	NON-EXEMPT
				ROW	345.0	0.0	0.0	345.0	STATE	0.0	0.0	0.0	0.0	
				CONST	1,570.0	4,600.0	0.0	6,170.0	FED	1,532.0	3,680.0	0.0	5,212.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	1,915.0	4,600.0	0.0	6,515.0	TOTAL	1,915.0	4,600.0	0.0	6,515.0	
	163 *	RECONSTRUCTION WITH ADDITIONAL LANES OF W RAWSON AVE FROM HAWTHORNE LANE TO S 27TH ST INCLUDING THE BRIDGES AT STH 36	HI	PE	0.0	0.0	0.0	0.0	LOCAL	300.0	1,720.0	974.6	2,994.6	NON-EXEMPT
				ROW	1,500.0	0.0	0.0	1,500.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	8,600.0	4,873.0	13,473.0	FED	1,200.0	6,880.0	3,898.4	11,978.4	
				OTHER	0.0	0.0	0.0	0.0	(NHS)					
				TOTAL	1,500.0	8,600.0	4,873.0	14,973.0	TOTAL	1,500.0	8,600.0	4,873.0	14,973.0	
	164 *	REPLACEMENT WITH ADDITIONAL LANES OF THE W. RAWSON AVE. (CTH BB) BRIDGE OVER THE ROOT RIVER IN THE CITY OF FRANKLIN	HI	PE	0.0	0.0	0.0	0.0	LOCAL	280.0	0.0	0.0	280.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	1,400.0	0.0	0.0	1,400.0	FED	1,120.0	0.0	0.0	1,120.0	
				OTHER	0.0	0.0	0.0	0.0	(BRF)					
				TOTAL	1,400.0	0.0	0.0	1,400.0	TOTAL	1,400.0	0.0	0.0	1,400.0	
	165 *	RECONSTRUCTION WITH ADDITIONAL LANES OF E. COLLEGE AVE (CTH ZZ) FROM S. HOWELL AVE. TO S PENNSYLVANIA AVE INC. BRIDGE OVER THE C&NW RR	HI	PE	1,000.0	1,000.0	500.0	2,500.0	LOCAL	200.0	200.0	300.0	3,700.0	NON-EXEMPT
				ROW	0.0	0.0	1,000.0	1,000.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	15,000.0	FED	800.0	800.0	1,200.0	14,800.0	
				OTHER	0.0	0.0	0.0	0.0	(NHS)					
				TOTAL	1,000.0	1,000.0	1,500.0	18,500.0	TOTAL	1,000.0	1,000.0	1,500.0	18,500.0	
	193 *	EMPLOYER TRIP REDUCTION RESPONSE PROGRAM - PHASE II	TE	PE	0.0	0.0	0.0	0.0	LOCAL	46.3	0.0	0.0	46.3	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	0.0	FED	185.0	0.0	0.0	185.0	
				OTHER	231.3	0.0	0.0	231.3	(CMAQ)					
				TOTAL	231.3	0.0	0.0	231.3	TOTAL	231.3	0.0	0.0	231.3	
	194 *	SUSPENDED LIGHT RAIL PROJECT (AEROBUS)	TE	PE	0.0	5,000.0	0.0	5,000.0	LOCAL	0.0	1,000.0	1,100.0	8,500.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	5,500.0	37,500.0	FED	0.0	4,000.0	4,400.0	34,000.0	
				OTHER	0.0	0.0	0.0	0.0	OTHER FED					
				TOTAL	0.0	5,000.0	5,500.0	42,500.0	TOTAL	0.0	5,000.0	5,500.0	42,500.0	
	199 *	TRAFFIC SIGNAL IMPROVEMENTS ON CTH SYSTEM	HS	PE	83.4	0.0	0.0	83.4	LOCAL	295.0	0.0	0.0	295.0	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	211.6	0.0	0.0	211.6	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	295.0	0.0	0.0	295.0	TOTAL	295.0	0.0	0.0	295.0	
	200 *	NEW TRAFFIC SIGNAL INSTALLATION ON CTH SYSTEM	HS	PE	13.0	0.0	0.0	13.0	LOCAL	130.0	0.0	0.0	130.0	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	97.5	0.0	0.0	97.5	FED	0.0	0.0	0.0	0.0	
				OTHER	19.5	0.0	0.0	19.5						
				TOTAL	130.0	0.0	0.0	130.0	TOTAL	130.0	0.0	0.0	130.0	

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Source: SEWRPC.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)					SOURCE OF FUNDS ($000)					AIR QUALITY STATUS
					1998	1999	2000	TOTAL TIP		1998	1999	2000	TOTAL TIP	
MILWAUKEE COUNTY	204	CONVERSION OF AN EXISTING THRU LANE TO A LEFT TURN LANE AT THE COLLEGE AV/PENNSYLVANIA AVE INTERSECTION TO IMPROVE SAFETY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	10.0	10.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	AIR QUALITY
				CONST	0.0	0.0	50.0	50.0	FED	0.0	0.0	40.0	40.0	NEUTRAL
				OTHER	0.0	0.0	0.0	0.0	(STP-S)					
				TOTAL	0.0	0.0	50.0	50.0	TOTAL	0.0	0.0	50.0	50.0	
	205	ADD LEFT TURN LANES AND MAKE OTHER GEOMETRIC IMPROVEMENTS AT PORT WASHINGTON RD/ BROWN DEER RD (STH 32) INTERSECTION--SAFETY & CAP'Y	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	35.0	35.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	AIR QUALITY
				CONST	0.0	0.0	350.0	350.0	FED	0.0	0.0	315.0	315.0	NEUTRAL
				OTHER	0.0	0.0	0.0	0.0	(STP-S)					
				TOTAL	0.0	0.0	350.0	350.0	TOTAL	0.0	0.0	350.0	350.0	
	206	CONSTRUCT LEFT TURN LANES AND SIGNALIZE THE RAWSON AVE (CTH BB)/ TENTH ST INTERSECTION TO IMPROVE SAFETY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	18.7	18.7	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	AIR QUALITY
				CONST	0.0	0.0	187.4	187.4	FED	0.0	0.0	168.7	168.7	NEUTRAL
				OTHER	0.0	0.0	0.0	0.0	(STP-S)					
				TOTAL	0.0	0.0	187.4	187.4	TOTAL	0.0	0.0	187.4	187.4	
	209 *	SIGNALIZATION OF THE INTERSECTION OF W. OKLAHOMA AVE. AND WOLLMER RD.	HS	PE	7.5	0.0	0.0	7.5	LOCAL	7.0	0.0	0.0	7.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	AIR QUALITY
				CONST	52.0	0.0	0.0	52.0	FED	63.0	0.0	0.0	63.0	NEUTRAL
				OTHER	10.5	0.0	0.0	10.5	(STP-S)					
				TOTAL	70.0	0.0	0.0	70.0	TOTAL	70.0	0.0	0.0	70.0	
	211 *	SIGNALIZATION OF FOREST HOME AVE. (CTH OO) AND N. CAPE RD. AND SAFETY IMPROVEMENTS AT S.NORTH CAPE RD IN MILWAUKEE COUNTY	HS	PE	10.0	10.5	0.0	20.5	LOCAL	6.0	6.0	0.0	12.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	AIR QUALITY
				CONST	50.0	49.5	0.0	99.5	FED	54.0	54.0	0.0	108.0	NEUTRAL
				OTHER	0.0	0.0	0.0	0.0	(STP-S)					
				TOTAL	60.0	60.0	0.0	120.0	TOTAL	60.0	60.0	0.0	120.0	
	213 *	INSTALLATION OF TRAFFIC SIGNAL INTERCONNECTIONS (CLOSED LOOPS) AT VARIOUS LOCATIONS ON MILWAUKEE COUNTY TRUNK HIGHWAYS: 1995	EE	PE	47.0	0.0	0.0	47.0	LOCAL	70.4	0.0	0.0	70.4	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	AIR QUALITY
				CONST	305.0	0.0	0.0	305.0	FED	281.6	0.0	0.0	281.6	NEUTRAL
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
				TOTAL	352.0	0.0	0.0	352.0	TOTAL	352.0	0.0	0.0	352.0	
	215 *	TRANSIT MARKETING PROGRAM SPONSORED BY A CONSORTIUM OF PUBLIC TRANSIT OPERATORS IN SOUTHEAST WISCONSIN: 1995-96	EE	PE	0.0	0.0	0.0	0.0	LOCAL	350.0	0.0	0.0	350.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	0.0	FED	1,400.0	0.0	0.0	1,400.0	
				OTHER	1,750.0	0.0	0.0	1,750.0	(CMAQ)					
				TOTAL	1,750.0	0.0	0.0	1,750.0	TOTAL	1,750.0	0.0	0.0	1,750.0	
C/CUDAHY	231 *	RECONSTRUCTION WITH ADDITIONAL LANES OF SOUTH WHITNALL AVENUE FROM NICHOLSON AVE TO LAYTON AVE IN THE CITY OF CUDAHY (0.40 MILES)	HI	PE	172.5	0.0	0.0	172.5	LOCAL	34.5	6.8	174.8	216.1	NON-EXEMPT
				ROW	0.0	34.0	0.0	34.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	874.0	874.0	FED	138.0	27.2	699.2	864.4	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	172.5	34.0	874.0	1,080.5	TOTAL	172.5	34.0	874.0	1,080.5	
	232 *	TRAFFIC SIGNAL MODIFICATION AT THE INTERSECTION OF LADISH, WANDA, AND S. PACKARD AVE (STH 62) IN CITY OF CUDAHY	HS	PE	10.0	0.0	0.0	10.0	LOCAL	9.9	0.0	0.0	9.9	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	AIR QUALITY
				CONST	89.3	0.0	0.0	89.3	FED	89.4	0.0	0.0	89.4	NEUTRAL
				OTHER	0.0	0.0	0.0	0.0	(STP-S)					
				TOTAL	99.3	0.0	0.0	99.3	TOTAL	99.3	0.0	0.0	99.3	
	234 *	NATURAL GAS FUELING FACILITY SERVING THE CITIES OF CUDAHY & SOUTH MILWAUKEE TO BE LOCATED NEAR THEIR BORDER: 1995	EE	PE	10.0	0.0	0.0	10.0	LOCAL	78.0	0.0	0.0	78.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	380.0	0.0	0.0	380.0	FED	312.0	0.0	0.0	312.0	
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
				TOTAL	390.0	0.0	0.0	390.0	TOTAL	390.0	0.0	0.0	390.0	

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Source: SEWRPC.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	AIR QUALITY STATUS
C/CUDAHY	235 *	ACQUSITION OF ALTERNATIVE-FUEL (CNG) MUNICIPAL VEHICLES FOR THE CITY OF CUDAHY: 1995	EE	PE	0.0	0.0	0.0	0.0	LOCAL	49.0	0.0	0.0	49.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	0.0	FED	196.0	0.0	0.0	196.0	
				OTHER	245.0	0.0	0.0	245.0	(CMAQ)					
				TOTAL	245.0	0.0	0.0	245.0	TOTAL	245.0	0.0	0.0	245.0	
C/FRANKLIN	237 *	NEW CONSTRUCTION OF PUETZ RD. FROM HUNTING PARK DR. TO S. 76TH ST. IN THE CITY OF FRANKLIN (1.93 MILES)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	398.0	0.0	0.0	398.0	NON-EXEMPT
				ROW	190.0	0.0	0.0	190.0	STATE	0.0	0.0	0.0	0.0	
				CONST	1,800.0	0.0	0.0	1,800.0	FED	1,592.0	0.0	0.0	1,592.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	1,990.0	0.0	0.0	1,990.0	TOTAL	1,990.0	0.0	0.0	1,990.0	
C/GREENFIELD	242	SIGNALIZE THE 60TH & EDGERTON INTERSECTION IN GREENFIELD TO IMPROVE SAFETY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	5.0	5.0	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	50.0	50.0	FED	0.0	0.0	45.0	45.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-S)					
				TOTAL	0.0	0.0	50.0	50.0	TOTAL	0.0	0.0	50.0	50.0	
V/HALES CORNERS	244 *	INSTALLATION OF TURN LANE ON W. ABBOTT AVE. AT S. 108TH ST. (STH 100) IN THE VILLAGE OF HALES CORNERS	HS	PE	5.0	0.0	0.0	5.0	LOCAL	2.1	0.0	0.0	2.1	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	16.0	0.0	0.0	16.0	FED	18.9	0.0	0.0	18.9	
				OTHER	0.0	0.0	0.0	0.0	(STP-S)					
				TOTAL	21.0	0.0	0.0	21.0	TOTAL	21.0	0.0	0.0	21.0	
C/MILWAUKEE	245 *	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	95.0	100.0	105.0	615.0	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	95.0	100.0	105.0	615.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	95.0	100.0	105.0	615.0	TOTAL	95.0	100.0	105.0	615.0	
	247 *	INTERCONNECTION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	5.0	5.0	5.0	30.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	5.0	5.0	5.0	30.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	5.0	5.0	5.0	30.0	TOTAL	5.0	5.0	5.0	30.0	
	249 *	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	100.0	100.0	100.0	600.0	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	100.0	100.0	100.0	600.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	100.0	100.0	100.0	600.0	TOTAL	100.0	100.0	100.0	600.0	
	332 *	RECONSTRUCTION WITH ADDITIONAL LANES OF WHITNALL AVE FROM S CLEMENT AVE TO S BRUST AVE IN THE CITY OF MILWAUKEE (0.30 MILES)	HI	PE	0.0	0.0	0.0	59.4	LOCAL	0.0	0.0	0.0	11.9	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	47.5	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	0.0	0.0	0.0	59.4	TOTAL	0.0	0.0	0.0	59.4	
	341	INSTALL TRAFFIC SIGNAL MAST ARMS AT 5 LOCATIONS IN THE CITY OF MILWAUKEE TO IMPROVE SIGNAL VISIBILITY & SAFETY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	4.2	4.2	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	41.7	41.7	FED	0.0	0.0	37.5	37.5	
				OTHER	0.0	0.0	0.0	0.0	(STP-S)					
				TOTAL	0.0	0.0	41.7	41.7	TOTAL	0.0	0.0	41.7	41.7	
	342	ADD LEFT TURN LANES AND SIGNAL MAST ARMS AT THE S CHAVEZ &W MITCHELL INTERSECTION IN MILW TO IMPROVE SAFETY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	1.3	1.3	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	13.3	13.3	FED	0.0	0.0	12.0	12.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-S)					
				TOTAL	0.0	0.0	13.3	13.3	TOTAL	0.0	0.0	13.3	13.3	

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety;
TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Source: SEWRPC.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	AIR QUALITY STATUS
C/MILWAUKEE	343	ADD LEFT TURN LANES AND SIGNAL MAST ARMS AT THE INTERSECTION OF 70TH & MAIN IN MILWAUKEE TO IMPROVE SAFETY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.6	0.6	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	6.0	6.0	FED	0.0	0.0	5.4	5.4	
				OTHER	0.0	0.0	0.0	0.0	(STP-S)					
				TOTAL	0.0	0.0	6.0	6.0	TOTAL	0.0	0.0	6.0	6.0	
	344	INSTALL SEMI-ACTIVATED SIGNAL CONTROL AT THE GRANTOSA & HAMPTON INTERSECTION IN MILWAUKEE TO IMPROVE SAFETY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	2.4	2.4	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	23.6	23.6	FED	0.0	0.0	21.2	21.2	
				OTHER	0.0	0.0	0.0	0.0	(STP-S)					
				TOTAL	0.0	0.0	23.6	23.6	TOTAL	0.0	0.0	23.6	23.6	
	347	DEVELOPMENT AND INSTALLATION OF OPTIMIZED TRAFFIC	EE	PE	0.0	0.0	0.0	0.0	LOCAL	30.0	0.0	0.0	30.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	150.0	0.0	0.0	150.0	FED	120.0	0.0	0.0	120.0	
	*	SIGNAL OPERATION FOR SPECIAL EVENTS AT THE		OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
		FESTIVAL GROUNDS: 1994		TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0	
	348	COMPUTER OPTIMIZATION OF TRAFFIC SIGNAL	EE	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
		OPERATION IN THE		CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0	
	*	MILWAUKEE CENTRAL		OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
		BUSINESS DISTRICT: 1993		TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0	
	352	VARIOUS CONGESTION MITIGATION/ AIR QUALITY PROJECTS	EE	PE	100.0	100.0	100.0	600.0	LOCAL	220.0	220.0	220.0	1,320.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	0.0	FED	880.0	880.0	880.0	5,280.0	
	*	VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE		OTHER	1,000.0	1,000.0	1,000.0	6,000.0	(CMAQ)					
				TOTAL	1,100.0	1,100.0	1,100.0	6,600.0	TOTAL	1,100.0	1,100.0	1,100.0	6,600.0	
	356	INSTALLATION OF HARD WIRE INTERCONNECT	EE	PE	24.0	0.0	0.0	24.0	LOCAL	52.0	0.0	0.0	52.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
		CABLE TO PROVIDE		CONST	236.0	0.0	0.0	236.0	FED	208.0	0.0	0.0	208.0	
	*	SIGNAL COORDINATION: 1993		OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
				TOTAL	260.0	0.0	0.0	260.0	TOTAL	260.0	0.0	0.0	260.0	
	358	COMPUTER OPTIMIZATION AND SIGNAL EQUIPMENT	EE	PE	15.0	45.0	0.0	60.0	LOCAL	3.0	22.0	0.0	25.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
		UPGRADE OF 25 SIGNAL		CONST	0.0	65.0	0.0	65.0	FED	12.0	88.0	0.0	100.0	
	*	SYSTEM ON APPLETON AVE AND LISBON AVE IN CITY		OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
		OF MILWAUKEE: 1996-97		TOTAL	15.0	110.0	0.0	125.0	TOTAL	15.0	110.0	0.0	125.0	
	359	COMPUTER OPTIMIZATION OF 83 SIGNAL SYSTEM	EE	PE	40.0	0.0	0.0	40.0	LOCAL	8.0	32.0	0.0	40.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
		ON SOUTH SIDE OF		CONST	0.0	160.0	0.0	160.0	FED	32.0	128.0	0.0	160.0	
	*	CITY OF MILWAUKEE: 1995 (1996 FUNDS)		OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
				TOTAL	40.0	160.0	0.0	200.0	TOTAL	40.0	160.0	0.0	200.0	
	360	INSTALLATION OF TRAFFIC SIGNAL	EE	PE	42.8	0.0	0.0	42.8	LOCAL	8.6	85.6	0.0	94.2	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
		INTERCONNECT CABLE		CONST	0.0	428.0	0.0	428.0	FED	34.2	342.4	0.0	376.6	
	*	ON VARIOUS ARTERIAL STREETS IN CITY OF		OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
		MILWAUKEE: 1995-96		TOTAL	42.8	428.0	0.0	470.8	TOTAL	42.8	428.0	0.0	470.8	
C/ST FRANCIS	365	RECONSTRUCTION WITH ADDITIONAL LANES OF	HI	PE	0.0	0.0	0.0	0.0	LOCAL	691.7	0.0	0.0	691.7	NON-EXEMPT
				ROW	292.8	0.0	0.0	292.8	STATE	0.0	0.0	0.0	0.0	
		WHITNALL AVE. FROM		CONST	1,265.0	0.0	0.0	1,265.0	FED	866.1	0.0	0.0	866.1	
	*	LAKE PARKWAY TO OLD		OTHER	0.0	0.0	0.0	0.0	(STP-M)					
		BRUST AVE. IN THE CITY OF ST. FRANCIS (0.50 M)		TOTAL	1,557.8	0.0	0.0	1,557.8	TOTAL	1,557.8	0.0	0.0	1,557.8	

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Source: SEWRPC.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	AIR QUALITY STATUS
C/WAUWATOSA	374 *	RECONSTRUCTION WITH ADDITIONAL LANES OF 124TH ST FROM LISBON AV TO HAMPTON AV IN THE CITY OF WAUWATOSA (0.93 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	3,500.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	3,500.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	0.0	0.0	0.0	3,500.0	TOTAL	0.0	0.0	0.0	3,500.0	
C/WEST ALLIS	386 *	RECONSTRUCTION WITH ADDITIONAL LANES OF S. 92ND ST. FROM OKLAHOMA AVE. TO LINCOLN AVE. IN THE CITY OF WEST ALLIS (1.00 MILE)	HI	PE	394.0	0.0	0.0	394.0	LOCAL	78.8	529.4	0.0	608.2	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	2,646.8	0.0	2,646.8	FED	315.2	2,117.4	0.0	2,432.6	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	394.0	2,646.8	0.0	3,040.8	TOTAL	394.0	2,646.8	0.0	3,040.8	
	388 *	CONSTRUCTION OF A COMMERCIAL COMPRESSED NATURAL GAS (CNG) FUELING FACILITY IN THE CITY OF WEST ALLIS	EE	PE	40.0	0.0	0.0	40.0	LOCAL	58.0	0.0	0.0	58.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	250.0	0.0	0.0	250.0	FED	232.0	0.0	0.0	232.0	
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
				TOTAL	290.0	0.0	0.0	290.0	TOTAL	290.0	0.0	0.0	290.0	

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Source: SEWRPC.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY
BY IMPLEMENTING AGENCY 1998-2000

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	AIR QUALITY STATUS
STATE OF WISCONSIN	394 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 57 FROM IH 43 TO RANDOM LAKE (IN SHEBOYGAN COUNTY) (10.5 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	16,100.0	
				CONST	0.0	0.0	0.0	16,100.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	0.0	0.0	0.0	16,100.0	TOTAL	0.0	0.0	0.0	16,100.0	
	395 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 60 FROM IH 43 TO THE VILLAGE OF GRAFTON (0.94 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	447.0	STATE	0.0	0.0	0.0	3,271.1	
				CONST	0.0	0.0	0.0	2,824.1	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	0.0	0.0	0.0	3,271.1	TOTAL	0.0	0.0	0.0	3,271.1	
	396 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 181 FROM MEQUON RD (STH 167) TO CTH C IN THE CITY OF MEQUON (4.00 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	2,500.0	0.0	2,500.0	STATE	0.0	500.0	0.0	8,900.0	
				CONST	0.0	0.0	0.0	8,400.0	FED	0.0	2,000.0	0.0	2,000.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	0.0	2,500.0	0.0	10,900.0	TOTAL	0.0	2,500.0	0.0	10,900.0	
OZAUKEE COUNTY	408 *	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH W (N. PORT WASHINGTON RD.) FROM SUNNY DALE LN. TO ZEDLER LN. (1.00 MI)	HI	PE	265.0	0.0	0.0	265.0	LOCAL	553.0	0.0	0.0	553.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	2,500.0	0.0	0.0	2,500.0	FED	2,212.0	0.0	0.0	2,212.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	2,765.0	0.0	0.0	2,765.0	TOTAL	2,765.0	0.0	0.0	2,765.0	
	409	RECONSTRUCTION WITH ADDITIONAL LANES OF PORT WASHINGTON RD (CTH W) FROM MEQUON RD (STH 167) TO GLEN OAKS LANE IN THE C/MEQUON	HI	PE	250.0	0.0	0.0	250.0	LOCAL	50.0	50.0	400.0	500.0	NON-EXEMPT
				ROW	0.0	250.0	0.0	250.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	2,000.0	2,000.0	FED	200.0	200.0	1,600.0	2,000.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	250.0	250.0	2,000.0	2,500.0	TOTAL	250.0	250.0	2,000.0	2,500.0	
	412	OPERATION OF SHARED RIDE TAXI PROGRAM IN URBANIZED AREA OF OZAUKEE COUNTY 1998	TE	PE	0.0	0.0	0.0	0.0	LOCAL	97.2	0.0	0.0	97.2	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	204.7	0.0	0.0	204.7	
				CONST	0.0	0.0	0.0	0.0	FED	21.0	0.0	0.0	21.0	
				OTHER	322.9	0.0	0.0	322.9	(FTA 9)					
				TOTAL	322.9	0.0	0.0	322.9	TOTAL	322.9	0.0	0.0	322.9	
	413	OPERATION OF SHARED RIDE TAXI PROGRAM IN RURAL PORTION OF OZAUKEE COUNTY 1998	TE	PE	0.0	0.0	0.0	0.0	LOCAL	135.5	0.0	0.0	135.5	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	0.0	FED	135.5	0.0	0.0	135.5	
				OTHER	271.0	0.0	0.0	271.0	(FTA 18)					
				TOTAL	271.0	0.0	0.0	271.0	TOTAL	271.0	0.0	0.0	271.0	
	416 *	DEMONSTRATION OPERATION OF COMMUTER BUS SERVICE BETWEEN THE CITY OF MILWAUKEE AND VARIOUS LOCATIONS IN OZAUKEE COUNTY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	156.3	0.0	0.0	156.3	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	324.6	0.0	0.0	324.6	
				CONST	0.0	0.0	0.0	0.0	FED	263.2	0.0	0.0	263.2	
				OTHER	744.1	0.0	0.0	744.1	(COMB)					
				TOTAL	744.1	0.0	0.0	744.1	TOTAL	744.1	0.0	0.0	744.1	
C/PORT WASHINGTON	427 *	CONSTRUCTION OF BICYCLE LANES ALONG INDUSTRIAL DR. IN THE CITY OF PORT WASHINGTON	EE	PE	25.0	0.0	0.0	25.0	LOCAL	42.0	0.0	0.0	42.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	185.0	0.0	0.0	185.0	FED	168.0	0.0	0.0	168.0	
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
				TOTAL	210.0	0.0	0.0	210.0	TOTAL	210.0	0.0	0.0	210.0	

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Source: SEWRPC.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
BY IMPLEMENTING AGENCY 1998-2000

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	AIR QUALITY STATUS
STATE OF WISCONSIN	435 *	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 45 FROM THE CITY OF WEST BEND TO THE VILLAGE OF KEWASKUM (3.0 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	40.0	0.0	0.0	707.0	STATE	40.0	0.0	0.0	2,109.0	
				CONST	0.0	0.0	0.0	5,618.0	FED	0.0	0.0	0.0	4,216.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-O)					
				TOTAL	40.0	0.0	0.0	6,325.0	TOTAL	40.0	0.0	0.0	6,325.0	
	436 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 33 FROM SCHMIDT RD TO TRENTON RD. IN THE TOWN OF TRENTON (1.39 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	1,045.0	0.0	0.0	1,045.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	4,180.0	0.0	0.0	4,180.0	FED	3,135.0	0.0	0.0	3,135.0	
				OTHER	0.0	0.0	0.0	0.0	(NHS)					
				TOTAL	4,180.0	0.0	0.0	4,180.0	TOTAL	4,180.0	0.0	0.0	4,180.0	
	437 *	CONSTRUCTION OF STH 33 INTERCHANGE FOR FREEWAY CONVERSION OF USH 41	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	3,067.0	0.0	0.0	3,067.0	
				CONST	3,067.0	0.0	0.0	3,067.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	3,067.0	0.0	0.0	3,067.0	TOTAL	3,067.0	0.0	0.0	3,067.0	
	438 *	RECONSTRUCTION ON NEW LOCATION OF STH 33 FROM TRENTON RD. TO OAK RD. AROUND PROPOSED NEW WEST BEND AIRPORT RUNWAY EXTENSION (2 MI)	HI	PE	368.0	0.0	0.0	368.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	125.0	STATE	73.6	0.0	0.0	198.6	
				CONST	0.0	0.0	0.0	0.0	FED	294.4	0.0	0.0	294.4	
				OTHER	0.0	0.0	0.0	0.0	(NHS)					
				TOTAL	368.0	0.0	0.0	493.0	TOTAL	368.0	0.0	0.0	493.0	
	439 *	RECONSTRUCTION WITH ADDITIONAL LANES OF LOVERS LANE ROAD (STH 164) FROM STH 175 TO STH 60 IN WASHINGTON COUNTY (0.88 MILES)	HI	PE	250.0	0.0	0.0	250.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	155.0	0.0	667.0	822.0	STATE	405.0	0.0	667.0	2,634.0	
				CONST	0.0	0.0	0.0	1,562.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	405.0	0.0	667.0	2,634.0	TOTAL	405.0	0.0	667.0	2,634.0	
	448 *	INSTALLATION OF TRAFFIC SIGNALS AT USH 45 AND PARADISE DRIVE IN WASHINGTON COUNTY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	120.0	0.0	0.0	120.0	
				CONST	120.0	0.0	0.0	120.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0	
	450 *	RECONFIGURE AND SIGNALIZE INTERSECTION OF FOND DU LAC AVENUE (STH 145) AND COUNTY LINE ROAD IN GERMANTOWN & MENO FALLS	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	62.0	0.0	0.0	62.0	STATE	68.5	0.0	0.0	68.5	
				CONST	623.2	0.0	0.0	623.2	FED	616.7	0.0	0.0	616.7	
				OTHER	0.0	0.0	0.0	0.0	(STP-S)					
				TOTAL	685.2	0.0	0.0	685.2	TOTAL	685.2	0.0	0.0	685.2	
WASHINGTON COUNTY	456 *	RECONSTRUCTION WITH ADDITIONAL LANES OF COUNTY LINE ROAD (CTH Q) FROM USH 41/45 TO PILGRIM ROAD	HI	PE	0.0	0.0	414.0	414.0	LOCAL	0.0	0.0	82.8	657.8	NON-EXEMPT
				ROW	0.0	0.0	0.0	575.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	2,300.0	FED	0.0	0.0	331.2	2,631.2	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	0.0	0.0	414.0	3,289.0	TOTAL	0.0	0.0	414.0	3,289.0	
	458 *	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM TAXI CAB SERVICE RURAL WASHINGTON CO 1998 OPERATING COSTS	TE	PE	0.0	0.0	0.0	0.0	LOCAL	205.9	212.1	218.5	861.5	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	0.0	FED	205.8	212.0	218.4	861.1	
				OTHER	411.7	424.1	436.9	1,722.6	(FTA 18)					
				TOTAL	411.7	424.1	436.9	1,722.6	TOTAL	411.7	424.1	436.9	1,722.6	
	459 *	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM TAXI CAB SERVICE IN GERMANTOWN/RICHFIELD AREA OPERATING COSTS	TE	PE	0.0	0.0	0.0	0.0	LOCAL	75.8	78.0	80.3	316.8	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	155.5	160.1	164.9	650.5	
				CONST	0.0	0.0	0.0	0.0	FED	6.0	6.0	6.0	24.0	
				OTHER	237.3	244.1	251.2	991.1	(FTA 9)					
				TOTAL	237.3	244.1	251.2	991.1	TOTAL	237.3	244.1	251.2	991.1	

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Source: SEWRPC.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	AIR QUALITY STATUS
WASHINGTON COUNTY	460	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM RURAL TAXI CAB SERVICE 7 VEHICLES 1998	TE	PE	0.0	0.0	0.0	0.0	LOCAL	36.0	0.0	0.0	75.3	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	0.0	FED	144.0	0.0	0.0	301.0	
				OTHER	180.0	0.0	0.0	376.3	(FTA 18)					
				TOTAL	180.0	0.0	0.0	376.3	TOTAL	180.0	0.0	0.0	376.3	
	461	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM TAXI CAB SERVICE URBAN 6 VEHICLES 1998	TE	PE	0.0	0.0	0.0	0.0	LOCAL	29.0	0.0	0.0	60.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	0.0	FED	116.0	0.0	0.0	244.0	
				OTHER	145.0	0.0	0.0	304.0	(FTA 9)					
				TOTAL	145.0	0.0	0.0	304.0	TOTAL	145.0	0.0	0.0	304.0	
C/HARTFORD	466	CONSTRUCTION OF S. WILSON AVE. FROM E. SUMNER ST. (STH 60)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	300.0	0.0	0.0	300.0	NON-EXEMPT
	*	TO LINCOLN AVE IN THE CITY OF HARTFORD (0.35 MILES)		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	300.0	0.0	0.0	300.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0	
	467	CONSTRUCTION OF S. WILSON AVE FROM LINCOLN AVE TO MONROE	HE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	266.0	NON-EXEMPT
	*	AVE IN THE CITY OF HARTFORD (0.30 MILE)		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	266.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	0.0	0.0	0.0	266.0	TOTAL	0.0	0.0	0.0	266.0	
V/KEWASKUM	474	CONSTRUCTION OF A PARK & RIDE LOT AT CTH H AND USH 45 IN THE VILLAGE	EE	PE	5.8	0.0	0.0	5.8	LOCAL	10.0	0.0	0.0	10.0	NON-EXEMPT
	*	OF KEWASKUM		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	44.2	0.0	0.0	44.2	FED	40.0	0.0	0.0	40.0	
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0	
C/WEST BEND	481	RECONSTRUCTION WITH ADDITIONAL LANES OF S MAIN ST FROM VINE ST TO DECORAH RD IN THE CITY OF WEST BEND (0.5 MILES)	HI	PE	90.0	0.0	0.0	90.0	LOCAL	65.0	0.0	0.0	65.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	560.0	0.0	0.0	560.0	FED	585.0	0.0	0.0	585.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-S)					
				TOTAL	650.0	0.0	0.0	650.0	TOTAL	650.0	0.0	0.0	650.0	
	487	PARADISE DR. PARK/RIDE LOT	EE	PE	5.0	0.0	0.0	5.0	LOCAL	0.5	13.2	0.0	13.7	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.5	13.3	0.0	13.8	
	*	IN THE CITY OF WEST BEND: 1993		CONST	0.0	132.5	0.0	132.5	FED	4.0	106.0	0.0	110.0	
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
				TOTAL	5.0	132.5	0.0	137.5	TOTAL	5.0	132.5	0.0	137.5	

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Source: SEWRPC.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	AIR QUALITY STATUS
STATE OF WISCONSIN	489	RECONFIGURE THE INTERSECTION OF STH 190 AND CTH J (FUTURE STH 164) IN THE TOWN OF PEWAUKEE	HP	PE	30.0	0.0	0.0	30.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	30.0	540.0	0.0	570.0	AIR QUALITY NEUTRAL
				CONST	0.0	540.0	0.0	540.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	30.0	540.0	0.0	570.0	TOTAL	30.0	540.0	0.0	570.0	
	505	GRADE SEPARATION OF THE WISCONSIN CENTRAL RR AND THE WAUKESHA BYPASS (STH 59) IN THE TOWN OF WAUKESHA AS ORDERED BY THE O.C.R.	HI	PE	0.0	0.0	0.0	0.0	LOCAL	150.0	0.0	0.0	150.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,067.8	0.0	0.0	1,067.8	
	*			CONST	9,035.0	0.0	0.0	9,035.0	FED	7,817.2	0.0	0.0	7,817.2	
				OTHER	0.0	0.0	0.0	0.0	(COMB)					
				TOTAL	9,035.0	0.0	0.0	9,035.0	TOTAL	9,035.0	0.0	0.0	9,035.0	
	506	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 59 FROM CALHOUN RD. TO THE MILWAUKEE LINE IN THE CITY OF NEW BERLIN (2.97 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	1,425.0	0.0	2,136.5	3,561.5	NON-EXEMPT
				ROW	5,700.0	0.0	0.0	5,700.0	STATE	4,275.0	0.0	0.0	4,275.0	
	*			CONST	0.0	0.0	8,546.0	8,546.0	FED	0.0	0.0	6,409.5	6,409.5	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	5,700.0	0.0	8,546.0	14,246.0	TOTAL	5,700.0	0.0	8,546.0	14,246.0	
	507	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 59 FROM THE POPLAR CREEK BRIDGE TO JOHNSON RD. IN THE CITY OF NEW BERLIN (0.56 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	1,500.0	0.0	0.0	1,500.0	STATE	1,500.0	1,500.0	0.0	3,000.0	
	*			CONST	0.0	1,500.0	0.0	1,500.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	1,500.0	1,500.0	0.0	3,000.0	TOTAL	1,500.0	1,500.0	0.0	3,000.0	
	508	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM WOLF RUN TO CTH NN IN THE VILLAGE OF MUKWONAGO (2.0 MILES)	HI	PE	456.0	0.0	0.0	456.0	LOCAL	114.0	0.0	0.0	480.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	366.0	STATE	342.0	0.0	0.0	6,805.7	
	*			CONST	0.0	0.0	0.0	6,463.7	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	456.0	0.0	0.0	7,285.7	TOTAL	456.0	0.0	0.0	7,285.7	
	509	RECONSTRUCTION OF STH 164 OVER I-94 RAMPS AND ROADWAY IN THE TOWN OF PEWAUKEE (0.40 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	40.0	0.0	0.0	40.0	STATE	40.0	0.0	0.0	40.0	
	*			CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	40.0	0.0	0.0	40.0	TOTAL	40.0	0.0	0.0	40.0	
	510	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 164 FROM IH 43 TO STH 59 (4.37 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	1,204.1	0.0	0.0	1,204.1	STATE	1,204.1	0.0	2,660.0	3,864.1	
	*			CONST	0.0	0.0	13,300.0	13,300.0	FED	0.0	0.0	10,640.0	10,640.0	
				OTHER	0.0	0.0	0.0	0.0	(NHS)					
				TOTAL	1,204.1	0.0	13,300.0	14,504.1	TOTAL	1,204.1	0.0	13,300.0	14,504.1	
	511	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 164 FROM IH 94 TO NORTH CORPORATE LIMITS OF CITY OF WAUKESHA (2.00 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	486.0	STATE	0.0	0.0	0.0	486.0	
	*			CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	0.0	0.0	0.0	486.0	TOTAL	0.0	0.0	0.0	486.0	
	512	RECONSTRUCTION WITH ADDITIONAL LANES OF APPLETON AVE. (STH 175) FROM CLEVELAND AVE. TO ST. FRANCIS DR. IN V/ MENOMONEE FALLS (.49 M)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	133.8	0.0	0.0	133.8	STATE	133.8	1,010.0	0.0	1,143.8	
	*			CONST	0.0	1,010.0	0.0	1,010.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	133.8	1,010.0	0.0	1,143.8	TOTAL	133.8	1,010.0	0.0	1,143.8	
	515	CITY OF OCONOMOWOC NORTH BYPASS CONSISTING OF THE COMPLETION OF THE REMAINING STH 16/67 LEG AND STH 16 TO JEFFERSON CO. (7.4 MI)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	850.0	0.0	464.0	1,314.0	STATE	850.0	0.0	464.0	1,314.0	
	*			CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	850.0	0.0	464.0	1,314.0	TOTAL	850.0	0.0	464.0	1,314.0	

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Source: SEWRPC.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	AIR QUALITY STATUS
STATE OF WISCONSIN	518	EXTENSION OF EXISTING RAIL PASSENGER SERVICE TO ADD SUBURBAN STOPS WEST OF MILWAUKEE	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	4,500.0	2,500.0	0.0	7,000.0	
				CONST	2,000.0	0.0	0.0	2,000.0	FED	0.0	0.0	0.0	0.0	
				OTHER	2,500.0	2,500.0	0.0	5,000.0						
				TOTAL	4,500.0	2,500.0	0.0	7,000.0	TOTAL	4,500.0	2,500.0	0.0	7,000.0	
	520	INSTALLATION TRAFFIC SIGNALS AT IH 43 AND STH 83 IN WAUKESHA COUNTY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	131.6	0.0	0.0	131.6	
				CONST	131.6	0.0	0.0	131.6	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	131.6	0.0	0.0	131.6	TOTAL	131.6	0.0	0.0	131.6	
WAUKESHA COUNTY	529 *	IMPROVE INTERSECTION OF CTH K & CTH KF & CTH MD IN WAUKESHA COUNTY (1.0 MILE)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	737.0	0.0	0.0	737.0	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	737.0	0.0	0.0	737.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	737.0	0.0	0.0	737.0	TOTAL	737.0	0.0	0.0	737.0	
	548 *	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH W FROM CTH YY TO EAST COUNTY LINE IN THE VILLAGE OF MENOMONEE FALLS (2.00 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	413.0	0.0	0.0	413.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	2,046.2	0.0	0.0	2,046.2	FED	1,633.2	0.0	0.0	1,633.2	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	2,046.2	0.0	0.0	2,046.2	TOTAL	2,046.2	0.0	0.0	2,046.2	
	549 *	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH YY FROM CTH VV TO CTH W (2.00 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	1,199.0	1,300.0	0.0	2,499.0	NON-EXEMPT
				ROW	1,199.0	0.0	0.0	1,199.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	6,496.0	0.0	6,496.0	FED	0.0	5,196.0	0.0	5,196.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	1,199.0	6,496.0	0.0	7,695.0	TOTAL	1,199.0	6,496.0	0.0	7,695.0	
	551 *	CONSTRUCT ON NEW ALIGNMENT CTH KE FROM STH 83 TO CTH E & REHABILITATE CTH KE FROM CTH E TO CTH GR	HE	PE	0.0	0.0	0.0	0.0	LOCAL	746.0	2,631.0	0.0	3,377.0	NON-EXEMPT
				ROW	746.0	0.0	0.0	746.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	2,631.0	0.0	2,631.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	746.0	2,631.0	0.0	3,377.0	TOTAL	746.0	2,631.0	0.0	3,377.0	
	560 *	SIGNALIZATION OF THE INTERSECTION OF CTH Y AND WATERTOWN RD	HS	PE	0.0	0.0	0.0	0.0	LOCAL	170.0	0.0	0.0	170.0	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	170.0	0.0	0.0	170.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	170.0	0.0	0.0	170.0	TOTAL	170.0	0.0	0.0	170.0	
	562 *	DEVELOPMENT OF AN INSPECTION/MAINTENANCE 240 MECHANIC TRAINING PROG & CONST OF RELATED FACILITIES AT WAUKESHA COUNTY TECH COLLEGE	EE	PE	15.0	0.0	0.0	15.0	LOCAL	95.7	0.0	0.0	95.7	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	100.0	0.0	0.0	100.0	FED	282.8	0.0	0.0	282.8	
				OTHER	263.5	0.0	0.0	263.5	(CMAQ)					
				TOTAL	378.5	0.0	0.0	378.5	TOTAL	378.5	0.0	0.0	378.5	
C/BROOKFIELD	566	SIGNALIZE AND LENGTHEN TURNING LANES AT THE INTERSECTION OF BURLEIGH RD AND LILLY ROAD IN THE CITY OF BROOKFIELD	HP	PE	55.2	0.0	0.0	55.2	LOCAL	11.0	9.2	44.9	65.1	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	46.0	0.0	46.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	224.3	224.3	FED	44.2	36.8	179.4	260.4	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	55.2	46.0	224.3	325.5	TOTAL	55.2	46.0	224.3	325.5	
	568	RECONSTRUCTION WITH ADDITIONAL LANES OF S CALHOUN RD FROM I-94 TO A PT 500 FEET SOUTH OF BLUEMOUND RD IN THE CITY OF BROOKFIELD	HI	PE	400.0	0.0	0.0	400.0	LOCAL	80.0	50.0	260.0	390.0	NON-EXEMPT
				ROW	0.0	250.0	0.0	250.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	1,300.0	1,300.0	FED	320.0	200.0	1,040.0	1,560.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	400.0	250.0	1,300.0	1,950.0	TOTAL	400.0	250.0	1,300.0	1,950.0	

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety;
TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Source: SEWRPC.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	AIR QUALITY STATUS
C/BROOKFIELD	569 *	CONSTRUCTION OF BROOKFIELD ROAD FROM DAVIDSON ROAD TO GREENFIELD AVENUE IN THE CITY OF BROOKFIELD (0.19 MILES)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	135.0	85.0	0.0	220.0	NON-EXEMPT
				ROW	675.0	0.0	0.0	675.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	425.0	0.0	425.0	FED	540.0	340.0	0.0	880.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	675.0	425.0	0.0	1,100.0	TOTAL	675.0	425.0	0.0	1,100.0	
V/MENOMONEE FALLS	577 *	RECONSTRUCTION WITH ADDITIONAL LANES OF PILGRIM RD FROM MAIN ST TO CTH Q IN THE VILLAGE OF MENOMONEE FALLS	HI	PE	0.0	483.0	0.0	483.0	LOCAL	0.0	96.6	100.0	614.1	NON-EXEMPT
				ROW	0.0	0.0	500.0	500.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	2,087.5	FED	0.0	386.4	400.0	2,456.4	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	0.0	483.0	500.0	3,070.5	TOTAL	0.0	483.0	500.0	3,070.5	
	578	CONSTRUCTION OF RIVERCREST DRIVE FROM SHADY LANE TO CTH Q	HE	PE	10.0	0.0	0.0	10.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	146.0	0.0	0.0	146.0	
				CONST	680.0	0.0	0.0	680.0	FED	544.0	0.0	0.0	544.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	690.0	0.0	0.0	690.0	TOTAL	690.0	0.0	0.0	690.0	
V/MUKWONAGO	581	CONSTRUCTION OF HOLZ DR EXTENSION (MUKWONAGO BYPASS) FROM EXISTING HOLZ DR TO STH 83 IN THE VILLAGE OF MUKWONAGO (1.6 KM)	HE	PE	0.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	2,500.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	300.0	STATE	0.0	0.0	0.0	500.0	
				CONST	0.0	0.0	0.0	2,600.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	0.0	0.0	0.0	3,000.0	TOTAL	0.0	0.0	0.0	3,000.0	
C/NEW BERLIN	584 *	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN ROAD FROM GREENFIELD AVE (STH 59) TO CLEVELAND AVE INCITY OF NEW BERLIN (1.60 MI)	HI	PE	360.0	0.0	0.0	360.0	LOCAL	360.0	0.0	0.0	1,350.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	750.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	4,200.0	FED	0.0	0.0	0.0	3,960.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	360.0	0.0	0.0	5,310.0	TOTAL	360.0	0.0	0.0	5,310.0	
	586 *	CONSTRUCTION OF A COMMERCIAL COMPRESSED NATURAL GAS (CNG) FUELING FACILITY IN THE CITY OF NEW BERLIN	EE	PE	62.5	0.0	0.0	62.5	LOCAL	62.5	0.0	0.0	62.5	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	250.0	0.0	0.0	250.0	FED	250.0	0.0	0.0	250.0	
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
				TOTAL	312.5	0.0	0.0	312.5	TOTAL	312.5	0.0	0.0	312.5	
V/SUSSEX	596 *	INSTALL TRAFFIC SIGNAL AT INTERSECTION OF WAUKESHA AVE AND MAIN ST IN THE VILLAGE OF SUSSEX	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	70.0	70.0	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	70.0	70.0						
				TOTAL	0.0	0.0	70.0	70.0	TOTAL	0.0	0.0	70.0	70.0	
C/WAUKESHA	606 *	RECONSTRUCTION WITH ADDITIONAL LANES OF E. MAIN ST. FROM USH 18 TO STH 164 IN THE CITY OF WAUKESHA (0.62 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	477.1	0.0	477.1	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	2,385.4	0.0	2,385.4	FED	0.0	1,908.3	0.0	1,908.3	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	0.0	2,385.4	0.0	2,385.4	TOTAL	0.0	2,385.4	0.0	2,385.4	
	607 *	RECONSTRUCTION WITH ADDITIONAL LANES OF E SUNSET DR FROM TENNY AV TO GRAMLING LN IN THE CITY OF WAUKESHA (0.32 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	295.0	295.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	295.0	295.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	0.0	0.0	295.0	295.0	TOTAL	0.0	0.0	295.0	295.0	
	626 *	NIGHT TRANSIT SERVICE FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TE	PE	0.0	0.0	0.0	0.0	LOCAL	58.8	0.0	0.0	58.8	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	0.0	FED	235.0	0.0	0.0	235.0	
				OTHER	293.8	0.0	0.0	293.8	(CMAQ)					
				TOTAL	293.8	0.0	0.0	293.8	TOTAL	293.8	0.0	0.0	293.8	

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Source: SEWRPC.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST ($000)					SOURCE OF FUNDS ($000)					AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1998	1999	2000	TOTAL TIP		1998	1999	2000	TOTAL TIP	
C/WAUKESHA	627	RECONSTRUCTION OF THE INTERSECTION OF N. PRAIRIE AVE AND ST PAUL AVE IN THE CITY OF WAUKESHA	HS	PE	0.0	8.0	0.0	8.0	LOCAL	0.0	0.8	0.2	5.3	NON-EXEMPT AIR QUALITY NEUTRAL
	*			ROW	0.0	0.0	2.0	2.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	43.2	FED (STP-S)	0.0	7.2	1.8	47.9	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	0.0	8.0	2.0	53.2	TOTAL	0.0	8.0	2.0	53.2	
	630	CONSTRUCTION OF A BICYCLE PATH ALONG MEADOWBROOK RD FROM THE GLACIAL DRUMLIN TRAIL TO THE LAKE COUNTRY TRAIL IN C\ WAUKESHA	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	17.6	17.6	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	0.0	FED (CMAQ)	0.0	0.0	70.4	70.4	
				OTHER	0.0	0.0	88.0	88.0						
				TOTAL	0.0	0.0	88.0	88.0	TOTAL	0.0	0.0	88.0	88.0	

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety;
TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.
Source: SEWRPC.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	AIR QUALITY STATUS
STATE OF WISCONSIN	648	RECONSTRUCTION OF STH 32 WITH ADDITIONAL LANES FROM 116TH STREET TO 91ST STREET	HI	PE	0.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	100.0	
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	400.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-O)					
				TOTAL	0.0	0.0	0.0	500.0	TOTAL	0.0	0.0	0.0	500.0	
	650	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 31 FROM CTH S TO STH 11 IN THE TOWNS OF SOMERS AND MT. PLEASANT (6.30 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
	*			ROW	3,000.0	0.0	0.0	3,000.0	STATE	3,000.0	12,400.0	5,855.0	28,093.0	
				CONST	0.0	12,400.0	5,855.0	25,093.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	3,000.0	12,400.0	5,855.0	28,093.0	TOTAL	3,000.0	12,400.0	5,855.0	28,093.0	
	651	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM LAKE GENEVA TO SLADES CORNERS IN KENOSHA AND WALWORTH COUNTIES (7.40 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
	*			ROW	2,000.0	0.0	0.0	2,000.0	STATE	2,220.0	0.0	12,500.0	27,920.0	
				CONST	220.0	0.0	12,500.0	25,920.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	2,220.0	0.0	12,500.0	27,920.0	TOTAL	2,220.0	0.0	12,500.0	27,920.0	
KENOSHA COUNTY	665	CONSTRUCTION OF LANCE DRIVE EXTENSION (CTH KD/352ND AVE) FROM WILMOT AVE (CTH Z) TO BASSETT RD (CTH F) IN V/TWIN LKS & T/RANDALL	HE	PE	0.0	0.0	350.5	350.5	LOCAL	0.0	0.0	70.1	161.9	NON-EXEMPT
				ROW	0.0	0.0	0.0	459.1	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	280.4	647.7	
				OTHER	0.0	0.0	0.0	0.0	(STP-O)					
				TOTAL	0.0	0.0	350.5	809.6	TOTAL	0.0	0.0	350.5	809.6	
	666	RECONSTRUCTION ON NEW ALIGNMENT OF CTH ML FROM CTH H TO STH 31 IN THE VILLAGE OF PLEASANT PRAIRIE	HE	PE	0.0	525.4	0.0	525.4	LOCAL	0.0	105.1	84.2	697.0	NON-EXEMPT
	*			ROW	0.0	0.0	420.9	420.9	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	2,538.3	FED	0.0	420.3	336.7	2,787.6	
				OTHER	0.0	0.0	0.0	0.0	(STP-O)					
				TOTAL	0.0	525.4	420.9	3,484.6	TOTAL	0.0	525.4	420.9	3,484.6	
	669	SIGNALIZATION OF THE CTH Y/ CTH KR INTERSECTION	HS	PE	0.0	0.0	0.0	0.0	LOCAL	9.2	0.0	0.0	9.2	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	92.0	0.0	0.0	92.0	FED	82.8	0.0	0.0	82.8	
				OTHER	0.0	0.0	0.0	0.0	(STP-S)					
				TOTAL	92.0	0.0	0.0	92.0	TOTAL	92.0	0.0	0.0	92.0	
	670	NATURAL GAS FUELING FACILITY SERVING THE KENOSHA COUNTY FLEET, TO BE LOCATED IN THE VILLAGE OF BRISTOL: 1995 (1996 FUNDS)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	72.4	0.0	0.0	72.4	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	292.4	0.0	0.0	292.4	FED	220.0	0.0	0.0	220.0	
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
				TOTAL	292.4	0.0	0.0	292.4	TOTAL	292.4	0.0	0.0	292.4	
	671	ACQUSITION OF ALTERNATIVE-FUEL (CNG) VEHICLES FOR KENOSHA COUNTY HIGHWAY DEPARTMENT TO REPLACE EXISTING VEHICLES: 1995	EE	PE	0.0	0.0	0.0	0.0	LOCAL	38.0	0.0	0.0	38.0	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	0.0	FED	150.0	0.0	0.0	150.0	
				OTHER	188.0	0.0	0.0	188.0	(CMAQ)					
				TOTAL	188.0	0.0	0.0	188.0	TOTAL	188.0	0.0	0.0	188.0	
C/KENOSHA	672	RECONSTRUCTION WITH ADDITIONAL LANES OF 30TH AVENUE FROM 14TH PLACE TO 12TH STREET IN THE CITY OF KENOSHA	HI	PE	0.0	0.0	0.0	350.0	LOCAL	0.0	0.0	0.0	373.6	NON-EXEMPT
				ROW	0.0	0.0	0.0	60.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	1,458.0	FED	0.0	0.0	0.0	1,494.4	
				OTHER	0.0	0.0	0.0	0.0	(STP-O)					
				TOTAL	0.0	0.0	0.0	1,868.0	TOTAL	0.0	0.0	0.0	1,868.0	
	673	RECONSTRUCTION WITH ADDITIONAL LANES OF 30TH AVE. FROM 23RD ST. TO 14TH ST. IN THE CITY OF KENOSHA (1.02 MILES)	HI	PE	500.0	0.0	0.0	500.0	LOCAL	130.0	0.0	0.0	1,136.2	NON-EXEMPT
	*			ROW	150.0	0.0	0.0	150.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	5,031.0	FED	520.0	0.0	0.0	4,544.8	
				OTHER	0.0	0.0	0.0	0.0	(STP-O)					
				TOTAL	650.0	0.0	0.0	5,681.0	TOTAL	650.0	0.0	0.0	5,681.0	

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Source: SEWRPC.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	AIR QUALITY STATUS
C/KENOSHA	685 *	EXPRESS BUS SERVICE OPERATED BY KENOSHA TRANSIT CONNECTING WITH RACINE BELLE URBAN SYSTEM:1995 (1996-97FUNDS) (WI-90-243 FUNDED)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	14.4	14.4	0.0	28.8	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	37.4	37.4	0.0	74.8	
				CONST	0.0	0.0	0.0	0.0	FED	57.7	57.7	0.0	115.4	
				OTHER	109.5	109.5	0.0	219.0	(CMAQ)					
				TOTAL	109.5	109.5	0.0	219.0	TOTAL	109.5	109.5	0.0	219.0	
	687 *	DOWNTOWN BUS CIRCULATOR FOR THE CITY OF KENOSHA 1995 (WI-90-X224)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	48.0	0.0	0.0	48.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	0.0	FED	192.0	0.0	0.0	192.0	
				OTHER	240.0	0.0	0.0	240.0	(CMAQ)					
				TOTAL	240.0	0.0	0.0	240.0	TOTAL	240.0	0.0	0.0	240.0	
	688 *	EXPANDED PEAK-HOUR KENOSHA TRANSIT SERVICE 1995-96 (WI-90-X224 FUNDED)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	40.6	42.1	0.0	82.7	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	147.2	152.3	0.0	299.5	
				CONST	0.0	0.0	0.0	0.0	FED	162.6	168.3	0.0	330.9	
				OTHER	350.4	362.7	0.0	713.1	(CMAQ)					
				TOTAL	350.4	362.7	0.0	713.1	TOTAL	350.4	362.7	0.0	713.1	
	689 *	EXPANDED PEAK-HOUR KENOSHA TRANSIT SERVICE 1995-96 (WI-90-X224 FUNDED)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	40.6	42.1	43.7	126.4	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	147.2	152.3	158.4	457.9	
				CONST	0.0	0.0	0.0	0.0	FED	162.6	168.3	175.0	505.9	
				OTHER	350.4	362.7	377.1	1,090.2	(CMAQ)					
				TOTAL	350.4	362.7	377.1	1,090.2	TOTAL	350.4	362.7	377.1	1,090.2	
	690 *	WEST KENOSHA PARK AND RIDE FACILITY: 1994	EE	PE	30.0	0.0	0.0	30.0	LOCAL	6.0	55.4	0.0	61.4	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	276.7	0.0	276.7	FED	24.0	221.3	0.0	245.3	
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
				TOTAL	30.0	276.7	0.0	306.7	TOTAL	30.0	276.7	0.0	306.7	
	692 *	INSTALLATION OF BIKE LOCKERS IN SEVERAL AREAS IN THE CITY OF KENOSHA: 1993	EE	PE	0.0	0.0	0.0	0.0	LOCAL	2.0	0.0	0.0	2.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	9.8	0.0	0.0	9.8	FED	7.8	0.0	0.0	7.8	
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
				TOTAL	9.8	0.0	0.0	9.8	TOTAL	9.8	0.0	0.0	9.8	
	693 *	PIKE BIKE TRAIL LOOP IMPROVEMENT IN THE CITY OF KENOSHA: 1993 AND 1995 FUNDS	EE	PE	86.3	0.0	0.0	86.3	LOCAL	517.3	0.0	0.0	517.3	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	500.0	0.0	0.0	500.0	FED	69.0	0.0	0.0	69.0	
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
				TOTAL	586.3	0.0	0.0	586.3	TOTAL	586.3	0.0	0.0	586.3	
V/PLEASANT PRAIRIE	694 *	RECONSTRUCTION OF 95TH ST. AND 93RD ST. INTERSECTION WITH GREEN BAY RD. IN THE VILLAGE OF PLEASANT PRAIRIE (0.31 MILES)	HP	PE	222.0	0.0	0.0	222.0	LOCAL	84.4	329.0	0.0	413.4	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	200.0	0.0	0.0	200.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	1,645.0	0.0	1,645.0	FED	337.6	1,316.0	0.0	1,653.6	
				OTHER	0.0	0.0	0.0	0.0	(STP-O)					
				TOTAL	422.0	1,645.0	0.0	2,067.0	TOTAL	422.0	1,645.0	0.0	2,067.0	
T/SALEM	695 *	IMPROVE VERTICAL ALIGNMENT OF 264TH AVE AT CANADIAN PACIFIC (SOO LINE) RR CROSSING IN THE TOWN OF SALEM (0.10 MI)	OH	PE	10.0	0.0	0.0	10.0	LOCAL	6.0	0.0	0.0	6.0	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	50.0	0.0	0.0	50.0	FED	54.0	0.0	0.0	54.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-S)					
				TOTAL	60.0	0.0	0.0	60.0	TOTAL	60.0	0.0	0.0	60.0	
T/SOMERS	696	IMPROVE GEOMETRY OF THE SHERIDAN ROAD/ BIRCH ROAD INTERSECTION IN THE TOWN OF SOMERS	HP	PE	0.0	0.0	70.0	70.0	LOCAL	0.0	0.0	14.6	82.6	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	3.0	3.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	340.0	FED	0.0	0.0	58.4	330.4	
				OTHER	0.0	0.0	0.0	0.0	(STP-O)					
				TOTAL	0.0	0.0	73.0	413.0	TOTAL	0.0	0.0	73.0	413.0	

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Source: SEWRPC.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST ($000)					SOURCE OF FUNDS ($000)					AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1998	1999	2000	TOTAL TIP		1998	1999	2000	TOTAL TIP	
T/SOMERS	697	CONSTRUCTION OF 39TH AVENUE FROM 18TH STREET TO 15TH STREET IN CITY OF KENOSHA & TOWN OF SOMERS (0.2 MILES)	HE	PE	75.0	0.0	0.0	75.0	LOCAL	15.0	15.0	120.0	150.0	NON-EXEMPT
				ROW	0.0	75.0	0.0	75.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	600.0	600.0	FED (STP-O)	60.0	60.0	480.0	600.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	75.0	75.0	600.0	750.0	TOTAL	75.0	75.0	600.0	750.0	

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TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.
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Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
BY IMPLEMENTING AGENCY 1998-2000

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	AIR QUALITY STATUS
STATE OF WISCONSIN	717	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM 5-MI RD TO N. COUNTY LINE IN THE TOWN OF CALEDONIA (3.37 MI.)	HI	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	100.0	0.0	0.0	1,180.0	
				CONST	0.0	0.0	0.0	5,402.0	FED	400.0	0.0	0.0	4,722.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-M)					
				TOTAL	500.0	0.0	0.0	5,902.0	TOTAL	500.0	0.0	0.0	5,902.0	
	718	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 36 FROM WEGGE RD TO TEUT RD IN THE TOWN OF BURLINGTON (.72 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	388.0	388.0	
				CONST	0.0	0.0	1,940.0	1,940.0	FED	0.0	0.0	1,552.0	1,552.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-O)					
				TOTAL	0.0	0.0	1,940.0	1,940.0	TOTAL	0.0	0.0	1,940.0	1,940.0	
	719	RECONSTRUCTION OF BRIDGE ON IH 94 OVER CTH K IN RACINE COUNTY	HI	PE	60.0	0.0	0.0	60.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	676.0	STATE	12.0	0.0	0.0	688.0	
				CONST	0.0	0.0	0.0	0.0	FED	48.0	0.0	0.0	48.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-O)					
				TOTAL	60.0	0.0	0.0	736.0	TOTAL	60.0	0.0	0.0	736.0	
	720	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 11 FROM IH 94 TO THE WEST VILLAGE OF STURTEVANT LINE (1.58 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
	*			ROW	0.0	1,040.3	0.0	1,040.3	STATE	0.0	1,040.3	0.0	1,560.3	
				CONST	0.0	0.0	0.0	2,600.0	FED	0.0	0.0	0.0	2,080.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-O)					
				TOTAL	0.0	1,040.3	0.0	3,640.3	TOTAL	0.0	1,040.3	0.0	3,640.3	
	722	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 31 FROM CTH MM TO STH 38 IN THE TOWN OF MT. PLEASANT (0.60 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	643.4	0.0	0.0	643.4	
				CONST	3,197.0	0.0	0.0	3,197.0	FED	2,553.6	0.0	0.0	2,553.6	
				OTHER	0.0	0.0	0.0	0.0	(NHS)					
				TOTAL	3,197.0	0.0	0.0	3,197.0	TOTAL	3,197.0	0.0	0.0	3,197.0	
	723	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 31 FROM STH 38 TO 4 MILE RD. IN THE TOWN OF CALEDONIA (2.16 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	911.6	0.0	0.0	911.6	
				CONST	4,538.0	0.0	0.0	4,538.0	FED	3,626.4	0.0	0.0	3,626.4	
				OTHER	0.0	0.0	0.0	0.0	(NHS)					
				TOTAL	4,538.0	0.0	0.0	4,538.0	TOTAL	4,538.0	0.0	0.0	4,538.0	
	724	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM 3 MILE RD. TO 4 MILE RD. IN THE TOWN OF CALEDONIA (1.25 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
	*			ROW	1,437.0	0.0	0.0	1,437.0	STATE	1,437.0	0.0	717.4	2,154.4	
				CONST	0.0	0.0	3,587.0	3,587.0	FED	0.0	0.0	2,869.6	2,869.6	
				OTHER	0.0	0.0	0.0	0.0	(NHS)					
				TOTAL	1,437.0	0.0	3,587.0	5,024.0	TOTAL	1,437.0	0.0	3,587.0	5,024.0	
	725	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 36 BETWEEN STH 100 AND THE CITY OF BURLINGTON IN MILWAUKEE, RACINE, AND WAUKESHA CO.	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	9,653.0	0.0	0.0	9,653.0	
				CONST	9,653.0	0.0	0.0	9,653.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	9,653.0	0.0	0.0	9,653.0	TOTAL	9,653.0	0.0	0.0	9,653.0	
	726	CONSTRUCTION OF THE CITY OF BURLINGTON BYPASS OF STH 36 (6.0 MILES)	HE	PE	3,000.0	0.0	0.0	3,000.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	3,000.0	0.0	0.0	3,000.0	
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	3,000.0	0.0	0.0	3,000.0	TOTAL	3,000.0	0.0	0.0	3,000.0	
RACINE COUNTY	741	CONSTRUCTION OF A BICYCLE PATH FROM WILLOW RD TO WEST BLVD IN CITY OF RACINE AND TOWN OF MT PLEASANT IN RACINE COUNTY (3.20 MI)	EE	PE	54.0	0.0	0.0	54.0	LOCAL	72.0	0.0	0.0	72.0	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	306.0	0.0	0.0	306.0	FED	288.0	0.0	0.0	288.0	
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
				TOTAL	360.0	0.0	0.0	360.0	TOTAL	360.0	0.0	0.0	360.0	

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Source: SEWRPC.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
BY IMPLEMENTING AGENCY 1998-2000

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	AIR QUALITY STATUS
RACINE COUNTY	743 *	CONSTRUCTION OF PARK & RIDE FACILITY IN RACINE COUNTY NEAR I-94 INTERCHANGE WITH STH 20: 1995	EE	PE	10.0	0.0	0.0	10.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	92.5	0.0	0.0	92.5	FED	102.5	0.0	0.0	102.5	
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
				TOTAL	102.5	0.0	0.0	102.5	TOTAL	102.5	0.0	0.0	102.5	
	744 *	ACQUISITION OF ALTERNATIVE FUEL (CNG) PICKUP TRUCKS AND VAN FOR RACINE COUNTY HIGHAY DEPARTMENT TO REPLACE EXISTING VEHICLES:1995	EE	PE	0.0	0.0	0.0	0.0	LOCAL	28.7	0.0	0.0	28.7	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	0.0	FED	64.2	0.0	0.0	64.2	
				OTHER	92.9	0.0	0.0	92.9	(CMAQ)					
				TOTAL	92.9	0.0	0.0	92.9	TOTAL	92.9	0.0	0.0	92.9	
C/BURLINGTON	745 *	INSTALLATION OF TRAFFIC SIGNALS AT JEFFERSON ST AND PINE ST AND JEFFERSON ST AND DODGE ST AND INTERCONNECTION OF SIGNALS WITH WIS. SO. RR	HS	PE	0.0	0.0	0.0	0.0	LOCAL	50.0	0.0	0.0	50.0	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	250.0	0.0	0.0	250.0	FED	200.0	0.0	0.0	200.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-S)					
				TOTAL	250.0	0.0	0.0	250.0	TOTAL	250.0	0.0	0.0	250.0	
	746 *	MODIFY GEOMETRY OF THE MILWAUKEE/ MCHENRY/ JEFFERSON/ AMANDA INTERSECTION IN BURLINGTON TO IMPROVE SAFETY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	39.0	39.0	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	150.0	150.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	240.0	240.0	FED	0.0	0.0	351.0	351.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-S)					
				TOTAL	0.0	0.0	390.0	390.0	TOTAL	0.0	0.0	390.0	390.0	
C/RACINE	756 *	RECONSTRUCTION OF THE C&NW RR OVERPASS ON 6TH ST IN THE CITY OF RACINE	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	460.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	0.0	0.0	2,300.0	FED	0.0	0.0	0.0	1,840.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-O)					
				TOTAL	0.0	0.0	0.0	2,300.0	TOTAL	0.0	0.0	0.0	2,300.0	
	757 *	RECONSTRUCTION WITH ADDITIONAL LANES OF THREE MILE RD FROM DOUGLAS AVE TO MAIN ST IN THE CITY OF RACINE (1.00 MILE)	HI	PE	160.0	0.0	0.0	160.0	LOCAL	172.0	262.0	0.0	434.0	NON-EXEMPT
				ROW	700.0	0.0	0.0	700.0	STATE	0.0	0.0	0.0	0.0	
				CONST	0.0	1,310.0	0.0	1,310.0	FED	688.0	1,048.0	0.0	1,736.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-O)					
				TOTAL	860.0	1,310.0	0.0	2,170.0	TOTAL	860.0	1,310.0	0.0	2,170.0	
	780	IMPLEMENTATION OF SUNDAY SERVICE IN THE CITY OF RACINE 1998-2000	TI	PE	0.0	0.0	0.0	0.0	LOCAL	22.5	23.4	24.3	70.2	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	20.4	21.2	22.0	63.6	
				CONST	0.0	0.0	0.0	0.0	FED	171.4	178.2	185.4	535.0	
				OTHER	214.3	222.8	231.7	668.8	(CMAQ)					
				TOTAL	214.3	222.8	231.7	668.8	TOTAL	214.3	222.8	231.7	668.8	
	781 *	IMPLEMENTATION OF EVENING BUS SERVICE IN THE CITY OF RACINE 1998-2000	TI	PE	0.0	0.0	0.0	0.0	LOCAL	57.8	60.2	62.6	180.6	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	52.3	54.4	56.6	163.3	
				CONST	0.0	0.0	0.0	0.0	FED	440.7	458.3	476.6	1,375.6	
				OTHER	550.8	572.9	595.8	1,719.5	(CMAQ)					
				TOTAL	550.8	572.9	595.8	1,719.5	TOTAL	550.8	572.9	595.8	1,719.5	
	782 *	EXPANDED BUS SERVICE TO TOWN OF CALEDONIA OPERATED BY BELLE URBAN SYSTEM: 1995-96	TI	PE	0.0	0.0	0.0	0.0	LOCAL	4.9	5.2	5.4	15.5	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	18.1	18.8	19.9	56.8	
				CONST	0.0	0.0	0.0	0.0	FED	20.0	20.8	22.0	62.8	
				OTHER	43.0	44.8	47.3	135.1	(CMAQ)					
				TOTAL	43.0	44.8	47.3	135.1	TOTAL	43.0	44.8	47.3	135.1	
	788 *	COMPRESSED NATURAL GAS FUELING FACILITY SERVING THE CITY OF RACINE MUNICIPAL FLEET	EE	PE	31.5	0.0	0.0	31.5	LOCAL	53.0	0.0	0.0	53.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	
				CONST	233.5	0.0	0.0	233.5	FED	212.0	0.0	0.0	212.0	
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
				TOTAL	265.0	0.0	0.0	265.0	TOTAL	265.0	0.0	0.0	265.0	

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Source: SEWRPC.

Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY
BY IMPLEMENTING AGENCY 1998-2000

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	AIR QUALITY STATUS
STATE OF WISCONSIN	800 *	RECONSTRUCTION OF STH 50 FROM WELLS ST TO STH 50 WB IN THE CITY OF LAKE GENEVA (0.80 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	427.4	STATE	0.0	0.0	0.0	532.9	
				CONST	0.0	0.0	0.0	2,237.0	FED	0.0	0.0	0.0	2,131.5	
				OTHER	0.0	0.0	0.0	0.0	(STP-O)					
				TOTAL	0.0	0.0	0.0	2,664.4	TOTAL	0.0	0.0	0.0	2,664.4	
	801 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM STH 67 EAST TO THE EXISTING DIVIDED SECTION IN THE TOWN OF GENEVA (1.70 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	123.0	0.0	123.0	STATE	0.0	123.0	0.0	971.8	
				CONST	0.0	0.0	0.0	4,244.0	FED	0.0	0.0	0.0	3,395.2	
				OTHER	0.0	0.0	0.0	0.0	(NHS)					
				TOTAL	0.0	123.0	0.0	4,367.0	TOTAL	0.0	123.0	0.0	4,367.0	
	802 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 67 FROM LINCOLN ST. TO USH 12 IN WALWORTH COUNTY (0.90 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	93.7	450.0	0.0	543.7	NON-EXEMPT
				ROW	375.0	0.0	0.0	375.0	STATE	48.5	232.8	0.0	281.3	
				CONST	0.0	1,800.0	0.0	1,800.0	FED	232.8	1,117.2	0.0	1,350.0	
				OTHER	0.0	0.0	0.0	0.0	(STP-O)					
				TOTAL	375.0	1,800.0	0.0	2,175.0	TOTAL	375.0	1,800.0	0.0	2,175.0	
	803 *	CONSTRUCTION OF THE CITY OF WHITEWATER BYPASS (STH 12) (5.30 MILES)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	2,130.0	1,093.0	0.0	3,223.0	STATE	2,130.0	1,093.0	4,871.9	13,113.4	
				CONST	0.0	0.0	4,871.9	9,890.4	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	2,130.0	1,093.0	4,871.9	13,113.4	TOTAL	2,130.0	1,093.0	4,871.9	13,113.4	
	804 *	CONSTRUCT A RELOCATED STH 120 ALONG THE EAST SIDE OF THE CITY OF LAKE GENEVA FROM WILLOW ROAD TO STH 50 (4.40 MI)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	318.2	0.0	1,657.2	NON-EXEMPT
				ROW	0.0	1,273.0	0.0	1,273.0	STATE	0.0	954.8	0.0	4,971.8	
				CONST	0.0	0.0	0.0	5,356.0	FED	0.0	0.0	0.0	0.0	
				OTHER	0.0	0.0	0.0	0.0						
				TOTAL	0.0	1,273.0	0.0	6,629.0	TOTAL	0.0	1,273.0	0.0	6,629.0	
	811	CONSTRUCTION OF A 50 SPACE PARK/RIDE LOT AT IH 43 AND CTH L TOWN OF EAST TROY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	12.5	0.0	0.0	12.5	
				CONST	62.5	0.0	0.0	62.5	FED	50.0	0.0	0.0	50.0	
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
				TOTAL	62.5	0.0	0.0	62.5	TOTAL	62.5	0.0	0.0	62.5	
	812	CONSTRUCTION OF A 50 SPACE PARK/RIDE LOT AT USH 12 AND CTH B VILLAGE OF GENOA CITY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	14.0	0.0	0.0	14.0	
				CONST	70.1	0.0	0.0	70.1	FED	56.1	0.0	0.0	56.1	
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)					
				TOTAL	70.1	0.0	0.0	70.1	TOTAL	70.1	0.0	0.0	70.1	

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Source: SEWRPC.

Table 12

PROJECTS WITH AIR QUALITY IMPACTS IN THE REGIONAL TRANSPORTATION SYSTEM PLAN AND THEIR RELATIONSHIP TO PROJECTS IN THE 1998-2000 TRANSPORTATION IMPROVEMENT PLAN

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2000[a]	Kenosha	Widening	STH 31	CTH S to CTH KR	Widen from two to four traffic lanes
2000[a]		Expansion	39th Avenue extension	18th Street to 15th Street	Construct two lanes on new alignment
2000[a]	Milwaukee	Widening	USH 45/STH 36	Waukesha County line to STH 100	Widen from two to four traffic lanes
2000[a]			CTH G	Mill Road to Good Hope Road	Widen from two to four traffic lanes
2000[a]			CTH BB	Hawthorne Lane to USH 41	Widen from two to four traffic lanes
2000[a]			Good Hope Road	Waukesha County line to USH 41/USH 45	Widen from two to four traffic lanes
2000[a]			Layton Avenue	108th Street to 84th Street	Widen from two to four traffic lanes
2000[a]			Whitnall Avenue	Lake Parkway to Old Brust Avenue	Widen from two to four traffic lanes
2000[a]			92nd Street	W. Lincoln Avenue to W. Oklahoma Avenue	Widen from two to four traffic lanes
2000[a]		Expansion	Lake Arterial	Lincoln Avenue to CTH Y	Construct four lanes on new alignment
2000[a]			Puetz Road extension	CTH U to Hunting Park Drive	Construct two lanes on new alignment
2000[a]			124th Street extension	STH 100 to STH 145	Construct four lanes on new alignment
2000[a]	Racine	Widening	STH 20	Oakes Road to Sunnyslope Road	Widen from four to six traffic lanes
2000[a]			STH 31	CTH KR to STH 11	Widen from two to four traffic lanes
2000[a]			STH 36/STH 83	Wegge Road to Tuet Road	Widen from two to four traffic lanes
2000[a]			Three Mile Road	STH 32 to CTH G	Widen from two to four traffic lanes
2000[a]	Walworth	Widening	STH 67	USH 12 to Lincoln Avenue	Widen from two to four traffic lanes
2000[a]	Washington	Widening	USH 41	STH 33	Reconstruct interchange
2000[a]			STH 33	Schmidt Road to Trenton Road	Widen from two to four traffic lanes
2000[a]			Main Street	Vine Street to Decorah Street	Widen from two to four traffic lanes
2000[a]		Expansion	STH 83	Monroe Avenue to STH 60	Construct two lanes on new alignment
2000[a]			River Crest Drive extension	CTH Q to Waukesha County line	Construct two lanes on new alignment
2000[a]	Waukesha	Widening	IH 94	CTH G to CTH T	Widen from four to six traffic lanes
2000[a]			STH 36	Racine County line to Milwaukee County line	Widen from two to four traffic lanes
2000[a]			STH 59	Calhoun Road to Milwaukee County Line	Widen from two to four traffic lanes
2000[a]			STH 59	Center Road to Grand Avenue	Widen from two to four traffic lanes
2000[a]			STH 59	Poplar Creek to Johnson Road	Widen from two to four traffic lanes
2000[a]			STH 164	STH 59 to CTH ES	Widen from two to four traffic lanes
2000[a]			STH 175	Roosevelt Drive to Shady Lane	Widen from two to four traffic lanes
2000[a]			CTH W	Pilgrim Road to STH 175	Widen from two to four traffic lanes
2000[a]			CTH W	STH 175 to Milwaukee County line	Widen from two to four traffic lanes
2000[a]			Calhoun Road	IH 94 to USH 18	Widen from two to four traffic lanes
2000[a]			Main Street	STH 164 to USH 18	Widen from two to four traffic lanes
2000[a]			Sunset Drive	Tenny Avenue to Grambling Lane	Widen from two to four traffic lanes
2000[a]		Expansion	CTH KE extension	CTH E to STH 83	Construct two lanes on new alignment
2000[a]			Brookfield Road extension	Davidson Road to STH 59	Construct two lanes on new alignment
2000[a]			River Crest Drive extension	Shady Lane to Washington County line	Construct two lanes on new alignment
2007[a]	Kenosha	Widening	STH 32	128th Street to CTH T	Widen from two to four traffic lanes
2007[a]			STH 50	Walworth County line to 381st Avenue	Widen from two to four traffic lanes
2007			STH 50	IH 94/USH 41 to 39th Avenue	Widen from four to six traffic lanes
2007			STH 165	IH 94/USH 41 to a point approximately one mile west of CTH H	Widen from two to four traffic lanes
2007			Roosevelt Road	39th Avenue to 63rd Street	Widen from two to four traffic lanes
2007			Washington Road	39th Avenue to STH 32	Widen from two to four traffic lanes
2007			22nd Avenue	CTH L to CTH E	Widen from two to four traffic lanes
2007[a]			30th Avenue	27th Street to CTH E	Widen from two to four traffic lanes
2007			39th Avenue	Van Buren Road to STH 50	Widen from two to four traffic lanes
2007			60th Street	39th Avenue to STH 32	Widen from two to four traffic lanes
2007			63rd Street	22nd Avenue to STH 32	Widen from two to four traffic lanes
2007			104th Avenue	STH 50 to STH 158	Widen from two to four traffic lanes
2007		Expansion	IH 94/USH 41	CTH ML	Reconstruct interchange
2007[a]			CTH ML extension	CTH H to STH 31	Construct two lanes on new alignment
2007[a]			CTH KD extension	CTH EM to CTH F	Construct two lanes on new alignment
2007			51st Avenue extension	93rd Street to STH 165	Construct two lanes on new alignment
2007			85th Street extension	Sheridan Road to 7th Avenue	Construct two lanes on new alignment
2007[a]	Milwaukee	Widening	STH 32	County Line Road to STH 100	Widen from two to four traffic lanes
2007[a]			STH 100	STH 38 to STH 32	Widen from two to four traffic lanes
2007[a]			STH 100	STH 36 to 81st Street	Widen from two to four traffic lanes
2007[a]			STH 100	81st Street to 60th Street	Widen from two to four traffic lanes
2007[a]			STH 100	60th Street to USH 41	Widen from two to four traffic lanes
2007[a]			CTH U	Rawson Avenue to Puetz Road	Widen from two to four traffic lanes
2007[a]			CTH ZZ	STH 38 to Pennsylvania Avenue	Widen from two to four traffic lanes
2007			Oklahoma Avenue	Clement Avenue to Kinnickinnic Avenue	Widen from two to four traffic lanes
2007			Port Washington Road	Bender Road to W. Daphne Road	Widen from two to four traffic lanes
2007			Puetz Road	Shepard Avenue to Pennsylvania Avenue	Widen from two to four traffic lanes
2007			Teutonia Avenue	Ruby Avenue to Villard Avenue	Widen from two to four traffic lanes
2007[a]			Whitnall Avenue	CTH Y to Nicholson Avenue	Widen from two to four traffic lanes

Table 12 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2007[a]	Milwaukee (continued)	Widening (continued)	Whitnall Avenue	Clement Avenue to Brust Avenue	Widen from two to four traffic lanes
2007			91st Street	STH 100 to Ozaukee County Line	Widen from two to four traffic lanes
2007			107th Street	Good Hope Road to STH 145	Widen from two to four traffic lanes
2007[a]			124th Street	STH 145 to USH 41/USH 45	Widen from two to four traffic lanes
2007[a]			124th Street	STH 190 to Hampton Avenue	Widen from two to four traffic lanes
2007		Expansion	Canal Street extension	USH 41 to 21st Street	Construct two lanes on new alignment
2007			Canal Street extension	6th Street to 2nd Street	Construct two lanes on new alignment
2007			Metro Boulevard	115th Street to 107th Street	Construct two lanes on new alignment
2007	Ozaukee	Widening	STH 33	Progress Drive to Foster Street	Widen from two to four traffic lanes
2007			STH 57	Bridge Street to Chateau Drive	Widen from two to four traffic lanes
2007[a]			STH 57	IH 43 to Sheboygan County line	Widen from two to four traffic lanes
2007[a]			STH 60	STH 57 to IH 43	Widen from two to four traffic lanes
2007			STH 143	CTH N to STH 60	Widen from two to four traffic lanes
2007[a]			CTH W	Port Washington Lane to a point about 0.5 mile north of Donges Bay Road	Widen from two to four traffic lanes
2007[a]			CTH W	STH 167 to Highland Road	Widen from two to four traffic lanes
2007			Pioneer Road (CTH C)	CTH N to McKinley Boulevard	Widen from two to four traffic lanes
2007			Pioneer Road (CTH C)	McKinley Boulevard to IH 43	Widen from two to four traffic lanes
2007[a]			Wauwatosa Road (CTH N)	STH 167 to CTH C	Widen from two to four traffic lanes
2007		Expansion	River Road extension	Freistadt Road to Grace Avenue	Construct two lanes on new alignment
2007[a]	Racine	Widening	STH 11	IH 94 to CTH H	Widen from two to four traffic lanes
2007			STH 11	86th Street in the Village of Sturtevant to Willow Road	Widen from two to four traffic lanes
2007			STH 11	Willow Road to STH 31	Widen from four to six traffic lanes
2007			STH 20	IH 94/USH 41 to Oakes Road	Widen from four to six traffic lanes
2007[a]			STH 31	CTH MM to STH 32	Widen from two to four traffic lanes
2007[a]			STH 32	A point about 0.3 mile north of CTH G to Three Mile Road	Widen from two to four traffic lanes
2007			CTH Y	CTH KR to CTH X	Widen from two to four traffic lanes
2007			Calumet Street	Robert Street to Bridge Street	Widen from two to four traffic lanes
2007		Expansion	Calumet Street extension	Market Street to Robert Street	Construct two lanes on new alignment
2007			Commerce Street/Pine Street connection	Herman Street to Origen Street	Construct two lanes on new alignment
2007			Memorial Drive extension	Chicory Road to CTH KR	Construct two lanes on new alignment
2007			Oakes Road extension	STH 20 to Airline Road	Construct two lanes on new alignment
2007			Oakes Road extension	Braun Road to STH 11	Construct two lanes on new alignment
2007			State Street/Adams Street connection	Calumet Street to STH 11	Construct two lanes on new alignment
2007	Walworth	Widening	USH 14	Proposed STH 67 bypass to McHenry County line	Widen from two to four traffic lanes
2007[a]			STH 50	STH 67 to Geneva Street	Widen from two to four traffic lanes
2007[a]			STH 50	CTH H to Edwards Boulevard	Widen from two to four traffic lanes
2007[a]			STH 50	USH 12 to the Kenosha County line	Widen from two to four traffic lanes
2007[a]		Expansion	USH 12 freeway	Cold Spring Road to Howard Road[b]	Construct four lanes on new alignment
2007[a]			STH 120 bypass	Townline Road to existing STH 120 at Willow Road	Construct two lanes on existing and new alignment
2007[a]	Washington	Widening	USH 45	CTH D to Prospect Drive	Widen from two to four traffic lanes
2007			STH 60	USH 41 to CTH P	Widen from two to four traffic lanes
2007			CTH Q	CTH V to STH 175	Widen from two to four traffic lanes
2007[a]			CTH Q	Division Road to Pilgrim Road	Widen from two to four traffic lanes
2007			Decorah Road	7th Avenue to Indiana Avenue	Widen from two to four traffic lanes
2007[a]			Lovers Lane Road (STH 164)	STH 175 to STH 60	Widen from two to four traffic lanes
2007			Main Street	Decorah Street to Walnut Street	Widen from two to four traffic lanes
2007			Paradise Drive	A point 1,250 feet east of USH 45 to Main Street	Widen from two to four traffic lanes
2007		Expansion	STH 33	Rock River to USH 41	Construct two lanes on new alignment
2007			STH 83	CTH E to Monroe Avenue	Construct two lanes on new alignment
2007			Monroe Avenue extension	Monroe Avenue to Pond Road	Construct two lanes on new alignment
2007			N. River Road extension	N. River Road to STH 144	Construct two lanes on new alignment
2007			18th Avenue extension	Jefferson Street to CTH D	Construct two lanes on new alignment
2007	Waukesha	Widening	STH 59	STH 164 to Poplar Creek	Widen from two to four traffic lanes
2007			STH 83	IH 94 to USH 18	Widen from two to four traffic lanes
2007			STH 83	Mariner Drive to CTH KE extension	Widen from two to four traffic lanes
2007			STH 83	IH 43 to CTH NN	Widen from two to four traffic lanes
2007[a]			STH 164	City of Waukesha north corporate limit to IH 94	Widen from four to six traffic lanes
2007			STH 190	CTH Y to Brookfield Road	Widen from four to six traffic lanes
2007			CTH D	Moorland Road to Milwaukee County line	Widen from two to four traffic lanes
2007			CTH L	CTH Y to CTH HH	Widen from two to four traffic lanes
2007[a]			CTH J	Rockwood Drive to CTH M	Widen from two to four traffic lanes
2007[a]			CTH J	CTH M to Washington County line	Widen from two to four traffic lanes
2007			CTH Q	CTH V to STH 175	Widen from two to four traffic lanes
2007			CTH X	CTH H to STH 59	Widen from two to four traffic lanes
2007			CTH X	STH 59 to Moreland Boulevard	Widen from two to four traffic lanes
2007			CTH Y	Hillendale Drive to CTH HH	Widen from two to four traffic lanes
2007[a]			CTH Y	USH 18 to North Avenue	Widen from two to four traffic lanes

Table 12 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2007	Waukesha (continued)	Widening (continued)	CTH TT	MacArthur Road to USH 18	Widen from two to four traffic lanes
2007[a]			CTH YY	CTH VV to CTH W	Widen from two to four traffic lanes
2007			CTH YY	Lisbon Road to CTH VV	Widen from two to four traffic lanes
2007			Calhoun Road	CTH D to STH 59	Widen from two to four traffic lanes
2007			North Avenue	Barker Road to 147th Street	Widen from two to four traffic lanes
2007[a]			Pilgrim Road	USH 41/USH 45 to Washington County Line	Widen from two to four traffic lanes
2007			Sunset Drive	Grambling Lane to STH 59/STH 164	Widen from two to four traffic lanes
2007			124th Street	STH 145 to USH 41/USH 45	Widen from two to four traffic lanes
2007			124th Street	STH 190 to Hampton Avenue	Widen from two to four traffic lanes
2007		Expansion	IH 94	CTH P	Construct new interchange
2007			Lake Drive extension	Lapham Street to STH 67	Construct two lanes on new alignment
2007			Valley Road	STH 67 to CTH P	Construct two lanes on new alignment
2007			124th Street	STH 100 to STH 145	Construct two lanes on new alignment
2010	Kenosha	Widening	STH 83	128th Street to STH 50	Widen from two to four traffic lanes
2010			STH 158	104th Avenue to STH 31	Widen from two to four traffic lanes
2010			STH 165	STH 31 to STH 32	Widen from two to four traffic lanes
2010			CTH E	STH 31 to STH 32	Widen from two to four traffic lanes
2010			CTH S	IH 94/USH 41 to STH 31	Widen from two to four traffic lanes
2010		Expansion	CTH F extension	CTH O to 89th Street	Construct two lanes on new alignment
2010			39th Avenue extension	24th Street to 18th Street	Construct two lanes on new alignment
2010	Milwaukee	Widening	STH 38	County Line Road to Oakwood Road	Widen from two to four traffic lanes
2010			Morgan Avenue	Forest Home Avenue to 43rd Street	Widen from two to four traffic lanes
2010			Whitnall Avenue	Nicholson Avenue to Packard Avenue	Widen from two to four traffic lanes
2010			Pennsylvania Avenue	Drexel Avenue to College Avenue	Widen from two to four traffic lanes
2010			124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes
2010	Ozaukee	Widening	STH 33	Washington County line to Progress Drive	Widen from two to four traffic lanes
2010			STH 33	IH 43 to Spring Street	Widen from two to four traffic lanes
2010			STH 57	Milwaukee County line to STH 167	Widen from two to four traffic lanes
2010			STH 60	Washington County line to STH 143	Widen from two to four traffic lanes
2010			STH 60	STH 143 to STH 57	Widen from two to four traffic lanes
2010			STH 167	Washington County line to Wauwatosa Road	Widen from two to four traffic lanes
2010			Wauwatosa Road (CTH N)	CTH C to STH 60	Widen from two to four traffic lanes
2010		Expansion	IH 43	Highland Road	Construct new interchange
2010			Cold Springs Road	CTH O to STH 33	Construct two lanes on new alignment
2010			Maple Road extension	Cedar Creek Road to Rose Street at the Village of Grafton north corporate limits	Construct two lanes on new alignment
2010[a]	Racine	Widening	STH 32	Milwaukee County to Five Mile Road	Widen from two to four traffic lanes
2010			STH 38	Milwaukee County to CTH K	Widen from two to four traffic lanes
2010			CTH C	CTH V to Airline Road	Widen from two to four traffic lanes
2010			CTH C	Airline Road to Sunnyslope Road	Widen from two to four traffic lanes
2010			CTH K	IH 94 to CTH H	Widen from two to four traffic lanes
2010			CTH K	Kraut Road to STH 38	Widen from two to four traffic lanes
2010		Expansion	Burlington bypass	(STH 36) Milwaukee Avenue to STH 11	Construct two lanes on new alignment
2010			Five Mile Road extension	STH 32 to Erie Street	Construct two lanes on new alignment
2010			Oakes Road extension	21st Street to 16th Street	Construct two lanes on new alignment
2010			Oakes Road extension	STH 11 to 21st Street	Construct two lanes on new alignment
2010			21st Street extension	STH 31 to Oakes Road	Construct two lanes on new alignment
2010			90th Street extension	STH 20 to CTH C	Construct two lanes on new alignment
2010	Walworth	Widening	STH 11	CTH O to 7th Street	Widen from two to four traffic lanes
2010			USH 14	CTH O to proposed STH 67 bypass	Widen from two to four traffic lanes
2010			USH 14	Rock County line to CTH O	Widen from two to four traffic lanes
2010			STH 50	STH 11 to Wisconsin Street	Widen from two to four traffic lanes
2010			STH 50	IH 43 to STH 67	Widen from two to four traffic lanes
2010			STH 67	IH 43 to the proposed STH 67 bypass at STH 50	Widen from two to four traffic lanes
2010			STH 89	Willis Ray Road to Whitewater Street	Widen from two to four traffic lanes
2010		Expansion	Main Street extension	Frontage Road to Rock County line	Construct two lanes on new alignment
2010			New facility	CTH H east to STH 11	Construct two lanes on new alignment
2010[a]	Washington	Widening	STH 33	Oak Road to Ozaukee County line	Widen from two to four traffic lanes
2010			CTH Y	CTH Q to USH 41/45	Widen from two to four traffic lanes
2010		Expansion	STH 33	Trenton Road to Oak Road	Construct four lanes on new alignment
2010			Division Road extension	STH 167 to Freistadt Road	Construct two lanes on new alignment
2010			Jefferson Street extension	Trenton Road to N. River Road	Construct two lanes on new alignment
2010			Pioneer Road extension	CTH J to CTH CC	Construct two lanes on new alignment
2010			Taylor Road extension	Pond Road to STH 60	Construct two lanes on new alignment
2010			Trenton Road extension	STH 33 to Maple Road	Construct two lanes on new alignment
2010	Waukesha	Widening	STH 59	STH 83 to ST. Paul Avenue	Widen from two to four traffic lanes
2010			STH 59	Johnson Road to Calhoun Road	Widen from two to four traffic lanes
2010			STH 67	CTH B to IH 94	Widen from four to six traffic lanes
2010			STH 83	CTH KE extension to STH 16	Widen from two to four traffic lanes
2010			STH 83	CTH NN to STH 59	Widen from two to four traffic lanes

Table 12 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2010	Waukesha (continued)	Widening (continued)	STH 145	Milwaukee County line to Washington County line	Widen from two to four traffic lanes
2010			STH 190	STH 164 to CTH Y	Widen from four to six traffic lanes
2010			CTH D	STH 59/STH 164 to Moorland Road	Widen from two to four traffic lanes
2010			CTH K	CTH Y to Calhoun Road	Widen from two to four traffic lanes
2010			CTH T	Golf Road to proposed CTH SS extension	Widen from two to four traffic lanes
2010			CTH Q	Division Road to Pilgrim Road	Widen from two to four traffic lanes
2010			CTH Y	IH 43 to Coffee Road	Widen from two to four traffic lanes
2010			CTH Y	STH 59/STH 164 to Coffee Road	Widen from two to four traffic lanes
2010			CTH VV	STH 164 to CTH Y	Widen from two to four traffic lanes
2010			CTH VV	CTH Y to Betty Drive	Widen from two to four traffic lanes
2010			Calhoun Road	STH 59 to IH 94	Widen from two to four traffic lanes
2010			Calhoun Road	USH 18 to Gebhardt Road	Widen from two to four traffic lanes
2010			Grandview Boulevard	USH 18 to Northview Road	Widen from two to four traffic lanes
2010			Hampton Road	Lisbon Road to 132nd Street	Widen from two to four traffic lanes
2010			Lisbon Road	Calhoun Road to Hampton Road	Widen from two to four traffic lanes
2010			Meadowbrook Road	Northview Road to IH 94	Widen from two to four traffic lanes
2010			Moorland Road	CTH L to IH 43	Widen from two to four traffic lanes
2010			North Avenue	Lilly Road to 124th Street	Widen from two to four traffic lanes
2010			Pilgrim Road	A point about 700 feet north of North Avenue to Lisbon Road	Widen from two to four traffic lanes
2010			Pilgrim Road	North Avenue to a point about 700 feet north	Widen from two to four traffic lanes
2010			Pilgrim Road	USH 18 to North Avenue	Widen from two to four traffic lanes
2010			Racine Avenue	Downing Drive to STH 59/STH 164	Widen from two to four traffic lanes
2010			Waukesha west bypass	Northview Road to USH 18	Widen from two to four traffic lanes
2010[a]		Expansion	IH 94	Calhoun Road	Construct new interchange
2010[a]			STH 16/STH 67 bypass	Wisconsin Avenue to Jefferson County line	Construct four lanes on new alignment
2010			STH 83	STH 16 to Thompson Lane	Construct two lanes on new alignment
2010			STH 83	Kilbourne Road to CTH CW	Construct two lanes on new alignment
2010			CTH Y extension	STH 190 to CTH K	Construct four lanes on new alignment
2010			CTH KE realignment	CTH K to a point about 800 feet north	Construct two lanes on new alignment
2010			Moorland Road extension	Woods Road to CTH L	Construct two lanes on new alignment
2010			Oconomowoc Parkway	CTH Z to STH 67	Construct two lanes on new alignment
2020	Kenosha	Widening	22nd Avenue	CTH E to CTH KR	Widen from two to four traffic lanes
2020		Expansion	CTH Q	184th Street extended to 168th Street	Construct two lanes on new alignment
2020			CTH AH	CTH F to CTH SA	Construct two lanes on new alignment
2020	Milwaukee	Widening	STH 100	IH 43 to STH 24	Widen from six to eight traffic lanes
2020			CTH ZZ	STH 36 to USH 41	Widen from two to four traffic lanes
2020			Pennsylvania Avenue	STH 100 to Drexel Avenue	Widen from two to four traffic lanes
2020		Expansion	15th Avenue extension	STH 100 to Elm Road	Construct two lanes on new alignment
2020			124th Street extension	Watertown Plank Road to STH 59	Construct two lanes on new alignment
2020	Ozaukee	Expansion	Granville Road	Highland Road to Freistadt Road	Construct two lanes on new alignment
2020			River Road extension	Bonniwell Road to Highland Road	Construct two lanes on new alignment
2020			Walters Street extension	CTH LL to Grant Street	Construct two lanes on new alignment
2020	Racine	Widening	STH 11	71st Street in the Village of Union Grove to IH 94	Widen from two to four traffic lanes
2020			STH 20	USH 45 to a point 0.73 mile west of CTH C	Widen from two to four traffic lanes
2020[a]		Expansion	Burlington bypass	STH 11 to STH 36 (State Street)	Construct two lanes on new alignment
2020			CTH K extension	Britton Road to 108th Street	Construct two lanes on new alignment
2020	Walworth	Widening	STH 50	Pearson Drive to Madison Street	Widen from two to four traffic lanes
2020			STH 120	STH 36 to USH 12	Widen from two to four traffic lanes
2020		Expansion	IH 43	CTH O	Construct new interchange
2020			USH 12 freeway[c]	Howard Road to Elkhorn	Construct four lanes on new alignment
2020			USH 12 freeway	CTH H to McHenry County line	Construct four lanes on new alignment
2020			STH 67 bypass (Walworth, Fontana, and Williams Bay)	Existing STH 67 at Village of Walworth south corporate limits to existing STH 67 at STH 50	Construct four lanes generally on new alignment
2020			Burlington bypass	STH 11 to Mormon Road	Construct two lanes on generally new alignment
2020			CTH P realignment	Territorial Road to CTH A	Construct two lanes on new alignment
2020			Willow Road extension	West Side Road to CTH H	Construct two lanes on new alignment
2020			New facility	STH 67 west to STH 11	Construct two lanes on new alignment
2020			New facility	STH 11 north to CTH H	Construct two lanes on new alignment
2020	Washington	Widening	STH 33	USH 41 to CTH Z	Widen from two to four traffic lanes
2020			STH 60	Wilshire Drive to Ozaukee County line	Widen from two to four traffic lanes
2020			STH 167	Pilgrim Road to Ozaukee County line	Widen from two to four traffic lanes
2020[a]			CTH J	CTH Q to STH 175	Widen from two to four traffic lanes
2020		Expansion	Arthur Road extension	CTH N to Arthur Road	Construct two lanes on new alignment
2020			Kettleview Road extension	CTH H to STH 28	Construct two lanes on new alignment
2020			Kettleview Road extension	STH 33 to Schuster Drive	Construct two lanes on new alignment
2020			Schuster Drive extension	Schuster Drive to Beaver Dam Rd	Construct two lanes on new alignment
2020			Wacker Drive extension	STH 60 to Lee Road	Construct two lanes on new alignment
2020	Waukesha	Widening	USH 18	STH 83 to CTH TT	Widen from two to four traffic lanes
2020			STH 67	IH 94 to USH 18	Widen from two to four traffic lanes
2020			CTH Y	STH 74 to CTH Q	Widen from two to four traffic lanes

Table 12 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2020	Waukesha (continued)	Widening (continued)	CTH Y	CTH K to STH 74	Widen from two to four traffic lanes
2020			CTH Y	North Avenue to STH 190	Widen from two to four traffic lanes
2020			Calhoun Road	CTH ES to CTH D	Widen from two to four traffic lanes
2020			Calhoun Road	North Avenue to STH 190	Widen from two to four traffic lanes
2020			Johnson Road	Coffee Road to Lincoln Avenue	Widen from two to four traffic lanes
2020			Johnson Road	A point about 2,000 feet south of STH 59 to STH 59	Widen from two to four traffic lanes
2020			124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes
2020		Expansion	Johnson Road extension	A point about 2,000 feet south of STH 59 to Lincoln Avenue	Construct four lanes on new alignment
2020			Johnson Road extension	Coffee Road to CTH Y	Construct four lanes on new alignment
2020[a]			Mukwonago bypass	IH 43 to CTH ES	Construct two lanes on new alignment
2020			Oconomowoc Parkway	STH 16 to CTH Z	Construct two lanes on new alignment
2020			Sunnyslope Road extension	CTH HH to CTH L	Construct two lanes on new alignment
2020			Waukesha west bypass	CTH X to Macarthur Road	Construct four lanes on new alignment
2020			124th Street extension	Watertown Plank Road to STH 59	Construct two lanes on new alignment

[a]Transportation improvement project is included in the 1998-2000 Transportation Improvement Program.

[b]The initial segment of the USH 12 freeway between the City of Whitewater and the City of Elkhorn is anticipated to be the segment bypassing the City of Whitewater from existing USH 12 at approximately Howard Road southeast of the City to existing USH 12 at approximately Cold Spring Road northwest of the City. Initially, only two travel lanes are anticipated to be constructed and are anticipated to be open to traffic by the year 2007.

[c]Initial two landes of four lane freeway proposed to be constructed and open to traffic by the year 2020.

Source: SEWRPC.

than, the emissions forecast attendant to implementation of the transportation system plan and transportation improvement program combined. That assumes the implementation on schedule of plan projects listed in Table 12 and transportation improvement program projects listed in Table 11. Because the improvement program and plan are identical with respect to projects with air quality impact and also with respect to their schedule for implementation, the transportation system emissions forecast for the plan presented in Table 10 applies as well to this combined improvement program and plan, and the improvement program also meets this alternative conformity criterion.

Contribution to Reduction in Volatile Organic Compound and Nitrogen Oxides Emissions

The sixth and last Federal criterion for conformity determination is that the transportation plan and improvement program must contribute to emissions reductions with respect to both volatile organic compounds and nitrogen oxides (40CFR 51.436 for plan and 40CFR 51.438 for program). With respect to the transportation plan, the satisfaction of this criterion is to be demonstrated by comparing, for the years 2000, 2007, 2010, and 2020, the emissions expected under the transportation system plan to the emissions expected under the existing and committed transportation system. The existing and the committed transportation system, which later is referred to as the "baseline" system, is to include all existing transportation facilities and services and ongoing travel demand management and system management activities, as well as the completion of all projects under construction, undergoing active right-of-way acquisition, or programmed (for final engineering, right-of-way acquisition, or construction) in the first three years of the last conforming transportation improvement program, the 1997 through 1999 program for Southeastern Wisconsin. Those highway capacity improvement and expansion projects determined to be eligible for inclusion in the baseline case are identified in Table 5 (see also Appendix C). No transit actions have been determined to be eligible for inclusion in the baseline case. Table 5 also presents the projects in the highway element of the plan, in addition to the baseline projects, which are incorporated for each year, 2000, 2007, 2010, and 2020, in the forecast of emissions attendant to the transportation system plan, referred to as the "action" transportation system. Table 2 presents the projects in the transit element of the plan incorporated in each year of analysis in the forecast of emissions under the action transportation

system. Tables 13 and 14 present a comparison of transportation system emissions under the existing and committed, or "baseline," plan scenario and under the transportation plan, or "action," plan scenario. The analysis shows that, for both the six-county severe nonattainment area for ozone of Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties and as well for Walworth County, the transportation plan, or "action," plan scenario, may be expected to result in no increase in emissions from those under the existing and committed system, or "baseline," plan scenario, for each year: 2000, 2007, 2010, and 2020. It also indicates that the transportation plan, or "action," plan scenario, results in a reduction in emissions from year 1990 estimated emissions.

With respect to the transportation improvement program, satisfaction of this criterion is to be demonstrated by comparing, for the years 2000, 2007, 2010, and 2020, the emissions expected under the transportation improvement program with the emissions expected under the existing and committed transportation system. The existing and committed transportation system, which is referred to as the "baseline" system, is to include all existing transportation facilities and services and ongoing travel demand management and system management activities, as well as the completion of all projects under construction or undergoing active right-of-way acquisition programmed in the first three years of the last conforming transportation improvement program, the 1997 through 1999 program for Southeastern Wisconsin. The same projects determined to be in the baseline for the transportation plan conformity analyses are also in this baseline for this improvement program conformity analyses. Those projects determined to be eligible for inclusion in the baseline case are identified in Table 5. Table 11 also presents the projects in the transportation improvement program with air quality impact, "nonexempt" projects, which are incorporated for each year, 1996, 2001, 2007, 2010, and 2020, in the forecast of emissions attendant to the implementation of the transportation improvement program, referred to as the "action" transportation program. The "action" transportation systems includes, in addition to the projects in the transportation improvement program, all projects in the "baseline," or existing and committed, system and also all projects in the regional transportation system plan. Tables 13 and 14, therefore, also present the comparison of transportation system emissions under the existing and committed, or "baseline," scenario program and under the transportation improvement program, or "action," program scenario. The analysis shows that the

Table 13

COMPARISON OF SOUTHEASTERN WISCONSIN TRANSPORTATION SYSTEM VOLATILE ORGANIC COMPOUND EMISSIONS UNDER BASELINE AND ACTION SCENARIOS WITH RESPECT TO TRANSPORTATION PLAN: EXISTING 1990 AND FORECAST 2000, 2007, 2010, AND 2020

	Six-County Area[a]		Walworth County[b]		Southeastern Wisconsin Region[c]	
Year	Existing and Committed Transportation System: Baseline (tons)	Transportation Plan:[d] Action (tons)	Existing and Committed Transportation System: Baseline (tons)	Transportation Plan:[d] Action (tons)	Existing and Committed Transportation System: Baseline (tons)	Transportation Plan:[d] Action (tons)
2000	40.29	40.15	4.50	4.48	44.79	44.63
2007	33.36	32.95	4.20	4.12	37.56	37.07
2010	32.28	31.84	4.24	4.19	36.52	36.03
2020	34.10	33.51	4.80	4.64	38.90	38.15

[a]Estimated 1990 emissions are 147.22 tons.

[b]Estimated 1990 emissions are 8.16 tons.

[c]Estimated 1990 emissions are 155.38 tons.

[d]The emissions forecasts under the plan are pursuant to Federal regulations to also assume implementation of the 1998-2000 transportation improvement program, which has been prepared to initiate implementation of the plan. Since the plan and program are entirely consistent with respect to "non-exempt" projects, or projects of air quality impact, including highway and transit capacity improvement and expansion, the emissions forecast attendant to the plan are basically the same as the plan and program combined. The only projects which may need to be added to the plan emissions forecast, and are reflected in the emissions forecast in this table, are improvement program projects using Federal Highway Administration Congestion Mitigation and Air Quality (CMAQ) Program funds. These CMAQ projects and their estimated emissions impact are listed in Appendix D.

Source: SEWRPC.

Table 14

COMPARISON OF SOUTHEASTERN WISCONSIN TRANSPORTATION SYSTEM NITROGEN OXIDE EMISSIONS UNDER BASELINE AND ACTION SCENARIOS WITH RESPECT TO TRANSPORTATION PLAN: EXISTING 1990 AND FORECAST 2000, 2007, 2010, AND 2020

Year	Six-County Area[a]		Walworth County[b,e]		Southeastern Wisconsin Region[c]	
	Existing and Committed Transportation System: Baseline (tons)	Transportation Plan:[d] Action (tons)	Existing and Committed Transportation System: Baseline (tons)	Transportation Plan:[d] Action (tons)	Existing and Committed Transportation System: Baseline (tons)	Transportation Plan:[d] Action (tons)
2000	97.96	97.87	6.54	6.53	104.50	104.40
2007	90.56	90.30	6.25	6.20	96.81	96.51
2010	91.28	91.08	6.53	6.48	97.81	97.56
2020	95.67	95.29	7.26	7.19	102.93	102.48

[a]Estimated 1990 emissions are 111.98 tons.

[b]Estimated 1990 emissions are 8.19 tons.

[c]Estimated 1990 emissions are 120.17 tons.

[d]The emissions forecasts under the plan are pursuant to Federal regulations to also assume implementation of the 1998-2000 transportation improvement program, which has been prepared to initiate implementation of the plan. Since the plan and program are entirely consistent with respect to "non-exempt" projects, or projects of air quality impact, including highway and transit capacity improvement and expansion, the emissions forecast attendant to the plan are basically the same as the plan and program combined. The only projects which may need to be added to the plan emissions forecast, and are reflected in the emissions forecast in this table, are improvement program projects using Federal Highway Administration Congestion Mitigation and Air Quality (CMAQ) Program funds. These CMAQ projects and their estimated emissions impact are listed in Appendix D.

[e]The volatile organic compound and nitrous oxide emissions forecasts for Walworth County under the transportation plan and transportation improvement program are also less than the "emissions budgets"--or, projected emissions--in the Walworth County maintenance plan. The Year 2007 volatile organic compound emissions forecast for Walworth County under the transportation plan and improvement program is 4.12 tons per hot summer weekday compared to 4.89 tons in 2007 as projected in the Walworth County maintenance plan. The Year 2007 nitrous oxide emissions forecast for Walworth County under the transportation plan and transportation improvement program is 6.20 tons compared to 7.20 tons in 2007 as projected in the Walworth County maintenance plan.

Source: SEWRPC.

transportation improvement program, or "action," scenario, may be expected to result in no increase in emissions from those under the existing and committed system, or "baseline" scenario, for each year, 1996, 2001, 2007, 2010, and 2020, for the six-county severe nonattainment area for ozone and as well for Walworth County. It also indicates that the transportation improvement program, or "action" program scenario, results in a reduction in emissions from estimated emissions in the year 1990.

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APPENDICES

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Appendix A

PROJECTS INCLUDED IN THE 1998-2000 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE SEVEN-COUNTY REGION

This Appendix is identical to and provided as Appendix A in SEWRPC document entitled: Transportation Improvement Program for Southeastern Wisconsin: 1998-2000.

Appendix A is the list of projects constituting the transportation improvement program for the seven county Southeastern Wisconsin Region.

Table A-1: The TIP for the Milwaukee Transportation Management Area

TAble A-2: The TIP for the Kenosha County, Racine County, And Walworth County Transportation Management Area

Within each table, projects are listed in order by implementing agency--The State of Wisconsin first, then the appropriate county in alphabetical order; and then by municipality in alphabetical order within county. The TIP projects of each implementing agency are arranged in order by the following project categories: highway preservation, highway improvement, highway expansion, transit preservation, transit improvement, transit expansion, highway safety, off-system highway improvement, and highway-related environmental enhancement.

An explanation of the abbreviations used in the Appendix follows:

Implementing Agency

"C/" represents "City of"
"V/" represents "Village of"
"T/" represents "Town of"

Source of Funds (federal and state fund codes)

BRF	Bridge Replacement Funds
CMAQ	Congestion Mitigation and Air Quality Improvement Funds
COMB	Combination of FHWA and FTA Funds
FAI(4R)	Federal Aid Interstate Funds
FTA 5309	FTA Section 5309 Funds--Capital Program
FTA 5307	FTA Section 5307 Funds--Urban Formual Program
FTA 5310	FTA Section 5310 Funds--Elderly and Persons with Disabilities Program
FTA 5311	FTA Section 5311 Funds--Nonurban Area Formula Program
GCM	Gary, Chicago, Milwaukee Corridor Intelligent Transportation System Funds
IH-C/S	Interstate Highway - Completion or Substitution Funds
IH-M	Interstate Highway - Maintenance Funds
LRIP	Local Road Improvement Program
NHS	National Highway System Funds
OTHER FED	Federal funding programs not sponsored by FHWA or FTA (Economic Development Funds and Urban Development Action Grants are examples)

OTHER FHWA	FHWA funding program other than those listed (includes certain limited demonstration funds)
STP-E	Surface Transportation Program - Enhancement Funds
STP-M	Surface Transportation Program - Milwaukee Urbanized Area Funds
STP-O	Surface Transportation Program - Other Funds (Rural, other urban and urbanized areas, discretionary)
STP-S	Surface Transportation Program - Safety Funds
TEA	Transportation Economic Assistance

Project Description

CTH	County trunk highway
IH	Interstate highway
STH	State trunk highway
M or MI	Miles
*	Project had been included in the 1995-1997 TIP or the 1995-1997 Amended TIP

G29 Approval	Review of a project under Gubernatorial Executive Order No. 29, which replaces the previous A-95 review process.
P	Review of the project could not be conducted at this time due to a lack of complete information.
A	Review of the project has been completed.
N	There is no activity in the three year TIP period and the project is included for information only.

Cost

PE	Preliminary engineering
ROW	Right-of-way
CONST	Construction
OTHER	Purchase and/or installation of equipment

Air Quality Status

EXEMPT	Project implementation is exempt from air quality conformity assessment. Such projects are considered to have no impact on air quality.
NON-EXEMPT AIR QUALITY NEUTRAL	Project implementation requires air quality conformity assessment. However, project is considered to have a minimal impact on air quality and does not need to be included in a regional emissions analysis supporting an air quality conformity assessment.
NON-EXEMPT	Project implementation requires air quality conformity assessment. Project is considered to have an impact on air quality and must be included in a regional emissions analysis supporting an air quality conformity assessment.

Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1998-2000

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	1 *	BRIDGE REHABILITATION VARIOUS LOCATIONS ON STH IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	440.0	200.0	200.0	840.0		
				CONST	2,200.0	1,000.0	1,000.0	4,200.0	FED	1,760.0	800.0	800.0	3,360.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	2,200.0	1,000.0	1,000.0	4,200.0	TOTAL	2,200.0	1,000.0	1,000.0	4,200.0		
	2 *	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE STH SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,200.0	700.0	1,300.0	3,200.0		
				CONST	1,200.0	700.0	1,300.0	3,200.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,200.0	700.0	1,300.0	3,200.0	TOTAL	1,200.0	700.0	1,300.0	3,200.0		
	3 *	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE INTERSTATE SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	300.0	1,200.0	1,500.0		
				CONST	0.0	300.0	1,200.0	1,500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	300.0	1,200.0	1,500.0	TOTAL	0.0	300.0	1,200.0	1,500.0		
	4	PAINTING OF IH 43/94 MENOMONEE VALLEY BRIDGE (B-40-286 24,-21,26) IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	807.9	0.0	807.9		
				CONST	0.0	8,079.0	0.0	8,079.0	FED	0.0	7,271.1	0.0	7,271.1		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	8,079.0	0.0	8,079.0	TOTAL	0.0	8,079.0	0.0	8,079.0		
	5 *	INSPECTION OF VARIOUS BRIDGES IN MILWAUKEE, WAUKESHA, KENOSHA, RACINE, WALWORTH, AND WASHINGTON COUNTIES	HP	PE	1,776.0	0.0	0.0	1,776.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	916.0	0.0	0.0	916.0		
				CONST	0.0	0.0	0.0	0.0	FED	920.0	0.0	0.0	920.0		
				OTHER	60.0	0.0	0.0	60.0	STP-O						
				TOTAL	1,836.0	0.0	0.0	1,836.0	TOTAL	1,836.0	0.0	0.0	1,836.0		
	6	LIGHTING REHABILITATION AT VARIOUS LOCATIONS ON THE STH SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	120.0	40.0	0.0	160.0		
				CONST	0.0	0.0	0.0	0.0	FED	480.0	160.0	0.0	640.0		
				OTHER	600.0	200.0	0.0	800.0	STP-O						
				TOTAL	600.0	200.0	0.0	800.0	TOTAL	600.0	200.0	0.0	800.0		
	7	REPLACEMENT OF USH 41 RAMP TO THE VETERANS MEDICAL CENTER	HP	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	100.0	0.0	100.0	STATE	50.0	100.0	0.0	790.0		
				CONST	0.0	0.0	0.0	640.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	50.0	100.0	0.0	790.0	TOTAL	50.0	100.0	0.0	790.0		
	8	RECONSTRUCTION WITH NO ADDITIONAL LANES OF NATIONAL AVENUE (STH59) FROM 56TH STREET TO 39TH STREET, VILLAGE OF WEST MILWAUKEE(0.75 MI)	HP	PE	300.0	0.0	0.0	300.0	LOCAL	75.0	0.0	0.0	435.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	1,800.0	FED	225.0	0.0	0.0	1,665.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	300.0	0.0	0.0	2,100.0	TOTAL	300.0	0.0	0.0	2,100.0		
	9	REPLACEMENT OF PORT WASHINGTON ROAD BRIDGE OVER THE MILWAUKEE RIVER IN THE CITY OF GLENDALE	HP	PE	80.0	0.0	0.0	80.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	8.0	0.0	0.0	180.0		
				CONST	0.0	0.0	0.0	1,722.0	FED	72.0	0.0	0.0	1,622.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	80.0	0.0	0.0	1,802.0	TOTAL	80.0	0.0	0.0	1,802.0		
	10	REHABILITATION OF GREEN BAY AVENUE (STH 57) BRIDGE OVER SILVER SPRING DRIVE	HP	PE	80.0	0.0	0.0	80.0	LOCAL	20.0	0.0	0.0	20.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	60.0	140.0	0.0	200.0		
				CONST	0.0	700.0	0.0	700.0	FED	0.0	560.0	0.0	560.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	80.0	700.0	0.0	780.0	TOTAL	80.0	700.0	0.0	780.0		

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Action Key: N=Project presented for information only, no activity in three year program period; A=Approved; P=Approval Pending More Detailed Project Definition.

Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	11	ROUT AND SEAL IH 94 FROM GOERKE'S CORNER TO 13TH STREET IN WAUKESHA AND MILWAUKEE COUNTIES (13.73 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	30.0	30.0	60.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	270.0	270.0	540.0		
				OTHER	0.0	300.0	300.0	600.0	IH-M						
				TOTAL	0.0	300.0	300.0	600.0	TOTAL	0.0	300.0	300.0	600.0		
	12	REHABILITATION OF IH 43 OVER 13TH STREET IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	560.0		
				CONST	0.0	0.0	0.0	5,600.0	FED	0.0	0.0	0.0	5,040.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	0.0	0.0	5,600.0	TOTAL	0.0	0.0	0.0	5,600.0		
	13	REPLACEMENT OF CP RAIL BRIDGE AT USH 41 (STADIUM ARTERIAL SOUTH/ MILLER PARK)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,800.0	0.0	0.0	1,800.0		
				CONST	2,000.0	0.0	0.0	2,000.0	FED	200.0	0.0	0.0	200.0		
				OTHER	0.0	0.0	0.0	0.0	OTHER FED						
				TOTAL	2,000.0	0.0	0.0	2,000.0	TOTAL	2,000.0	0.0	0.0	2,000.0		
	14	MAINTENANCE RESURFACING OF I 43 FROM BENDER TO NORTH COUNTY LINE IN MILWAUKEE COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	2,300.0	0.0	0.0	2,300.0		
				CONST	2,300.0	0.0	0.0	2,300.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,300.0	0.0	0.0	2,300.0	TOTAL	2,300.0	0.0	0.0	2,300.0		
	15	REPLACEMENT OF LIGHTING IN STH 38 (HOWELL AVENUE) TUNNEL	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	80.6	0.0	0.0	80.6		
				CONST	403.0	0.0	0.0	403.0	FED	322.4	0.0	0.0	322.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	403.0	0.0	0.0	403.0	TOTAL	403.0	0.0	0.0	403.0		
	16	LIGHTING REHABILITATION AT VARIOUS LOCATIONS ON THE INTERSTATE SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	120.0	30.0	0.0	150.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,080.0	270.0	0.0	1,350.0		
				OTHER	1,200.0	300.0	0.0	1,500.0	IH-M						
				TOTAL	1,200.0	300.0	0.0	1,500.0	TOTAL	1,200.0	300.0	0.0	1,500.0		
	17	EQUIP MILW COUNTY SHERIFF & STATE PATROL VEHICLES WITH AUTOMATIC VEHICLE LOCATION AND COMPUTER-AIDED DISPATCH SYSTEMS (GCM FUNDED)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	105.0	0.0	0.0	105.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	45.0	60.0	0.0	105.0		
				CONST	0.0	0.0	0.0	0.0	FED	600.0	240.0	0.0	840.0		
				OTHER	750.0	300.0	0.0	1,050.0	GCM FUND						
				TOTAL	750.0	300.0	0.0	1,050.0	TOTAL	750.0	300.0	0.0	1,050.0		
	18	AERIAL SURVEILANCE OF MILWAUKEE AREA FREEWAY SYSTEM: EQUIP HELICOPTER WITH VIDEO AND COLLECT INCIDENT DATA (GCM FUNDED)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	40.0	0.0	0.0	40.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	160.0	0.0	0.0	160.0		
				OTHER	200.0	0.0	0.0	200.0	GCM FUND						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	19	CONNECT MILW CO TRANSIT SYSTEM AVL EQUIP TO FREEWAY TRAFFIC MGT SYSTEM TO FACILITATE SCHEDULE MONITORING & CUSTOMER INFO (GCM FD)	HP	PE	15.0	0.0	0.0	15.0	LOCAL	30.0	0.0	0.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	30.0	0.0	0.0	30.0		
				CONST	285.0	0.0	0.0	285.0	FED	240.0	0.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	GCM FUND						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	20	INSTALL REAL-TIME VIDEO FEEDS FROM FREEWAY TRAFFIC MGT CTR TO VARIOUS POLICE/ SHERIFF DISPATCHING CENTERS IN SE WI (GCM FUNDED)	HP	PE	15.0	0.0	0.0	15.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	80.0	0.0	0.0	80.0		
				CONST	385.0	0.0	0.0	385.0	FED	320.0	0.0	0.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	GCM FUND						
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	21	INSTALL VIDEO EQUIPMENT TO ALLOW REMOTE MONITORING OF TRAFFIC CONDITIONS ON VARIOUS ARTERIAL ROADWAYS IN SE WI (GCM FUNDED)	HP	PE	0.0	15.0	0.0	15.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	56.7	0.0	56.7		
				CONST	0.0	207.0	0.0	207.0	FED	0.0	165.3	0.0	165.3		
				OTHER	0.0	0.0	0.0	0.0	GCM FUND						
				TOTAL	0.0	222.0	0.0	222.0	TOTAL	0.0	222.0	0.0	222.0		
	22	DEVELOP A SYSTEM TO TRACK CELLULAR PHONE USER TRAVEL SPEEDS AS A MEANS OF DETERMINING TRAFFIC CONDITIONS ON OUTLYING HIGHWAYS (GCM)	HP	PE	20.0	0.0	0.0	20.0	LOCAL	27.0	0.0	0.0	27.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	115.0	0.0	0.0	115.0	FED	108.0	0.0	0.0	108.0		
				OTHER	0.0	0.0	0.0	0.0	GCM FUND						
				TOTAL	135.0	0.0	0.0	135.0	TOTAL	135.0	0.0	0.0	135.0		
	23	DEVELOPMENT OF A SPECIAL EVENTS MGT PLAN INVOLVING WISDOT AND VARIOUS COUNTY/ LOCAL LAW ENFORCEMENT AGENCIES (GCM FUNDED)	HP	PE	126.0	50.0	0.0	176.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	25.0	10.0	0.0	35.0		
				CONST	0.0	0.0	0.0	0.0	FED	101.0	40.0	0.0	141.0		
				OTHER	0.0	0.0	0.0	0.0	GCM FUND						
				TOTAL	126.0	50.0	0.0	176.0	TOTAL	126.0	50.0	0.0	176.0		
	24	STAFFING OF A POSITION TO ACT AS FACILITATOR, LIASION, & TRAINER IN JOINT WISDOT/ MILW CO SHERIFF IMPLEMENTATION OF FWY TRAFF MGT SYST	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	15.0	15.0	0.0	30.0		
				CONST	0.0	0.0	0.0	0.0	FED	60.0	60.0	0.0	120.0		
				OTHER	75.0	75.0	0.0	150.0	GCM FUND						
				TOTAL	75.0	75.0	0.0	150.0	TOTAL	75.0	75.0	0.0	150.0		
	25	INTEGRATION OF MILW AREA FWY TRAFFIC MGT SYSTEM WITH OTHER ELEMENTS OF THE GARY-CHICAGO-MILWAUKEE FWY MGT SYSTEM (GCM FUNDED)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	38.0	20.2	0.0	58.2		
				CONST	0.0	0.0	0.0	0.0	FED	151.0	81.0	0.0	232.0		
				OTHER	189.0	101.2	0.0	290.2	GCM FUND						
				TOTAL	189.0	101.2	0.0	290.2	TOTAL	189.0	101.2	0.0	290.2		
	26	SOUTHEASTERN WISCONSIN MULTIMODAL TRANSPORTATION MANAGEMENT CENTER	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	1,000.0	1,000.0		
				CONST	0.0	0.0	3,750.0	3,750.0	FED	0.0	0.0	4,000.0	4,000.0		
				OTHER	0.0	0.0	1,250.0	1,250.0	COMB						
				TOTAL	0.0	0.0	5,000.0	5,000.0	TOTAL	0.0	0.0	5,000.0	5,000.0		
	27 *	MAINTENANCE PROJECTS--REPAIR--AT VARIOUS LOCATIONS ON THE INTERSTATE HIGHWAY SYSTEM IN SOUTHEASTERN WSICONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	100.0	100.0	600.0		
				CONST	1,000.0	1,000.0	1,000.0	6,000.0	FED	900.0	900.0	900.0	5,400.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	1,000.0	1,000.0	1,000.0	6,000.0	TOTAL	1,000.0	1,000.0	1,000.0	6,000.0		
	28	INTEGRATED TRANSPORTATION SYSTEM MANAGEMENT COMPUTER HARDWARE AND SOFTWARE PROCUREMENT AND DEVELOPMENT	HP	PE	411.0	574.0	0.0	985.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	82.0	115.0	1,000.0	1,197.0		
				CONST	0.0	0.0	3,750.0	3,750.0	FED	329.0	459.0	4,000.0	4,788.0		
				OTHER	0.0	0.0	1,250.0	1,250.0	COMB						
				TOTAL	411.0	574.0	5,000.0	5,985.0	TOTAL	411.0	574.0	5,000.0	5,985.0		
	29 *	MAINTENANCE PROJECTS--REPAIR--AT VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	500.0	1,000.0	500.0	2,000.0		
				CONST	500.0	1,000.0	500.0	2,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	1,000.0	500.0	2,000.0	TOTAL	500.0	1,000.0	500.0	2,000.0		
	30	INTEGRATED CORRIDOR OPERATIONS SYSTEM ARTERIAL STRATEGY IMPLEMENTATION	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	600.0	2,600.0		
				CONST	0.0	0.0	2,250.0	9,750.0	FED	0.0	0.0	2,400.0	10,400.0		
				OTHER	0.0	0.0	750.0	3,250.0	COMB						
				TOTAL	0.0	0.0	3,000.0	13,000.0	TOTAL	0.0	0.0	3,000.0	13,000.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)					SOURCE OF FUNDS ($000)					GEO 29 APVL	AIR QUALITY STATUS
					1998	1999	2000	TOTAL TIP		1998	1999	2000	TOTAL TIP		
STATE OF WISCONSIN	31 *	MAINTENANCE OF TRAFFIC DETECTING LOOPS AND ELECTRICAL SYSTEMS ON STATE TRUNK HIGHWAYS IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	180.0	180.0	0.0	360.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	180.0	180.0	0.0	360.0							
				TOTAL	180.0	180.0	0.0	360.0	TOTAL	180.0	180.0	0.0	360.0		
	32	SOUTHEASTERN WISCONSIN INCIDENT MANAGEMENT --FREEWAY PROGRAM STRATEGY IMPLEMENTATION	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	600.0	2,600.0		
				CONST	0.0	0.0	2,250.0	9,750.0	FED	0.0	0.0	2,400.0	10,400.0		
				OTHER	0.0	0.0	750.0	3,250.0	COMB						
				TOTAL	0.0	0.0	3,000.0	13,000.0	TOTAL	0.0	0.0	3,000.0	13,000.0		
	33 *	REPAIR OR REPLACEMENT OF SIGN BRIDGES ON MILWAUKEE COUNTY FREEWAYS	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	150.0	0.0	0.0	150.0		
				CONST	150.0	0.0	0.0	150.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		
	34 *	BRIDGE REHABILITATION VARIOUS LOCATIONS WITHIN SOUTHEASTERN WISCONSIN INTERSTATE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	100.0	100.0	600.0		
				CONST	1,000.0	1,000.0	1,000.0	6,000.0	FED	900.0	900.0	900.0	5,400.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	1,000.0	1,000.0	1,000.0	6,000.0	TOTAL	1,000.0	1,000.0	1,000.0	6,000.0		
	35 *	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN MILWAUKEE COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	10.0	0.0	0.0	10.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	36 *	EXPLORATION OF PUBLIC/ PRIVATE PARTNERSHIPS AS A POSSIBLE MEANS OF DEVELOPING INTELLIGENT TRANSPORTATION SYSTEMS IN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	40.0	0.0	0.0	40.0		
				CONST	0.0	0.0	0.0	0.0	FED	160.0	0.0	0.0	160.0		
				OTHER	200.0	0.0	0.0	200.0	GCM FUND						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	37 *	OPERATIONAL TESTS OF TRAFFIC SIGNAL INTEGRATION FOR SURFACE STREETS PARALLELING & CROSSING THE MILWAUKEE COUNTY FREEWAY SYSTEM	HP	PE	50.0	0.0	2,250.0	12,050.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	19.4	600.0	3,319.4		
				CONST	450.0	0.0	0.0	450.0	FED	400.0	77.6	2,400.0	13,277.6		
				OTHER	0.0	97.0	750.0	4,097.0	GCM FUND						
				TOTAL	500.0	97.0	3,000.0	16,597.0	TOTAL	500.0	97.0	3,000.0	16,597.0		
	38 *	TECHNICAL & PLANNING SUPPORT FOR INTELLIGENT TRANSPORTATION SYSTEM DEVELOPMENT	HP	PE	0.0	625.0	625.0	1,875.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	625.0	625.0	1,875.0		
				OTHER	0.0	0.0	0.0	0.0	GCM FUND						
				TOTAL	0.0	625.0	625.0	1,875.0	TOTAL	0.0	625.0	625.0	1,875.0		
	39 *	TRAVEL DATA COLLECTION PROGRAM FOR ARTERIAL STREETS AND HIGHWAYS IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	485.0	0.0	0.0	485.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	485.0	0.0	0.0	485.0							
				TOTAL	485.0	0.0	0.0	485.0	TOTAL	485.0	0.0	0.0	485.0		
	40 *	SUPPORT OF SEWRPC TRANSPORTATION PLANNING PROGRAM	HP	PE	0.0	0.0	0.0	0.0	LOCAL	57.8	57.8	57.8	173.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	42.2	42.2	42.2	126.6		
				CONST	0.0	0.0	0.0	0.0	FED	400.0	400.0	400.0	1,200.0		
				OTHER	500.0	500.0	500.0	1,500.0	STP-M						
				TOTAL	500.0	500.0	500.0	1,500.0	TOTAL	500.0	500.0	500.0	1,500.0		

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(continued)

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STATE OF WISCONSIN	41 *	CONTINUING REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE SEWRPC	HP	PE	0.0	0.0	0.0	0.0	LOCAL	176.8	176.8	176.8	1,060.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	176.8	176.8	176.8	1,060.8		
				CONST	0.0	0.0	0.0	0.0	FED	1,414.4	1,414.4	1,414.4	8,486.4		
				OTHER	1,768.0	1,768.0	1,768.0	10,608.0	COMB						
				TOTAL	1,768.0	1,768.0	1,768.0	10,608.0	TOTAL	1,768.0	1,768.0	1,768.0	10,608.0		
	42 *	RECONDITIONING OF IH 43 FROM THE MARQUETTE INTERCHANGE TO LEXINGTON WITH NO ADDITIONAL LANES	HP	PE	1,100.0	0.0	0.0	1,100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	110.0	0.0	710.0	820.0		
				CONST	0.0	0.0	7,100.0	7,100.0	FED	990.0	0.0	6,390.0	7,380.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	1,100.0	0.0	7,100.0	8,200.0	TOTAL	1,100.0	0.0	7,100.0	8,200.0		
	43 *	RECONDITIONING OF IH 43 FROM 13TH ST TO NATIONAL AVE WITH NO ADDED LANES	HP	PE	1,000.0	0.0	0.0	1,000.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	0.0	0.0	1,380.0		
				CONST	0.0	0.0	0.0	12,800.0	FED	900.0	0.0	0.0	12,420.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	1,000.0	0.0	0.0	13,800.0	TOTAL	1,000.0	0.0	0.0	13,800.0		
	44 *	PAVEMENT MAINTENANCE OF IH 43 AND IH 894--ROUTING AND SEALING OF JOINTS FROM S. 20TH ST. TO THE UP RR. OVERPASS (8.63 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	68.0	0.0	68.0		
				CONST	0.0	680.0	0.0	680.0	FED	0.0	612.0	0.0	612.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	0.0	680.0	0.0	680.0	TOTAL	0.0	680.0	0.0	680.0		
	45 *	BRIDGE REPLACEMENT-MODERNIZE INTERCHANGE ON IH 94 MARQUETTE INTERCHANGE IN MILWAUKEE COUNTY	HP	PE	552.8	0.0	0.0	552.8	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	55.3	0.0	0.0	15,055.3		
				CONST	0.0	0.0	0.0	150,000.0	FED	497.5	0.0	0.0	135,497.5		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	552.8	0.0	0.0	150,552.8	TOTAL	552.8	0.0	0.0	150,552.8		
	46 *	RECONDITIONING OF IH 94 EAST-WEST FREEWAY FROM THE WEST MILWAUKEE COUNTY LINE TO THE MARQUETTE INTERCHANGE (8.00 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	2,030.0	0.0	0.0	2,030.0		
				CONST	20,300.0	0.0	0.0	20,300.0	FED	18,270.0	0.0	0.0	18,270.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	20,300.0	0.0	0.0	20,300.0	TOTAL	20,300.0	0.0	0.0	20,300.0		
	47 *	NEW BASEBALL STADIUM ACCESS CONFIGURATION--IH 94 AND USH 41 WITH PARKING AND SITE PREPARATION ACTIVITIES	HP	PE	0.0	0.0	0.0	0.0	LOCAL	2,000.0	0.0	0.0	2,000.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	3,700.0	0.0	0.0	3,700.0		
				CONST	11,300.0	0.0	0.0	11,300.0	FED	5,600.0	0.0	0.0	5,600.0		
				OTHER	0.0	0.0	0.0	0.0	OTHER FED						
				TOTAL	11,300.0	0.0	0.0	11,300.0	TOTAL	11,300.0	0.0	0.0	11,300.0		
	48 *	RESURFACING OF IH 94 FROM IH 43 TO RACINE COUNTY LINE (8.4 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	45.0	1,200.0	0.0	1,245.0		
				CONST	0.0	11,500.0	0.0	11,500.0	FED	405.0	10,300.0	0.0	10,705.0		
				OTHER	450.0	0.0	0.0	450.0	IH-M						
				TOTAL	450.0	11,500.0	0.0	11,950.0	TOTAL	450.0	11,500.0	0.0	11,950.0		
	49 *	MULTIMODAL TRAVELLER INFORMATION SYSTEM IN GARY-CHICAGO-MILWAUKEE FREEWAY CORRIDOR	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	75.0	0.0	0.0	75.0		
				CONST	0.0	0.0	0.0	0.0	FED	375.0	0.0	0.0	375.0		
				OTHER	450.0	0.0	0.0	450.0	GCM FUND						
				TOTAL	450.0	0.0	0.0	450.0	TOTAL	450.0	0.0	0.0	450.0		
	50 *	REHABILITATION OF IH 894 FROM THE UP RR OVERPASS TO THE ZOO INTERCHANGE IN MILWAUKEE COUNTY (1.21 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	352.8	0.0	352.8		
				CONST	0.0	3,378.0	0.0	3,378.0	FED	0.0	3,175.2	0.0	3,175.2		
				OTHER	0.0	150.0	0.0	150.0	IH-M						
				TOTAL	0.0	3,528.0	0.0	3,528.0	TOTAL	0.0	3,528.0	0.0	3,528.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	51 *	REPLACEMENT OF BRIDGE DECK OF IH 894 (HALE INTERCHANGE) IN THE CITY OF GREENFIELD	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,049.0	0.0	0.0	1,049.0		
				CONST	4,895.0	0.0	0.0	4,895.0	FED	3,996.0	0.0	0.0	3,996.0		
				OTHER	150.0	0.0	0.0	150.0	IH-M						
				TOTAL	5,045.0	0.0	0.0	5,045.0	TOTAL	5,045.0	0.0	0.0	5,045.0		
	52 *	RECONDITIONING OF STATE ST. (USH 18) FROM N. EDISON ST. TO PROSPECT AVE. IN THE CITY OF MILWAUKEE (0.44 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	23.7	0.0	23.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	85.1	0.0	85.1		
				CONST	0.0	544.0	0.0	544.0	FED	0.0	435.2	0.0	435.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	544.0	0.0	544.0	TOTAL	0.0	544.0	0.0	544.0		
	53 *	RECONDITIONING OF USH 18 (17TH ST) FROM WELLS ST. TO HIGHLAND BLVD. IN THE CITY OF MILWAUKEE (0.28 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	68.2	0.0	68.2		
				CONST	0.0	341.0	0.0	341.0	FED	0.0	272.8	0.0	272.8		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	341.0	0.0	341.0	TOTAL	0.0	341.0	0.0	341.0		
	54 *	RESURFACING OF (USH 18) BLUE MOUND RD. FROM THE ZOO FREEWAY TO N. GLENVIEW AVE. IN THE CITIES OF MILWAUKEE AND WAUWATOSA (0.91 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	63.2	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	179.4		
				CONST	0.0	0.0	0.0	1,213.0	FED	0.0	0.0	0.0	970.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	1,213.0	TOTAL	0.0	0.0	0.0	1,213.0		
	55 *	RECONDITIONING OF USH 18 (STATE ST) FROM OLD WORLD 3RD ST. TO 17 TH ST. IN THE CITY OF MILWAUKEE (1.07 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	249.2		
				CONST	0.0	0.0	0.0	1,246.0	FED	0.0	0.0	0.0	996.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	1,246.0	TOTAL	0.0	0.0	0.0	1,246.0		
	56 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF USH 18 (W. STATE ST) BRIDGE OVER MILWAUKEE RIVER IN THE CITY OF MILWAUKEE (0.09 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	655.8	0.0	655.8		
				CONST	0.0	3,279.0	0.0	3,279.0	FED	0.0	2,623.2	0.0	2,623.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	3,279.0	0.0	3,279.0	TOTAL	0.0	3,279.0	0.0	3,279.0		
	57 *	RESURFACING OF (USH 41) W LISBON AVE FROM N 46TH ST TO W APPLETON AVE IN THE CITY OF MILWAUKEE (0.88 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	226.4	0.0	226.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	130.2	0.0	130.2		
				CONST	0.0	1,783.0	0.0	1,783.0	FED	0.0	1,426.4	0.0	1,426.4		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	1,783.0	0.0	1,783.0	TOTAL	0.0	1,783.0	0.0	1,783.0		
	58 *	REPLACEMENT OF THE USH 41 STADIUM FREEWAY (SB) BRIDGE OVER STATE ST. IN THE CITY MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	560.0	0.0	0.0	560.0		
				CONST	2,800.0	0.0	0.0	2,800.0	FED	2,240.0	0.0	0.0	2,240.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	2,800.0	0.0	0.0	2,800.0	TOTAL	2,800.0	0.0	0.0	2,800.0		
	59 *	REPLACEMENT OF THE NB BRIDGE DECK ON USH 41 OVER STATE ST. IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	540.8	0.0	0.0	540.8		
				CONST	2,704.0	0.0	0.0	2,704.0	FED	2,163.2	0.0	0.0	2,163.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	2,704.0	0.0	0.0	2,704.0	TOTAL	2,704.0	0.0	0.0	2,704.0		
	60 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF LAYTON BLVD. (USH 41) FROM LINCOLN AVE. TO NATIONAL AVE. IN THE C/ MILWAUKEE (1.33 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	330.2	0.0	0.0	330.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	252.4	0.0	0.0	252.4		
				CONST	2,662.6	0.0	0.0	2,662.6	FED	2,080.0	0.0	0.0	2,080.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	2,662.6	0.0	0.0	2,662.6	TOTAL	2,662.6	0.0	0.0	2,662.6		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

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STATE OF WISCONSIN	61 *	RESURFACING OF USH 41 FROM C&NW RR TO WEST LINCOLN AVE IN CITY OF MILWAUKEE	HP	PE	200.0	0.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	40.0	0.0	0.0	197.4		
				CONST	0.0	0.0	0.0	787.0	FED	160.0	0.0	0.0	789.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	200.0	0.0	0.0	987.0	TOTAL	200.0	0.0	0.0	987.0		
	62 *	RECONDITIONING WITH NO ADDITIONAL LANES OF THE USH 45 ZOO FREEWAY FROM THE ZOO INTERCHANGE TO CAPITOL DR IN THE CITY OF WAUWATOSA (2.00 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	1,312.6	0.0	1,312.6		
				CONST	0.0	6,443.0	0.0	6,443.0	FED	0.0	5,250.4	0.0	5,250.4		
				OTHER	0.0	120.0	0.0	120.0	COMB						
				TOTAL	0.0	6,563.0	0.0	6,563.0	TOTAL	0.0	6,563.0	0.0	6,563.0		
	63 *	REPLACEMENT OF BRIDGE DECKS ON USH 45 OVER CAPITOL DR, BURLEIGH ST NORTH AVE, WATERTOWN PLANK RD, AND UP RR IN CITY OF WAUWATOSA	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	1,580.0	0.0	1,580.0		
				CONST	0.0	7,900.0	0.0	7,900.0	FED	0.0	6,320.0	0.0	6,320.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	7,900.0	0.0	7,900.0	TOTAL	0.0	7,900.0	0.0	7,900.0		
	64 *	RESURFACING OF W FOREST HOME AVE (STH 24) FROM 42ND ST TO 35TH ST AND 31ST ST TO 27TH ST IN THE CITY OF MILWAUKEE (0.90 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	145.8	145.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	48.6	48.6		
				CONST	0.0	0.0	972.0	972.0	FED	0.0	0.0	777.6	777.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	972.0	972.0	TOTAL	0.0	0.0	972.0	972.0		
	65 *	RESURFACING OF STH 32 (S. KINNICKINNIC AVE.) FROM E. MITCHELL ST. TO E. BECHER ST. IN THE CITY OF MILWAUKEE (0.36 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	21.0	0.0	0.0	21.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	48.2	0.0	0.0	48.2		
				CONST	346.0	0.0	0.0	346.0	FED	276.8	0.0	0.0	276.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	346.0	0.0	0.0	346.0	TOTAL	346.0	0.0	0.0	346.0		
	66 *	RECONDITIONING OF STH 32 FROM THE NORTH VILLAGE LIMITS TO THE SOUTH VILLAGE LIMITS OF THE VILLAGE OF FOX POINT (2.66 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	25.0	0.0	0.0	25.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,406.7	0.0	0.0	1,406.7		
				CONST	1,431.7	0.0	0.0	1,431.7	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,431.7	0.0	0.0	1,431.7	TOTAL	1,431.7	0.0	0.0	1,431.7		
	67 *	REPLACEMENT OF CANADIAN PACIFIC RR. BRIDGE OVER S. KINNICKINNIC AVENUE (STH 32)	HP	PE	500.0	0.0	0.0	500.0	LOCAL	100.0	0.0	0.0	1,280.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	5,900.0	FED	400.0	0.0	0.0	5,120.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	500.0	0.0	0.0	6,400.0	TOTAL	500.0	0.0	0.0	6,400.0		
	68 *	REPLACEMENT OF THE STH 38 (CHASE AVE.) BRIDGE OVER THE KINNICKINNIC RIVER IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	263.8	0.0	0.0	263.8		
				CONST	1,319.0	0.0	0.0	1,319.0	FED	1,055.2	0.0	0.0	1,055.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	1,319.0	0.0	0.0	1,319.0	TOTAL	1,319.0	0.0	0.0	1,319.0		
	69 *	RECONSTRUCTION OF THE N GREEN BAY AVE(STH 57) STRUCTURE OVER LINCOLN CREEK AND APPROACHES IN THE CITY OF MILWAUKEE (0.20 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	290.0	290.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	90.8	90.8		
				CONST	0.0	0.0	1,904.0	1,904.0	FED	0.0	0.0	1,523.2	1,523.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	1,904.0	1,904.0	TOTAL	0.0	0.0	1,904.0	1,904.0		
	70 *	RECONDITIONING OF GREEN BAY AVE. (STH 57) FROM W. LAWN AVE. TO THE NORTH CITY LIMITS IN THE CITY OF MILWAUKEE (0.32 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	84.0		
				CONST	0.0	0.0	0.0	420.1	FED	0.0	0.0	0.0	336.1		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	0.0	420.1	TOTAL	0.0	0.0	0.0	420.1		

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STATE OF WISCONSIN	71 *	RECONDITIONING OF S. LAYTON BLVD. (STH 57) FROM W. NATIONAL AVE. TO EVERGREEN LN. IN THE CITY OF MILWAUKEE (0.25 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	4.2	0.0	0.0	4.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	24.0	0.0	0.0	24.0		
				CONST	141.0	0.0	0.0	141.0	FED	112.8	0.0	0.0	112.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	141.0	0.0	0.0	141.0	TOTAL	141.0	0.0	0.0	141.0		
	72 *	RECONDITIONING OF STH 59 FROM I-894 TO S 92ND ST IN THE CITY OF MILWAUKEE (0.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	109.6	109.6		
				CONST	0.0	0.0	548.0	548.0	FED	0.0	0.0	438.4	438.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	548.0	548.0	TOTAL	0.0	0.0	548.0	548.0		
	73 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 100 FROM THE ROCK FREEWAY TO OKLAHOMA AVE. IN THE CITY OF GREENFIELD (2.40 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	105.0	0.0	0.0	105.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	579.0	0.0	0.0	579.0		
				CONST	3,000.0	0.0	0.0	3,000.0	FED	2,316.0	0.0	0.0	2,316.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	3,000.0	0.0	0.0	3,000.0	TOTAL	3,000.0	0.0	0.0	3,000.0		
	74 *	RECONDITIONING OF FOND DU LAC AVE. (STH 145) FROM N. 36TH ST. TO CAPITOL DR. IN THE CITY OF MILWAUKEE (1.32 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	232.0	0.0	232.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	77.4	0.0	77.4		
				CONST	0.0	1,547.0	0.0	1,547.0	FED	0.0	1,237.6	0.0	1,237.6		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	1,547.0	0.0	1,547.0	TOTAL	0.0	1,547.0	0.0	1,547.0		
	75 *	RECONSTRUCTION OF STH 145 (W. FOND DU LAC AVE. FROM N. 20TH ST. TO N. 36TH ST. IN THE CITY OF MILWAUKEE (1.55 MI)	HP	PE	1,333.3	0.0	0.0	1,333.3	LOCAL	333.3	0.0	1,135.0	1,468.3	A	EXEMPT
				ROW	0.0	400.0	0.0	400.0	STATE	1,000.0	80.0	36.0	1,116.0		
				CONST	0.0	0.0	4,549.0	4,549.0	FED	0.0	320.0	3,378.0	3,698.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,333.3	400.0	4,549.0	6,282.3	TOTAL	1,333.3	400.0	4,549.0	6,282.3		
	76 *	RESURFACING OF STH 145 FROM E KILBOURNE AVE TO EAST OGDEN AVENUE IN THE CITY OF MILWAUKEE (0.40 MILES)	HP	PE	44.0	0.0	0.0	44.0	LOCAL	11.0	0.0	71.2	82.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	475.0	475.0	FED	33.0	0.0	403.8	436.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	44.0	0.0	475.0	519.0	TOTAL	44.0	0.0	475.0	519.0		
	77 *	RECONDITION WITH NO ADDITIONAL LANES OF STH 181 (N. 76TH ST) FROM W. FLORIST AVE. TO THE NO. COUNTY LINE IN THE C/OF MILW (4.54 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	6,000.0	6,000.0		
				CONST	0.0	0.0	6,000.0	6,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	6,000.0	6,000.0	TOTAL	0.0	0.0	6,000.0	6,000.0		
	78 *	RECONDITIONING OF N. 76TH ST. (STH 181) FROM APPLETON AVE. TO GRANTOSA DR. IN THE CITY OF MILWAUKEE (1.15 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	240.6		
				CONST	0.0	0.0	0.0	1,203.0	FED	0.0	0.0	0.0	962.4		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	0.0	0.0	1,203.0	TOTAL	0.0	0.0	0.0	1,203.0		
	79 *	BRIDGE DECK OVERLAY ON CTH BB (RAWSON AVE) OVER STH 36 (LOOMIS RD) IN THE CITY OF FRANKLIN	HP	PE	35.0	0.0	0.0	35.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	118.4	0.0	0.0	118.4		
				CONST	417.0	0.0	0.0	417.0	FED	333.6	0.0	0.0	333.6		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	452.0	0.0	0.0	452.0	TOTAL	452.0	0.0	0.0	452.0		
	80 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE ATKINSON AVE BRIDGE OVER IH-43 IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	280.0	0.0	0.0	280.0		
				CONST	1,400.0	0.0	0.0	1,400.0	FED	1,120.0	0.0	0.0	1,120.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	1,400.0	0.0	0.0	1,400.0	TOTAL	1,400.0	0.0	0.0	1,400.0		

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	81 *	RESURFACING WITH NO ADDITIONAL LANES OF BLUEMOUND RD. (USH 18) FROM 124THE ST. TO MAYFAIR RD STH 100 IN THE CITY OF WAUWATOSA	HP	PE	0.0	200.0	0.0	200.0	LOCAL	0.0	50.0	0.0	150.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	100.0		
				CONST	0.0	0.0	0.0	1,000.0	FED	0.0	150.0	0.0	950.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	200.0	0.0	1,200.0	TOTAL	0.0	200.0	0.0	1,200.0		
	82 *	CONSTRUCTION OF A BRIDGE DECK OVERLAY--GREEN BAY ROAD OVER IH 43 IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	216.0	0.0	0.0	216.0		
				CONST	2,160.0	0.0	0.0	2,160.0	FED	1,944.0	0.0	0.0	1,944.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	2,160.0	0.0	0.0	2,160.0	TOTAL	2,160.0	0.0	0.0	2,160.0		
	83 *	BRIDGE DECK OVERLAY ON NORTH AND HALYARD OVER I-43 IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	269.0	0.0	0.0	269.0		
				CONST	269.0	0.0	0.0	269.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	269.0	0.0	0.0	269.0	TOTAL	269.0	0.0	0.0	269.0		
	84	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM S. CO. LINE TO STH 100 IN THE CITY OF OAK CREEK (1.75 MI.)	HI	PE	350.0	0.0	0.0	350.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	70.0	0.0	0.0	896.7		
				CONST	0.0	0.0	0.0	4,133.3	FED	280.0	0.0	0.0	3,586.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	350.0	0.0	0.0	4,483.3	TOTAL	350.0	0.0	0.0	4,483.3		
	85 *	IMPLEMENTATION OF THE AREAWIDE FREEWAY MGMT. SYSTEM	HI	PE	1,802.0	0.0	0.0	1,802.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,151.9	457.4	0.0	1,609.3		
				CONST	5,495.0	4,573.8	0.0	10,068.8	FED	7,045.1	4,116.4	0.0	11,161.5		
				OTHER	900.0	0.0	0.0	900.0	FAI						
				TOTAL	8,197.0	4,573.8	0.0	12,770.8	TOTAL	8,197.0	4,573.8	0.0	12,770.8		
	86[a] *	ACQUIRE HARDSHIP ROW ONLY FOR RECONSTRUCTION WITH ADDITIONAL LANES OF IH 43 FROM BENDER RD TO DEAN ROAD IN MILW CO. (2.79 MI)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	336.0	0.0	0.0	336.0	STATE	33.6	0.0	0.0	33.6		
				CONST	0.0	0.0	0.0	0.0	FED	302.4	0.0	0.0	302.4		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	336.0	0.0	0.0	336.0	TOTAL	336.0	0.0	0.0	336.0		
	87	RECONSTRUCT GOOD HOPE ROAD WITH ADDITIONAL LANES FROM MILWAUKEE W. CO. LINE TO USH 41/45 (1.0 MI.)	HI	PE	270.0	0.0	0.0	270.0	LOCAL	0.0	0.0	1,673.0	1,673.0	A	NON-EXEMPT
				ROW	0.0	240.0	0.0	240.0	STATE	270.0	240.0	490.0	1,000.0		
				CONST	0.0	0.0	2,660.0	2,660.0	FED	0.0	0.0	497.0	497.0		
				OTHER	0.0	0.0	0.0	0.0	OTHER FED						
				TOTAL	270.0	240.0	2,660.0	3,170.0	TOTAL	270.0	240.0	2,660.0	3,170.0		
	88 *	CONSTRUCTION OF SECOND STH 100 BRIDGE OVER THE C&NW RR	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	N	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	156.2		
				CONST	0.0	0.0	0.0	781.0	FED	0.0	0.0	0.0	624.8		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	0.0	0.0	781.0	TOTAL	0.0	0.0	0.0	781.0		
	89 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 100 FROM HOWELL AVE (STH 38) TO STH 32 IN THE CITY OF OAK CREEK (2.75 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	N	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	551.8		
				CONST	0.0	0.0	0.0	2,759.0	FED	0.0	0.0	0.0	2,207.2		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	0.0	0.0	2,759.0	TOTAL	0.0	0.0	0.0	2,759.0		
	90 *	RECONSTRUCTION OF RYAN RD (STH 100) WITH ADDITIONAL LANES FROM STH 36 TO USH 41 IN THE CITY OF FRANKLIN (5.00 MI)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	304.5	N	NON-EXEMPT
				ROW	0.0	0.0	0.0	1,218.0	STATE	0.0	0.0	0.0	913.5		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	1,218.0	TOTAL	0.0	0.0	0.0	1,218.0		

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[a] The funds provided herein are to used for the purchse of right-of-way under hardship conditions only pending completion of a major investment study in the IH 43 corridor.

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	91 *	CONSTRUCTION OF THE USH 41/45 INTERCHANGE AND RECONSTRUCTION OF 124 TH STREET FROM FOND DU LAC AVE. TO DRETZKA PARK	HE	PE	700.0	0.0	0.0	700.0	LOCAL	0.0	50.0	0.0	50.0	A	NON-EXEMPT
				ROW	0.0	750.0	0.0	750.0	STATE	700.0	750.0	0.0	7,150.0		
				CONST	0.0	0.0	0.0	5,700.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	50.0	0.0	50.0							
				TOTAL	700.0	800.0	0.0	7,200.0	TOTAL	700.0	800.0	0.0	7,200.0		
	92	CONSTRUCT 124TH STREET ON NEW LOCATION WITH ADDITIONAL LANES FROM DRETZKA PARK TO BROWN DEER ROAD IN THE CITY OF MILW & VILL. M FALLS	HE	PE	250.0	0.0	0.0	250.0	LOCAL	210.0	300.0	2,073.0	2,583.0	A	NON-EXEMPT
				ROW	0.0	360.0	0.0	360.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,470.0	2,470.0	FED	40.0	60.0	397.0	497.0		
				OTHER	0.0	0.0	0.0	0.0	OTHER FED						
				TOTAL	250.0	360.0	2,470.0	3,080.0	TOTAL	250.0	360.0	2,470.0	3,080.0		
	93 *	CONSTRUCTION OF LAKE ARTERIAL CONNECTING CARFERRY DR.TO E.LAYTON AVE. IN THE CITIES OF MILWAUKEE, ST. FRANCIS AND CUDAHY (3.1 MILES)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	17,600.0	1,351.4	0.0	21,251.4		
				CONST	17,600.0	1,351.4	0.0	21,251.4	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	17,600.0	1,351.4	0.0	21,251.4	TOTAL	17,600.0	1,351.4	0.0	21,251.4		
	94	ELDERLY/ DISABLED TRANS SEC 5310 JEWISH COMMUNITY CENTER MILWAUKEE 1 SMALL BUS 14/0 1999	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	7.1	0.0	7.1	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	28.5	0.0	28.5		
				OTHER	0.0	35.6	0.0	35.6	FTA 5310						
				TOTAL	0.0	35.6	0.0	35.6	TOTAL	0.0	35.6	0.0	35.6		
	95	ELDERLY/ DISABLED TRANS SEC 5310 JEWISH COMMUNITY CENTER MILWAUKEE 1 MODIFIED VAN 7/1 2000	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	6.6	6.6	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	26.7	26.7		
				OTHER	0.0	0.0	33.3	33.3	FTA 5310						
				TOTAL	0.0	0.0	33.3	33.3	TOTAL	0.0	0.0	33.3	33.3		
	96	ELDERLY/ DISABLED TRANS SEC 5310 ELDER CARE LINE INC MILWAUKEE 6 STANDARD CANS 14/0 1 MODIFIED VAN 7/1 1 LARGE BUS 28/2 1998	TP	PE	0.0	0.0	0.0	0.0	LOCAL	56.8	0.0	0.0	56.8	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	227.0	0.0	0.0	227.0		
				OTHER	283.8	0.0	0.0	283.8	FTA 5310						
				TOTAL	283.8	0.0	0.0	283.8	TOTAL	283.8	0.0	0.0	283.8		
	97	ELDERLY/ DISABLED TRANS SEC 5310 ELDER CARE LINE INC MILWAUKEE 4 STANDARD VANS 14/0 4 MODIFIED VANS 7/1 1 LARGE BUS 28/2 1999	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	55.5	0.0	55.5	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	222.2	0.0	222.2		
				OTHER	0.0	277.7	0.0	277.7	FTA 5310						
				TOTAL	0.0	277.7	0.0	277.7	TOTAL	0.0	277.7	0.0	277.7		
	98	ELDERLY/ DISABLED TRANS SEC 5310 ELDER CARE LINE INC MILWAUKEE 4 STANDARD VANS 14/0 4 MODIFIED VANS 7/1 1 LARGE BUS 28/2 2000	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	57.2	57.2	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	228.8	228.8		
				OTHER	0.0	0.0	286.0	286.0	FTA 5310						
				TOTAL	0.0	0.0	286.0	286.0	TOTAL	0.0	0.0	286.0	286.0		
	99	ELDERLY/DISABLED TRANS. SEC 5310 CURATIVE REHAB ILITATION SERVICES MILWAUKEE 5 MODIFIED VANS/ LIFT 7/1 1998	TP	PE	0.0	0.0	0.0	0.0	LOCAL	31.3	0.0	0.0	31.3	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	125.5	0.0	0.0	125.5		
				OTHER	156.8	0.0	0.0	156.8	FTA 5310						
				TOTAL	156.8	0.0	0.0	156.8	TOTAL	156.8	0.0	0.0	156.8		
	100	ELDERLY/DISABLED TRANS SEC 5310 CURATIVE REHAB ILITATION SERVICES MILWAUKEE 5 MODIFIED VANS/LIFT 7/1 1999	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	32.3	0.0	32.3	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	129.2	0.0	129.2		
				OTHER	0.0	161.5	0.0	161.5	FTA 5310						
				TOTAL	0.0	161.5	0.0	161.5	TOTAL	0.0	161.5	0.0	161.5		

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(continued)

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STATE OF WISCONSIN	101	ELDERLY/ DISABLED TRANS SEC 5310 CURATIVE REHAB ILITATION SERVICES MILWAUKEE 5 MODIFIED VANS/LIFT 7/1 2000	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	33.3	33.3	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	133.1	133.1		
				OTHER	0.0	0.0	166.4	166.4	FTA 5310						
				TOTAL	0.0	0.0	166.4	166.4	TOTAL	0.0	0.0	166.4	166.4		
	102	ELDERLY/ DISABLED TRANS SEC 5310 MILWAUKEE CENTER FOR INDEPENDENCE MILWAUKEE 1 MODIFIED BUS 14/2 1999	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	8.5	0.0	8.5	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	34.0	0.0	34.0		
				OTHER	0.0	42.5	0.0	42.5	FTA 5310						
				TOTAL	0.0	42.5	0.0	42.5	TOTAL	0.0	42.5	0.0	42.5		
	103	ELDERLY/ DISABLED TRANS SEC 5310 GOODWILL INDUSTRIES MILWAUKEE 4 MODIFIED VANS 7/1 1 MODIFIED BUS 28/2 1MODIFIED BUS 14/2 1999	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	46.2	0.0	46.2	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	184.8	0.0	184.8		
				OTHER	0.0	231.0	0.0	231.0	FTA 5310						
				TOTAL	0.0	231.0	0.0	231.0	TOTAL	0.0	231.0	0.0	231.0		
	104	ELDERLY/ DISABLED TRANS SEC 5310 JEWISH COMMUNITY CENTER MILWAUKEE 1 MODIFIED VAN 7/1 1998	TP	PE	0.0	0.0	0.0	0.0	LOCAL	6.3	0.0	0.0	6.3	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	25.1	0.0	0.0	25.1		
				OTHER	31.4	0.0	0.0	31.4	FTA 5310						
				TOTAL	31.4	0.0	0.0	31.4	TOTAL	31.4	0.0	0.0	31.4		
	105	ELDERLY/ DISABLED TRANS SEC 5310 MILWAUKEE CENTER FOR INDEPENDENCE MILWAUEE 2 MODIFIED BUSES 14/2 1998	TP	PE	0.0	0.0	0.0	0.0	LOCAL	16.5	0.0	0.0	16.5	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	66.1	0.0	0.0	66.1		
				OTHER	82.6	0.0	0.0	82.6	FTA 5310						
				TOTAL	82.6	0.0	0.0	82.6	TOTAL	82.6	0.0	0.0	82.6		
	106	ELDERLY/ DISABLED TRANS SEC 5310 D& S TRANSPORT ATION MILWAUKEE 1 STANDARD VAN 14/0; 3 MODIFIED VANS 7/1 2 SMALL BUSES 16/0 1998	TP	PE	0.0	0.0	0.0	0.0	LOCAL	36.6	0.0	0.0	36.6	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	146.6	0.0	0.0	146.6		
				OTHER	183.2	0.0	0.0	183.2	FTA 5310						
				TOTAL	183.2	0.0	0.0	183.2	TOTAL	183.2	0.0	0.0	183.2		
	107	ELDERLY/ DISABLED TRANS SEC 5310 MILWAUKEE CENTER FOR INDEPENDENCE MILWAUKEE 2 MODIFIED BUSES 14/2 2000	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	17.5	17.5	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	70.1	70.1		
				OTHER	0.0	0.0	87.6	87.6	FTA 5310						
				TOTAL	0.0	0.0	87.6	87.6	TOTAL	0.0	0.0	87.6	87.6		
	108	ELDERLY/ DISABLED TRANS SEC 5310 GOODWILL INDUSTRIES MILWAUKEE 5 MODIFIED BUSES 28/2 1 MODIFIED BUS 14/2 1998	TP	PE	0.0	0.0	0.0	0.0	LOCAL	61.4	0.0	0.0	61.4	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	245.8	0.0	0.0	245.8		
				OTHER	307.2	0.0	0.0	307.2	FTA 5310						
				TOTAL	307.2	0.0	0.0	307.2	TOTAL	307.2	0.0	0.0	307.2		
	109	ELDERLY/ DISABLED TRANS SEC 5310 GOODWILL INDUSTRIES MILWAUKEE 4 MODIFIED VANS 7/1 8 MODIFIED BUSES 28/2 1MODIFIED BUS 14/2 2000	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	126.2	126.2	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	504.8	504.8		
				OTHER	0.0	0.0	631.0	631.0	FTA 5310						
				TOTAL	0.0	0.0	631.0	631.0	TOTAL	0.0	0.0	631.0	631.0		
	110 *	COMMUTER RAIL FEASIBILITY STUDY IN THE MILWAUKEE, RACINE AMD KENOSHA LAKESHORE CORRIDOR	TI	PE	0.0	0.0	0.0	0.0	LOCAL	16.0	0.0	0.0	16.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	64.0	0.0	0.0	64.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	80.0	0.0	0.0	80.0							
				TOTAL	80.0	0.0	0.0	80.0	TOTAL	80.0	0.0	0.0	80.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)					SOURCE OF FUNDS ($000)					GEO 29 APVL	AIR QUALITY STATUS
					1998	1999	2000	TOTAL TIP		1998	1999	2000	TOTAL TIP		
STATE OF WISCONSIN	111 *	PRELIMINARY ENGINEERING FOR TRANSPORTATION IN THE EAST-WEST CORRIDOR MIS/PE THRU NEPA	TI	PE	10,000.0	10,000.0	0.0	20,000.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,500.0	1,500.0	0.0	3,000.0		
				CONST	0.0	0.0	0.0	0.0	FED	8,500.0	8,500.0	0.0	17,000.0		
				OTHER	0.0	0.0	0.0	0.0	IH-C/S						
				TOTAL	10,000.0	10,000.0	0.0	20,000.0	TOTAL	10,000.0	10,000.0	0.0	20,000.0		
	112 *	TRANSPORTATION STUDIES MIS: IH 43 NORTH, IH 94 WEST, USH 45 COMMUTER RAIL, EXPRESS BUS, HIGHWAY IMPROVEMENTS	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	3,500.0	1,500.0	2,900.0	13,700.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	3,500.0	1,500.0	2,900.0	13,700.0							
				TOTAL	3,500.0	1,500.0	2,900.0	13,700.0	TOTAL	3,500.0	1,500.0	2,900.0	13,700.0		
	113	MAJOR INVESTMENT STUDY FOR THE I-894/I-94 SOUTHWEST (MILWAUKEE TO HALES CORNERS) CORRIDOR INCLUDING FREEWAY AND TRANSIT OPTIONS	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	200.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	800.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	1,000.0							
				TOTAL	0.0	0.0	0.0	1,000.0	TOTAL	0.0	0.0	0.0	1,000.0		
	114	MAJOR INVESTMENT STUDY FOR THE I-43 NORTH (MILWAUKEE TO OZAUKEE) CORRIDOR INCLUDING FREEWAY TRANSIT AND COMMUTER RAIL OPTIONS	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	200.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	800.0	800.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	1,000.0	1,000.0							
				TOTAL	0.0	0.0	1,000.0	1,000.0	TOTAL	0.0	0.0	1,000.0	1,000.0		
	115	MAJOR INVESTMENT STUDY FOR THE I-94 SOUTH (MILWAUKEE TO ILLINOIS) CORRIDOR INCLUDING FREEWAY COMMUTER RAIL AND TRANSIT OPTIONS	TI	PE	0.0	0.0	0.0	0.0	LOCAL	100.0	100.0	0.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	400.0	400.0	0.0	800.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	500.0	500.0	0.0	1,000.0							
				TOTAL	500.0	500.0	0.0	1,000.0	TOTAL	500.0	500.0	0.0	1,000.0		
	116	MAJOR INVESTMENT STUDY FOR THE US 45 NORTHWEST (MILWAUKEE-WEST BEND) CORRIDOR INCLUDING FREEWAY COMMUTER RAIL AND TRANSIT OPTIONS	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	200.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	800.0	800.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	1,000.0	1,000.0							
				TOTAL	0.0	0.0	1,000.0	1,000.0	TOTAL	0.0	0.0	1,000.0	1,000.0		
	117	MAJOR INVESTMENT STUDY FOR THE STH 16/ I-94 WEST (MILWAUKEE TO OCONOMOWOC CORRIDOR) FREEWAY COMMUTER RAIL AND TRANSIT OPTIONS	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	200.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	800.0	800.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	1,000.0	1,000.0							
				TOTAL	0.0	0.0	1,000.0	1,000.0	TOTAL	0.0	0.0	1,000.0	1,000.0		
	118 *	CONTINUED SUPPORT OF ADDITIONAL AND POSSIBLE EXPANDED MILWAUKEE TO CHICAGO PASSENGER RAIL SERVICE	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	446.0	500.0	500.0	1,446.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,784.0	2,000.0	2,000.0	5,784.0		
				OTHER	2,230.0	2,500.0	2,500.0	7,230.0	STP-O						
				TOTAL	2,230.0	2,500.0	2,500.0	7,230.0	TOTAL	2,230.0	2,500.0	2,500.0	7,230.0		
	119 *	CITY OF MILWAUKEE INTERMODAL TERMINAL PLANNING STUDY	TE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	25.0	25.0	0.0	50.0		
				CONST	0.0	0.0	0.0	0.0	FED	50.0	50.0	0.0	100.0		
				OTHER	75.0	75.0	0.0	150.0	FTA 5307						
				TOTAL	75.0	75.0	0.0	150.0	TOTAL	75.0	75.0	0.0	150.0		
	120 *	ELDERLY/DISABLED TRANSPORTATION,SECTION 16 SALVATION ARMY (OAK CREEK) 1997: 1 MEDIUM BUS/LIFT 7/1	TE	PE	0.0	0.0	0.0	0.0	LOCAL	8.1	0.0	0.0	8.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	32.3	0.0	0.0	32.3		
				OTHER	40.4	0.0	0.0	40.4	FTA 5310						
				TOTAL	40.4	0.0	0.0	40.4	TOTAL	40.4	0.0	0.0	40.4		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	121 *	REPLACEMENT OF BEAM-GUARD ENDS ON THE NATIONAL HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	20.0	0.0	0.0	20.0	FED	20.0	0.0	0.0	20.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	20.0	0.0	0.0	20.0	TOTAL	20.0	0.0	0.0	20.0		
	122	REHABILITATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF STH 36 AND GRANGE AVENUE IN MILWAUKEE COUNTY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	60.0	0.0	0.0	60.0		
				CONST	60.0	0.0	0.0	60.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	60.0	0.0	0.0	60.0	TOTAL	60.0	0.0	0.0	60.0		
	123	CONSTRUCTION OF VARIOUS SMALL HAZARD ELIMINATION MEASURES (NON-CAPACITY) IN DISTRICT 2	HS	PE	0.0	0.0	0.0	0.0	LOCAL	5.0	5.0	5.0	35.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	50.0	50.0	50.0	350.0	FED	45.0	45.0	45.0	315.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	50.0	50.0	50.0	350.0	TOTAL	50.0	50.0	50.0	350.0		
	124 *	IMPROVEMENT OF HAZARDOUS LOCATIONS ALONG THE STH SYSTEM IN DISTRICT 2	HS	PE	20.0	80.0	80.0	180.0	LOCAL	6.0	0.0	0.0	6.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	81.7	50.0	50.0	181.7		
				CONST	785.2	420.0	420.0	1,625.2	FED	717.5	450.0	450.0	1,617.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	805.2	500.0	500.0	1,805.2	TOTAL	805.2	500.0	500.0	1,805.2		
	125 *	RAILROAD CROSSING PROTECTION PROJECTS ORDERED BY THE TRANS-PORTATION COMMISSION IN MILW KEN WAL WAUK WASH RAC AND OZ COUNTIES	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	50.0	50.0	50.0	300.0		
				OTHER	50.0	50.0	50.0	300.0	STP-S						
				TOTAL	50.0	50.0	50.0	300.0	TOTAL	50.0	50.0	50.0	300.0		
	126	IMPROVEMENT & MODERN-IZATION OF LIGHTING SYSTEMS ON VARIOUS INTERSTATE HIGHWAYS REGIONWIDE	HS	PE	70.0	0.0	0.0	70.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	156.2	75.8	0.0	232.0		
				CONST	1,289.0	541.5	0.0	1,830.5	FED	1,202.8	465.7	0.0	1,668.5		
				OTHER	0.0	0.0	0.0	0.0	COMB						
				TOTAL	1,359.0	541.5	0.0	1,900.5	TOTAL	1,359.0	541.5	0.0	1,900.5		
	127 *	OZONE ACTION DAYS - GOVERNOR'S CLEAN SUMMER PUBLIC INFORMATION CAMPAIGN (JOINT EFFORT INVOLVING DOT, DNR, AND OTHER LAKE MI STATES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	3.8	0.0	0.0	3.8	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	3.8	0.0	0.0	3.8		
				CONST	0.0	0.0	0.0	0.0	FED	30.0	0.0	0.0	30.0		
				OTHER	37.5	0.0	0.0	37.5	CMAQ						
				TOTAL	37.5	0.0	0.0	37.5	TOTAL	37.5	0.0	0.0	37.5		
	128 *	WETLAND MITIGATION BANKING SITES FOR VARIOUS HIGHWAYS IN SOUTHEASTERN WISCONSIN	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	100.0	100.0	400.0		
				CONST	200.0	100.0	100.0	400.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	200.0	100.0	100.0	400.0	TOTAL	200.0	100.0	100.0	400.0		
	129	IMPROVE SIGNAGE, BUS SHELTERS, LIGHTING, AND OTHER USER AMENITIES AT VARIOUS PARK AND RIDE LOTS IN SOUTHEASTERN WISCONSIN	EE	PE	12.0	12.0	12.0	36.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	16.3	16.3	16.3	48.9		
				CONST	69.3	69.3	69.3	207.9	FED	65.0	65.0	65.0	195.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	81.3	81.3	81.3	243.9	TOTAL	81.3	81.3	81.3	243.9		
	130 *	A STUDY OF BICYCLE TRAIL ALTERNATIVES IN THE IH794-IH94 CORRIDOR IN 1995 LEADING TO IMPLEMENTATION OF PREFERRED ALTERNATIVE	EE	PE	840.0	0.0	0.0	840.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	168.0	0.0	0.0	168.0		
				CONST	0.0	0.0	0.0	0.0	FED	672.0	0.0	0.0	672.0		
				OTHER	0.0	0.0	0.0	0.0	OTHER FHWA						
				TOTAL	840.0	0.0	0.0	840.0	TOTAL	840.0	0.0	0.0	840.0		

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(continued)

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STATE OF WISCONSIN	131	ESTABLISHMENT OF AN EMERGENCY RIDE HOME PROGRAM FOR SOUTHEAST WISCONSIN RIDESHARE PROGRAM PARTICIPANTS	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	3.0	3.0	3.0	9.0		
				CONST	0.0	0.0	0.0	0.0	FED	12.0	12.0	12.0	36.0		
				OTHER	15.0	15.0	15.0	45.0	STP-M						
				TOTAL	15.0	15.0	15.0	45.0	TOTAL	15.0	15.0	15.0	45.0		
	132 *	EXPANSION OF THE LOCAL GOVERNMENT ALTERNATIVE FUEL VEHICLE FACILITATION AND MONITORING PROGRAM BY THE UNIV OF WI-MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	250.0	0.0	0.0	250.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,000.0	0.0	0.0	1,000.0		
				OTHER	1,250.0	0.0	0.0	1,250.0	CMAQ						
				TOTAL	1,250.0	0.0	0.0	1,250.0	TOTAL	1,250.0	0.0	0.0	1,250.0		
	133 *	PUBLIC INFORMATION CAMPAIGN TO PROMOTE ENVIRO-FRIENDLY TRANSPORTATION HABITS (JOINT EFFORT INVOLVING DOT AND DNR): 1995-96	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	91.5	0.0	0.0	91.5		
				CONST	0.0	0.0	0.0	0.0	FED	366.1	0.0	0.0	366.1		
				OTHER	457.6	0.0	0.0	457.6	CMAQ						
				TOTAL	457.6	0.0	0.0	457.6	TOTAL	457.6	0.0	0.0	457.6		
	134 *	DESIGN OF NOISE BARRIERS ON NON-INTERSTATE FREEWAYS	EE	PE	25.0	0.0	0.0	25.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	5.0	0.0	0.0	5.0		
				CONST	0.0	0.0	0.0	0.0	FED	20.0	0.0	0.0	20.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	25.0	0.0	0.0	25.0	TOTAL	25.0	0.0	0.0	25.0		
	135 *	WISCONSIN VEHICLE INSPECTION PROGRAM (MOTOR VEHICLE EMISSIONS TESTING): 1995-96	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	333.3	0.0	0.0	333.3		
				CONST	0.0	0.0	0.0	0.0	FED	1,000.0	0.0	0.0	1,000.0		
				OTHER	1,333.3	0.0	0.0	1,333.3	CMAQ						
				TOTAL	1,333.3	0.0	0.0	1,333.3	TOTAL	1,333.3	0.0	0.0	1,333.3		
	136 *	DEMONSTRATION LANE FOR ENHANCED VEHICLE EMISSION TESTING: 1994	EE	PE	0.0	0.0	0.0	0.0	LOCAL	67.5	0.0	0.0	67.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	270.0	0.0	0.0	270.0		
				OTHER	337.5	0.0	0.0	337.5	CMAQ						
				TOTAL	337.5	0.0	0.0	337.5	TOTAL	337.5	0.0	0.0	337.5		
	137 *	EMPLOYER TECHNICAL ASSISTANCE FOR EMPLOYER COMMUTE OPTIONS (ECO) PROGRAM: 1994	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	42.0	0.0	0.0	42.0		
				CONST	0.0	0.0	0.0	0.0	FED	336.0	0.0	0.0	336.0		
				OTHER	378.0	0.0	0.0	378.0	CMAQ						
				TOTAL	378.0	0.0	0.0	378.0	TOTAL	378.0	0.0	0.0	378.0		
	138 *	CONTINUATION OF SOUTHEAST WISCONSIN RIDESHARE RIDE MATCHING SERVICE AND MARKETING 1998	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	11.4	6.3	6.3	30.3		
				CONST	0.0	0.0	0.0	0.0	FED	45.4	25.0	25.0	120.4		
				OTHER	56.8	31.3	31.3	150.7	STP-M						
				TOTAL	56.8	31.3	31.3	150.7	TOTAL	56.8	31.3	31.3	150.7		
	139	DESIGN CONSTRUCTION AND LANDSCAPING OF NOISE BARRIERS ON VARIOUS INTERSTATE HIGHWAYS	EE	PE	180.0	150.0	0.0	330.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,023.6	1,000.0	0.0	2,023.6		
				CONST	1,022.0	850.0	0.0	1,872.0	FED	178.4	0.0	0.0	178.4		
				OTHER	0.0	0.0	0.0	0.0	COMB						
				TOTAL	1,202.0	1,000.0	0.0	2,202.0	TOTAL	1,202.0	1,000.0	0.0	2,202.0		
	140	LANDSCAPING OF NOISE BARRIERS ON VARIOUS INTERSTATE HIGHWAYS	EE	PE	168.0	0.0	0.0	168.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	23.6	0.0	0.0	23.6		
				CONST	34.0	0.0	0.0	34.0	FED	178.4	0.0	0.0	178.4		
				OTHER	0.0	0.0	0.0	0.0	COMB						
				TOTAL	202.0	0.0	0.0	202.0	TOTAL	202.0	0.0	0.0	202.0		

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	141 *	DESIGN OF NOISE BARRIERS ON INTERSTATE HIGHWAYS	EE	PE	120.0	0.0	0.0	120.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	12.0	0.0	0.0	12.0		
				CONST	0.0	0.0	0.0	0.0	FED	108.0	0.0	0.0	108.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0		
MILWAUKEE COUNTY	142 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S.92ND STREET FROM W. BELOIT ROAD TO W. HOWARD AVE. IN THE CITY OF MILWAUKE	HP	PE	600.0	0.0	0.0	600.0	LOCAL	600.0	2,300.0	0.0	2,900.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,300.0	0.0	2,300.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	600.0	2,300.0	0.0	2,900.0	TOTAL	600.0	2,300.0	0.0	2,900.0		
	143	BRIDGE REPLACEMENT WEST FOREST HOME AVE (CTH 100) BRANCH OF THE ROOT RIVER BRIDGE IN THE CITY OF GREENFIELD BRIDGE B-40-0030	HP	PE	0.0	165.0	0.0	165.0	LOCAL	0.0	33.0	170.0	203.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	850.0	850.0	FED	0.0	132.0	680.0	812.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	165.0	850.0	1,015.0	TOTAL	0.0	165.0	850.0	1,015.0		
	144 *	REPLACEMENT OF THE WEST COLLEGE AVENUE BRIDGE OVER THE BRANCH OF THE ROOT RIVER IN THE CITIES OF GREENFIELD AND FRANKLIN P-40-0563	HP	PE	115.0	0.0	0.0	115.0	LOCAL	23.0	76.0	0.0	99.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	380.0	0.0	380.0	FED	92.0	304.0	0.0	396.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	115.0	380.0	0.0	495.0	TOTAL	115.0	380.0	0.0	495.0		
	145	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN MILWAUKEE COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	146	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN MILWAUKEE COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	147 *	REPLACEMENT WITH NO ADT'NL LANES AND INTER. IMPROVEMENT OF W. MILL RD (CTH S) BRIDGE OVER LITTLE MENOMONEE RIVER IN THE C/ MILWAUKEE	HP	PE	170.0	0.0	0.0	170.0	LOCAL	74.7	240.0	0.0	314.7	A	EXEMPT
				ROW	80.0	0.0	0.0	80.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,200.0	0.0	1,200.0	FED	175.3	960.0	0.0	1,135.3		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	250.0	1,200.0	0.0	1,450.0	TOTAL	250.0	1,200.0	0.0	1,450.0		
	148 *	REPLACEMENT OF THE W BELOIT RD (CTH T) BRIDGE OVER THE ROOT RIVER IN THE CITY OF GREENFIELD BRIDGE P-40-0727	HP	PE	0.0	0.0	100.0	100.0	LOCAL	0.0	0.0	35.0	135.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	500.0	FED	0.0	0.0	65.0	465.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	100.0	600.0	TOTAL	0.0	0.0	100.0	600.0		
	149 *	RECONSTRUCTION WITH AUXILIARY LANES OF BELOIT RD (CTH T) FROM S 102ND TO S 108TH ST IN THE CITY OF GREENFIELD	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	1,543.5	0.0	1,543.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,543.5	0.0	1,543.5	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	1,543.5	0.0	1,543.5	TOTAL	0.0	1,543.5	0.0	1,543.5		
	150 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE S. 76TH ST BRIDGE OVER ROOT RIVER TRIBUTARY SOUTH OF OAKWOOD RD IN THE CITY OF FRANKLIN	HP	PE	135.0	0.0	0.0	135.0	LOCAL	47.2	100.0	0.0	147.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	500.0	0.0	500.0	FED	87.8	400.0	0.0	487.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	135.0	500.0	0.0	635.0	TOTAL	135.0	500.0	0.0	635.0		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1998-2000

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
MILWAUKEE COUNTY	151 *	REPLACEMENT OF THE S. 76TH ST. (CTH U) BRIDGE OVER THE ROOT RIVER TRIBUTARY NORTH OF OAKWOOD RD. IN THE CITY OF FRANKLIN	HP	PE	0.0	135.0	0.0	135.0	LOCAL	0.0	47.2	100.0	147.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	500.0	500.0	FED	0.0	87.8	400.0	487.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	135.0	500.0	635.0	TOTAL	0.0	135.0	500.0	635.0		
	152 *	REHABILITATION OF THE 76TH STREET BRIDGE OVER FOREST HOME AVE IN THE CITY OF GREENFIELD	HP	PE	0.0	0.0	150.0	150.0	LOCAL	0.0	0.0	52.5	452.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	2,100.0	FED	0.0	0.0	97.5	1,797.5		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	150.0	2,250.0	TOTAL	0.0	0.0	150.0	2,250.0		
	153 *	RECONSTRUCTION OF S 13 ST FROM W RAWSON AVE TO W COLLEGE AVE IN OAK CREEK AND MILWAUKEE TO A 4-LANE UNDIVIDED ROADWAY (1.0 MILES)	HP	PE	0.0	700.0	0.0	700.0	LOCAL	0.0	350.0	575.0	2,075.0	A	EXEMPT
				ROW	0.0	0.0	200.0	200.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	950.0	3,250.0	FED	0.0	350.0	575.0	2,075.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	700.0	1,150.0	4,150.0	TOTAL	0.0	700.0	1,150.0	4,150.0		
	154 *	REHABILITATION OF THE CTH Y (W. LAYTON AVE.) BRIDGE OVER THE FOREST HOME AVE. (STH 24) IN THE CITY OF GREENFIELD	HP	PE	0.0	0.0	0.0	0.0	LOCAL	420.0	0.0	0.0	420.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,100.0	0.0	0.0	2,100.0	FED	1,680.0	0.0	0.0	1,680.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	2,100.0	0.0	0.0	2,100.0	TOTAL	2,100.0	0.0	0.0	2,100.0		
	155 *	RECONSTRUCTION WITH AUXILIARY LANES OF CTH W (N. PORT WASHINGTON RD) FROM MALL AVE TO BRADLEY RD IN FOX POINT & GLENDALE	HP	PE	0.0	0.0	900.0	900.0	LOCAL	0.0	0.0	900.0	6,175.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	5,275.5	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	900.0	6,175.5	TOTAL	0.0	0.0	900.0	6,175.5		
	156 *	REHABILITATION OF THE W GOOD HOPE RD (CTH PP) BRIDGES OVER THE MILWAUKEE RIVER IN VILLAGE OF RIVER HILLS BRIDGES B-40-0375 & B-40-0376	HP	PE	380.0	0.0	0.0	380.0	LOCAL	96.0	360.0	360.0	816.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,800.0	1,800.0	3,600.0	FED	284.0	1,440.0	1,440.0	3,164.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	380.0	1,800.0	1,800.0	3,980.0	TOTAL	380.0	1,800.0	1,800.0	3,980.0		
	157 *	REPLACEMENT WITH ADDITIONAL LANES OF THE CTH ZZ (E. COLLEGE AVE) BRIDGE OVER OAK CREEK TRIBUTARY IN THE CITIES OF MILW. AND OAK CREEK	HP	PE	100.0	0.0	0.0	100.0	LOCAL	135.0	0.0	0.0	135.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	500.0	0.0	0.0	500.0	FED	465.0	0.0	0.0	465.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	600.0	0.0	0.0	600.0	TOTAL	600.0	0.0	0.0	600.0		
	158 *	RECONSTRUCTION OF LINCOLN MEMORIAL DRIVE FROM MICHIGAN STREET TO KENWOOD BLVD. IN THE CITY OF MILWAUKEE (3.22 MILES)	HP	PE	310.0	200.0	0.0	1,020.0	LOCAL	310.0	2,200.0	4,000.0	13,020.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,000.0	4,000.0	12,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	310.0	2,200.0	4,000.0	13,020.0	TOTAL	310.0	2,200.0	4,000.0	13,020.0		
	159[b] *	RECONSTRUCTION WITH ADDITIONAL LANES OF N. 43RD ST FROM W MILL RD TO W GOOD HOPE RD IN THE CITY OF MILWAUKEE (1.0 MILE)	HI	PE	400.0	0.0	0.0	400.0	LOCAL	260.0	130.0	1,868.8	2,258.8	A	NON-EXEMPT
				ROW	0.0	200.0	0.0	200.0	STATE	140.0	70.0	1,006.2	1,216.2		
				CONST	0.0	0.0	2,875.0	2,875.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	LRIP/CHIP						
				TOTAL	400.0	200.0	2,875.0	3,475.0	TOTAL	400.0	200.0	2,875.0	3,475.0		
	160 *	RECONSTRUCTION WITH ADDITIONAL LANES OF S. 76TH ST (CTH U) FROM PARKVIEW DR NORTH TO GRANGE AVE. IN THE V. OF GREENDALE (0.85 MI)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	640.0	0.0	0.0	640.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	3,200.0	0.0	0.0	3,200.0	FED	2,560.0	0.0	0.0	2,560.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	3,200.0	0.0	0.0	3,200.0	TOTAL	3,200.0	0.0	0.0	3,200.0		

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[b] Source of funds for this project are 30 percent City of Milwaukee, 35 percent Milwaukee County and 35 percent county highway improvement (State).

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
MILWAUKEE COUNTY	161 *	RECONSTRUCTION WITH ADDITIONAL LANES OF S 76TH ST (CTH U) FROM TERRACE DR TO PUETZ RD IN THE CITY OF FRANKLIN	HI	PE	1,000.0	0.0	0.0	1,000.0	LOCAL	200.0	0.0	50.0	1,377.0	A	NON-EXEMPT
				ROW	0.0	0.0	250.0	250.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	5,635.0	FED	800.0	0.0	200.0	5,508.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,000.0	0.0	250.0	6,885.0	TOTAL	1,000.0	0.0	250.0	6,885.0		
	162 *	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y (W. LAYTON AVE.) FROM S. 84TH ST. TO S. 108TH ST. IN THE CITY OF GREENFIELD (1.5 MI)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	383.0	920.0	0.0	1,303.0	A	NON-EXEMPT
				ROW	345.0	0.0	0.0	345.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,570.0	4,600.0	0.0	6,170.0	FED	1,532.0	3,680.0	0.0	5,212.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,915.0	4,600.0	0.0	6,515.0	TOTAL	1,915.0	4,600.0	0.0	6,515.0		
	163 *	RECONSTRUCTION WITH ADDITIONAL LANES OF W RAWSON AVE FROM HAWTHORNE LANE TO S 27TH ST INCLUDING THE BRIDGES AT STH 36	HI	PE	0.0	0.0	0.0	0.0	LOCAL	300.0	1,720.0	974.6	2,994.6	A	NON-EXEMPT
				ROW	1,500.0	0.0	0.0	1,500.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	8,600.0	4,873.0	13,473.0	FED	1,200.0	6,880.0	3,898.4	11,978.4		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	1,500.0	8,600.0	4,873.0	14,973.0	TOTAL	1,500.0	8,600.0	4,873.0	14,973.0		
	164 *	REPLACEMENT WITH ADDITIONAL LANES OF THE W. RAWSON AVE. (CTH BB) BRIDGE OVER THE ROOT RIVER IN THE CITY OF FRANKLIN	HI	PE	0.0	0.0	0.0	0.0	LOCAL	280.0	0.0	0.0	280.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,400.0	0.0	0.0	1,400.0	FED	1,120.0	0.0	0.0	1,120.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	1,400.0	0.0	0.0	1,400.0	TOTAL	1,400.0	0.0	0.0	1,400.0		
	165 *	RECONSTRUCTION WITH ADDITIONAL LANES OF E. COLLEGE AVE (CTH ZZ) FROM S. HOWELL AVE. TO S PENNSYLVANIA AVE INC. BRIDGE OVER THE C&NW RR	HI	PE	1,000.0	1,000.0	500.0	2,500.0	LOCAL	200.0	200.0	300.0	3,700.0	A	NON-EXEMPT
				ROW	0.0	0.0	1,000.0	1,000.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	15,000.0	FED	800.0	800.0	1,200.0	14,800.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	1,000.0	1,000.0	1,500.0	18,500.0	TOTAL	1,000.0	1,000.0	1,500.0	18,500.0		
	166 *	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANS SERVICES FOR ELDERLY & DISABLED PEOPLE IN MILWAUKEE CO. 1997	TP	PE	0.0	0.0	0.0	0.0	LOCAL	228.4	0.0	0.0	228.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,141.4	0.0	0.0	1,141.4		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	1,369.8	0.0	0.0	1,369.8							
				TOTAL	1,369.8	0.0	0.0	1,369.8	TOTAL	1,369.8	0.0	0.0	1,369.8		
	167 *	REPLACE TELEPHONE SYSTEM AT MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	40.0	0.0	0.0	40.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	160.0	0.0	0.0	160.0		
				OTHER	200.0	0.0	0.0	200.0	FTA 5307						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	168 *	CAPITALIZATION OF TRANSIT VEHICLE MAINTENANCE ACTIVITIES	TP	PE	0.0	0.0	0.0	0.0	LOCAL	600.0	600.0	600.0	3,600.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	2,400.0	2,400.0	2,400.0	14,400.0		
				OTHER	3,000.0	3,000.0	3,000.0	18,000.0	FTA 5307						
				TOTAL	3,000.0	3,000.0	3,000.0	18,000.0	TOTAL	3,000.0	3,000.0	3,000.0	18,000.0		
	169 *	SUMMERFEST BUS LOADING AREA MODIFICATIONS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	30.0	0.0	0.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	150.0	0.0	0.0	150.0	FED	120.0	0.0	0.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		
	170 *	PURCHASE SPARE PARTS FOR MINI-BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	0.0	0.0	20.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0		
				OTHER	100.0	0.0	0.0	100.0	FTA 5307						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
MILWAUKEE COUNTY	171 *	REPLACE MILWAUKEE COUNTY TRANSIT SYSTEM GENERAL COMPUTER	TP	PE	0.0	0.0	0.0	0.0	LOCAL	150.0	0.0	0.0	150.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	600.0	0.0	0.0	600.0		
				OTHER	750.0	0.0	0.0	750.0	FTA 5307						
				TOTAL	750.0	0.0	0.0	750.0	TOTAL	750.0	0.0	0.0	750.0		
	172 *	MAINTENANCE TIMEKEEPING SYSTEM FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	60.0	0.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	240.0	0.0	0.0	240.0		
				OTHER	300.0	0.0	0.0	300.0	FTA 5307						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	173	MAJOR REPAIR COMPONENTS FOR MILWAUKEE COUNTY TRANSIT SYSTEM BUSES (WI-90-X262 FUNDED)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	1,170.0	0.0	0.0	1,170.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	4,680.0	0.0	0.0	4,680.0		
				OTHER	5,850.0	0.0	0.0	5,850.0	FTA 5307						
				TOTAL	5,850.0	0.0	0.0	5,850.0	TOTAL	5,850.0	0.0	0.0	5,850.0		
	174 *	RECONDITION BUS WASHING SYSTEM FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (WI-90-X262 FUNDED)	TP	PE	30.0	0.0	0.0	30.0	LOCAL	49.0	0.0	0.0	49.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	215.0	0.0	0.0	215.0	FED	196.0	0.0	0.0	196.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	245.0	0.0	0.0	245.0	TOTAL	245.0	0.0	0.0	245.0		
	175 *	FOND DU LAC GARAGE PAVEMENT REPLACEMENT AND SEWER REPAIR	TP	PE	100.0	0.0	0.0	100.0	LOCAL	120.0	0.0	0.0	120.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	500.0	0.0	0.0	500.0	FED	480.0	0.0	0.0	480.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	600.0	0.0	0.0	600.0	TOTAL	600.0	0.0	0.0	600.0		
	176 *	RESTRAINT SYSTEMS FOR APPROXIMATELY 175 HUMAN SERVICE VEHICLES UNDER CONTRACT WITH MILWAUKEE COUNTY'S TRANSIT PLUS PROGRAM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	30.0	0.0	0.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	270.0	0.0	0.0	270.0		
				OTHER	300.0	0.0	0.0	300.0	FTA 5307						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	177 *	PURCHASE REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	2,000.0	2,000.0	2,000.0	12,000.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	8,000.0	8,000.0	8,000.0	48,000.0		
				OTHER	10,000.0	10,000.0	10,000.0	60,000.0	FTA 5309						
				TOTAL	10,000.0	10,000.0	10,000.0	60,000.0	TOTAL	10,000.0	10,000.0	10,000.0	60,000.0		
	178	FLEET MAINTENANCE PARKING LOT RECONSTRUCTION	TP	PE	0.0	0.0	0.0	0.0	LOCAL	32.0	0.0	0.0	32.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	128.0	0.0	0.0	128.0		
				OTHER	160.0	0.0	0.0	160.0	FTA 5307						
				TOTAL	160.0	0.0	0.0	160.0	TOTAL	160.0	0.0	0.0	160.0		
	179 *	PURCHASE OF MISCELLANEOUS SUPPORT SERVICE AND MAINTENANCE EQUIPMENT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	240.0	100.0	100.0	740.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	960.0	400.0	400.0	2,960.0		
				OTHER	1,200.0	500.0	500.0	3,700.0	FTA 5307						
				TOTAL	1,200.0	500.0	500.0	3,700.0	TOTAL	1,200.0	500.0	500.0	3,700.0		
	180 *	SPARE PARTS NEW BUS REPLACEMENT UNITS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	20.0	20.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	80.0	80.0	240.0		
				OTHER	100.0	100.0	100.0	300.0	FTA 5309						
				TOTAL	100.0	100.0	100.0	300.0	TOTAL	100.0	100.0	100.0	300.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
MILWAUKEE COUNTY	181 *	SPARE PARTS: PURCHASE OF REBUILT ENGINES AND TRANSMISSIONS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	164.0	180.0	90.0	704.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	656.0	720.0	360.0	2,816.0		
				OTHER	820.0	900.0	450.0	3,520.0	FTA 5307						
				TOTAL	820.0	900.0	450.0	3,520.0	TOTAL	820.0	900.0	450.0	3,520.0		
	182 *	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	14,215.0	14,215.0	14,215.0	42,645.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	40,115.0	40,115.0	40,115.0	120,345.0		
				CONST	0.0	0.0	0.0	0.0	FED	2,400.0	2,400.0	2,400.0	7,200.0		
				OTHER	56,730.0	56,730.0	56,730.0	170,190.0	FTA 5307						
				TOTAL	56,730.0	56,730.0	56,730.0	170,190.0	TOTAL	56,730.0	56,730.0	56,730.0	170,190.0		
	183 *	TRANSIT VEHICLE TIRE LEASING SERVICES: 1998 (WI-90-X262 FUNDED)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	108.0	0.0	0.0	108.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	432.0	0.0	0.0	432.0		
				OTHER	540.0	0.0	0.0	540.0	FTA 5307						
				TOTAL	540.0	0.0	0.0	540.0	TOTAL	540.0	0.0	0.0	540.0		
	184 *	TRANSIT VEHICLE TIRE LEASING SERVICES	TP	PE	0.0	0.0	0.0	0.0	LOCAL	112.0	0.0	0.0	112.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	448.0	0.0	0.0	448.0		
				OTHER	560.0	0.0	0.0	560.0	FTA 5307						
				TOTAL	560.0	0.0	0.0	560.0	TOTAL	560.0	0.0	0.0	560.0		
	185 *	REPLACE THE MILWAUKEE COUNTY TRANSIT SYSTEM PRINTING PRESS	TI	PE	0.0	0.0	0.0	0.0	LOCAL	80.0	0.0	0.0	80.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	320.0	0.0	0.0	320.0		
				OTHER	400.0	0.0	0.0	400.0	FTA 5307						
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	186	SUPPLEMENTAL FUNDING FOR MCTS COMPUTER REPLACEMENT	TI	PE	0.0	0.0	0.0	0.0	LOCAL	68.0	0.0	0.0	68.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	272.0	0.0	0.0	272.0		
				OTHER	340.0	0.0	0.0	340.0	FTA 5307						
				TOTAL	340.0	0.0	0.0	340.0	TOTAL	340.0	0.0	0.0	340.0		
	187	SUPPLEMENTAL FUNDING FOR AUTOMATIC PASSENGER COUNTERS	TI	PE	0.0	0.0	0.0	0.0	LOCAL	50.0	0.0	0.0	50.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	200.0	0.0	0.0	200.0		
				OTHER	250.0	0.0	0.0	250.0	FTA 5307						
				TOTAL	250.0	0.0	0.0	250.0	TOTAL	250.0	0.0	0.0	250.0		
	188	CENTRALIZED RESERVATION SYSTEM FOR TRANSIT PLUS	TI	PE	0.0	0.0	0.0	0.0	LOCAL	144.0	0.0	0.0	144.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	576.0	0.0	0.0	576.0		
				OTHER	720.0	0.0	0.0	720.0	FTA 5307						
				TOTAL	720.0	0.0	0.0	720.0	TOTAL	720.0	0.0	0.0	720.0		
	189	FACILITY ASSESSMENT PROGRAM FOR MCTS FACILITIES	TI	PE	0.0	0.0	0.0	0.0	LOCAL	28.0	0.0	0.0	28.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	112.0	0.0	0.0	112.0		
				OTHER	140.0	0.0	0.0	140.0	FTA 5307						
				TOTAL	140.0	0.0	0.0	140.0	TOTAL	140.0	0.0	0.0	140.0		
	190 *	SUPPORT OF SEWRPC TRANSIT PLANNING PROGRAM	TI	PE	0.0	0.0	0.0	0.0	LOCAL	37.5	37.5	37.5	225.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	150.0	150.0	150.0	900.0		
				OTHER	187.5	187.5	187.5	1,125.0	FTA 5307						
				TOTAL	187.5	187.5	187.5	1,125.0	TOTAL	187.5	187.5	187.5	1,125.0		

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MILWAUKEE COUNTY	191 *	TRANSIT PLANNING MILWAUKEE COUNTY SHORT RANGE PLANNING AND PROGRAMMING STUDIES	TI	PE	0.0	0.0	0.0	0.0	LOCAL	40.0	40.0	40.0	240.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	160.0	160.0	160.0	960.0		
				OTHER	200.0	200.0	200.0	1,200.0	FTA 5307						
				TOTAL	200.0	200.0	200.0	1,200.0	TOTAL	200.0	200.0	200.0	1,200.0		
	192 *	TRANSIT PLANNING: TRANSIT SYSTEM PLANNING STUDIES RELATED TO IMPROVED OPERATIONS	TI	PE	0.0	0.0	0.0	0.0	LOCAL	46.0	46.0	46.0	276.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	184.0	184.0	184.0	1,104.0		
				OTHER	230.0	230.0	230.0	1,380.0	FTA 5307						
				TOTAL	230.0	230.0	230.0	1,380.0	TOTAL	230.0	230.0	230.0	1,380.0		
	193 *	EMPLOYER TRIP REDUCTION RESPONSE PROGRAM - PHASE II	TE	PE	0.0	0.0	0.0	0.0	LOCAL	46.3	0.0	0.0	46.3	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	185.0	0.0	0.0	185.0		
				OTHER	231.3	0.0	0.0	231.3	CMAQ						
				TOTAL	231.3	0.0	0.0	231.3	TOTAL	231.3	0.0	0.0	231.3		
	194 *	SUSPENDED LIGHT RAIL PROJECT (AEROBUS)	TE	PE	0.0	5,000.0	0.0	5,000.0	LOCAL	0.0	1,000.0	1,100.0	8,500.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	5,500.0	37,500.0	FED	0.0	4,000.0	4,400.0	34,000.0		
				OTHER	0.0	0.0	0.0	0.0	OTHER FED						
				TOTAL	0.0	5,000.0	5,500.0	42,500.0	TOTAL	0.0	5,000.0	5,500.0	42,500.0		
	195 *	BRIDGE REPLACEMENT OAK CREEK PARKWAY OAK CREEK BRIDGE CITY OF SOUTH MILWAUKEE BRIDGE P-40-0741	OH	PE	0.0	115.0	0.0	115.0	LOCAL	0.0	23.0	100.0	123.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	500.0	500.0	FED	0.0	92.0	400.0	492.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	115.0	500.0	615.0	TOTAL	0.0	115.0	500.0	615.0		
	196 *	REPLACEMENT OF THE OAK CREEK PARKWAY BRIDGE OVER OAK CREEK AT 9TH AVENUE IN THE CITY OF SOUTH MILWAUKEE BRIDGE P-40-0743	OH	PE	115.0	0.0	0.0	115.0	LOCAL	40.2	70.0	0.0	110.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	350.0	0.0	350.0	FED	74.8	280.0	0.0	354.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	115.0	350.0	0.0	465.0	TOTAL	115.0	350.0	0.0	465.0		
	197 *	REPLACEMENT OF THE OAK CREEK PARKWAY BRIDGE OVER OAK CREEK EAST OF 9TH AVE. IN THE CITY OF SOUTH MILWAUKEE BRIDGE P-40-0559	OH	PE	0.0	115.0	0.0	115.0	LOCAL	0.0	40.2	70.0	110.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	350.0	350.0	FED	0.0	74.8	280.0	354.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	115.0	350.0	465.0	TOTAL	0.0	115.0	350.0	465.0		
	198 *	REPLACEMENT OF THE WHITNALL PARK DRIVE BRIDGE OVER THE ROOT RIVER IN THE CITY OF FRANKLIN BRIDGE P-40-0721	OH	PE	0.0	0.0	110.0	110.0	LOCAL	0.0	0.0	38.5	198.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	800.0	FED	0.0	0.0	71.5	711.5		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	110.0	910.0	TOTAL	0.0	0.0	110.0	910.0		
	199 *	TRAFFIC SIGNAL IMPROVEMENTS ON CTH SYSTEM	HS	PE	83.4	0.0	0.0	83.4	LOCAL	295.0	0.0	0.0	295.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	211.6	0.0	0.0	211.6	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	295.0	0.0	0.0	295.0	TOTAL	295.0	0.0	0.0	295.0		
	200 *	NEW TRAFFIC SIGNAL INSTALLATION ON CTH SYSTEM	HS	PE	13.0	0.0	0.0	13.0	LOCAL	130.0	0.0	0.0	130.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	97.5	0.0	0.0	97.5	FED	0.0	0.0	0.0	0.0		
				OTHER	19.5	0.0	0.0	19.5							
				TOTAL	130.0	0.0	0.0	130.0	TOTAL	130.0	0.0	0.0	130.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
MILWAUKEE COUNTY	201	TRAFFIC SAFETY IMPROVEMENTS E COLLEGE AVE (CTH ZZ) AT ACE INDUSTRIAL DR	HS	PE	5.0	0.0	0.0	5.0	LOCAL	5.0	0.0	0.0	5.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	45.0	0.0	0.0	45.0	FED	45.0	0.0	0.0	45.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	202	TRAFFIC SAFETY IMPROVEMENTS N. PORT WASHINGTON RD (CTH W) - BROWN DEER RD	HS	PE	0.0	35.0	0.0	35.0	LOCAL	0.0	35.0	0.0	35.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	315.0	315.0	FED	0.0	0.0	315.0	315.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	35.0	315.0	350.0	TOTAL	0.0	35.0	315.0	350.0		
	203	TRAFFIC SAFETY IMPROVEMENT W RAWSON AVE (CTH BB) AT S. 10TH ST - SIGNAL INSTALLATION	HS	PE	25.0	0.0	0.0	25.0	LOCAL	18.7	0.0	0.0	18.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	162.5	0.0	0.0	162.5	FED	168.8	0.0	0.0	168.8		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	187.5	0.0	0.0	187.5	TOTAL	187.5	0.0	0.0	187.5		
	204	CONVERSION OF AN EXISTING THRU LANE TO A LEFT TURN LANE AT THE COLLEGE AV/PENNSYLVANIA AVE INTERSECTION TO IMPROVE SAFETY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	10.0	10.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	50.0	50.0	FED	0.0	0.0	40.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	0.0	50.0	50.0	TOTAL	0.0	0.0	50.0	50.0		
	205	ADD LEFT TURN LANES AND MAKE OTHER GEOMETRIC IMPROVEMENTS AT PORT WASHINGTON RD/ BROWN DEER RD (STH 32) INTER-SECTION--SAFETY & CAP'Y	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	35.0	35.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	350.0	350.0	FED	0.0	0.0	315.0	315.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	0.0	350.0	350.0	TOTAL	0.0	0.0	350.0	350.0		
	206	CONSTRUCT LEFT TURN LANES AND SIGNALIZE THE RAWSON AVE (CTH BB)/ TENTH ST INTERSECTION TO IMPROVE SAFETY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	18.7	18.7	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	187.4	187.4	FED	0.0	0.0	168.7	168.7		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	0.0	187.4	187.4	TOTAL	0.0	0.0	187.4	187.4		
	207 *	SOUTH 13TH ST (CTH V) AT 7100 SOUTH BOX CULVERT REPLACEMENT AT OAK CREEK TRIBUTARY IN THE CITY OF OAK CREEK	HS	PE	15.0	0.0	0.0	15.0	LOCAL	87.0	0.0	0.0	87.0	A	EXEMPT
				ROW	12.0	0.0	0.0	12.0	STATE	25.0	0.0	0.0	25.0		
				CONST	85.0	0.0	0.0	85.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	112.0	0.0	0.0	112.0	TOTAL	112.0	0.0	0.0	112.0		
	208 *	SOUTH 13TH ST (CTH V) AT 7500 SOUTH BOX CULVERT REPLACEMENT AT OAK CREEK TRIBUTARY IN THE CITY OF OAK CREEK	HS	PE	15.0	0.0	0.0	15.0	LOCAL	87.0	0.0	0.0	87.0	A	EXEMPT
				ROW	12.0	0.0	0.0	12.0	STATE	25.0	0.0	0.0	25.0		
				CONST	85.0	0.0	0.0	85.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	112.0	0.0	0.0	112.0	TOTAL	112.0	0.0	0.0	112.0		
	209 *	SIGNALIZATION OF THE INTERSECTION OF W. OKLAHOMA AVE. AND WOLLMER RD.	HS	PE	7.5	0.0	0.0	7.5	LOCAL	7.0	0.0	0.0	7.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	52.0	0.0	0.0	52.0	FED	63.0	0.0	0.0	63.0		
				OTHER	10.5	0.0	0.0	10.5	STP-S						
				TOTAL	70.0	0.0	0.0	70.0	TOTAL	70.0	0.0	0.0	70.0		
	210 *	CONSTRUCTION OF CURB & GUTTER ON CTH OO NEAR CARROLL CIRCLE	HS	PE	3.7	0.0	0.0	3.7	LOCAL	2.5	0.0	0.0	2.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	21.3	0.0	0.0	21.3	FED	22.5	0.0	0.0	22.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	25.0	0.0	0.0	25.0	TOTAL	25.0	0.0	0.0	25.0		

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BY IMPLEMENTING AGENCY 1998-2000

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
MILWAUKEE COUNTY	211 *	SIGNALIZATION OF FOREST HOME AVE. (CTH OO) AND N. CAPE RD. AND SAFETY IMPROVEMENTS AT S.NORTH CAPE RD IN MILWAUKEE COUNTY	HS	PE	10.0	10.5	0.0	20.5	LOCAL	6.0	6.0	0.0	12.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	50.0	49.5	0.0	99.5	FED	54.0	54.0	0.0	108.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	60.0	60.0	0.0	120.0	TOTAL	60.0	60.0	0.0	120.0		
	212 *	HOYT PARK TO MILWAUKEE COUNTY STADIUM BIKEWAY (2.25 MILES)	EE	PE	126.0	0.0	0.0	126.0	LOCAL	88.6	0.0	0.0	88.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	80.0	0.0	0.0	80.0		
				CONST	717.0	0.0	0.0	717.0	FED	674.4	0.0	0.0	674.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	843.0	0.0	0.0	843.0	TOTAL	843.0	0.0	0.0	843.0		
	213 *	INSTALLATION OF TRAFFIC SIGNAL INTERCONNECTIONS (CLOSED LOOPS) AT VARIOUS LOCATIONS ON MILWAUKEE COUNTY TRUNK HIGHWAYS: 1995	EE	PE	47.0	0.0	0.0	47.0	LOCAL	70.4	0.0	0.0	70.4	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	305.0	0.0	0.0	305.0	FED	281.6	0.0	0.0	281.6		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	352.0	0.0	0.0	352.0	TOTAL	352.0	0.0	0.0	352.0		
	214 *	CONSTRUCTION OF ROOT RIVER BIKEWAY FROM DREXEL AVE TO RYAN ROAD IN CITY OF FRANKLIN (3.0 MILES)	EE	PE	89.2	0.0	0.0	89.2	LOCAL	119.0	0.0	0.0	119.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	505.8	0.0	0.0	505.8	FED	476.0	0.0	0.0	476.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	595.0	0.0	0.0	595.0	TOTAL	595.0	0.0	0.0	595.0		
	215 *	TRANSIT MARKETING PROGRAM SPONSORED BY A CONSORTIUM OF PUBLIC TRANSIT OPERATORS IN SOUTHEAST WISCONSIN: 1995-96	EE	PE	0.0	0.0	0.0	0.0	LOCAL	350.0	0.0	0.0	350.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,400.0	0.0	0.0	1,400.0		
				OTHER	1,750.0	0.0	0.0	1,750.0	CMAQ						
				TOTAL	1,750.0	0.0	0.0	1,750.0	TOTAL	1,750.0	0.0	0.0	1,750.0		
	216 *	CONSTRUCTION OF A 10 FOOT WIDE BIKEWAY ALONG OAK CREEK FROM S. NICHOLSON TO E. DREXEL IN THE CITY OF OAK CREEK	EE	PE	0.0	0.0	0.0	0.0	LOCAL	38.0	0.0	0.0	38.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	190.0	0.0	0.0	190.0	FED	152.0	0.0	0.0	152.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	190.0	0.0	0.0	190.0	TOTAL	190.0	0.0	0.0	190.0		
	217 *	FORMER NORTH SHORE RAILROAD RIGHT-OF-WAY BIKEPATH - RAWSON AVE AT HOWELL AVE TO 3000 EAST COUNTY LINE ROAD	EE	PE	0.0	250.0	0.0	250.0	LOCAL	0.0	200.0	0.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	750.0	0.0	750.0	FED	0.0	800.0	0.0	800.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	1,000.0	0.0	1,000.0	TOTAL	0.0	1,000.0	0.0	1,000.0		
	218 *	ROOT RIVER BIKEWAY ROOT RIVER PARKWAY AT LOOMIS RD TO 6200 WEST DREXEL AVE	EE	PE	0.0	0.0	70.0	70.0	LOCAL	0.0	0.0	56.0	56.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	210.0	210.0	FED	0.0	0.0	224.0	224.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	280.0	280.0	TOTAL	0.0	0.0	280.0	280.0		
	219 *	NORTHWEST BIKEWAY PARKWAY DRIVE TO WEST FLORIST AVENUE TO WEST MILL ROAD (1.80 MILES)	EE	PE	19.0	0.0	0.0	19.0	LOCAL	25.6	0.0	0.0	25.6	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	109.0	0.0	0.0	109.0	FED	102.4	0.0	0.0	102.4		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	128.0	0.0	0.0	128.0	TOTAL	128.0	0.0	0.0	128.0		
	220 *	NORTHWEST BIKEWAY WEST GOOD HOPE ROAD TO NORTH 124TH ST (1.20 MILES)	EE	PE	0.0	34.0	0.0	34.0	LOCAL	0.0	45.0	0.0	45.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	191.0	0.0	191.0	FED	0.0	180.0	0.0	180.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	225.0	0.0	225.0	TOTAL	0.0	225.0	0.0	225.0		

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MILWAUKEE COUNTY	221 *	NORTHWEST BIKEWAY WEST MILL ROAD TO WEST GOOD HOPE ROAD (1.33 MILES)	EE	PE	0.0	0.0	30.0	30.0	LOCAL	0.0	0.0	50.8	50.8	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	224.0	224.0	FED	0.0	0.0	203.2	203.2		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	254.0	254.0	TOTAL	0.0	0.0	254.0	254.0		
	222 *	SOUTH SIDE BIKEWAY EAST DREXEL AVENUE TO 8800 SOUTH PENNSYLVANIA (1.60 MILES)	EE	PE	0.0	0.0	30.0	30.0	LOCAL	0.0	0.0	40.0	40.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	170.0	170.0	FED	0.0	0.0	160.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	200.0	200.0	TOTAL	0.0	0.0	200.0	200.0		
	223 *	SOUTH SIDE BIKEWAY 8800 S PENNSYLVANIA AVE TO 9800 S 15TH STREET (1.60 MILES)	EE	PE	0.0	0.0	0.0	30.0	LOCAL	0.0	0.0	0.0	40.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	170.0	FED	0.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	0.0	200.0	TOTAL	0.0	0.0	0.0	200.0		
	224 *	SOUTH SIDE BIKEWAY 9800 SOUTH 15TH ST TO 2500 EAST ELM ROAD (1.65 MILES)	EE	PE	0.0	0.0	0.0	30.0	LOCAL	0.0	0.0	0.0	40.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	170.0	FED	0.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	0.0	200.0	TOTAL	0.0	0.0	0.0	200.0		
	225 *	SOUTH SIDE BIKEWAY 2500 EAST ELM ROAD TO 10990 SOUTH HOWELL AVE (1.90 MILES)	EE	PE	0.0	0.0	0.0	30.0	LOCAL	0.0	0.0	0.0	40.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	170.0	FED	0.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	0.0	200.0	TOTAL	0.0	0.0	0.0	200.0		
	226 *	SOUTH SIDE BIKEWAY 10900 SOUTH HOWELL AVE TO 10800 SOUTH 13TH ST (1.20 MILES)	EE	PE	0.0	0.0	0.0	30.0	LOCAL	0.0	0.0	0.0	40.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	170.0	FED	0.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	0.0	200.0	TOTAL	0.0	0.0	0.0	200.0		
	227 *	SOUTH SIDE BIKEWAY 10800 SOUTH 13TH STREET TO 11000 SOUTH ROOT RIVER PARKWAY (2.40 MILES)	EE	PE	0.0	0.0	0.0	30.0	LOCAL	0.0	0.0	0.0	40.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	170.0	FED	0.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	0.0	200.0	TOTAL	0.0	0.0	0.0	200.0		
	228 *	SOUTH SIDE BIKEWAY 11000 SOUTH ROOT RIVER PKWY TO 6600 WEST OAKWOOD ROAD (1.65 MILES)	EE	PE	0.0	0.0	0.0	30.0	LOCAL	0.0	0.0	0.0	40.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	170.0	FED	0.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	0.0	200.0	TOTAL	0.0	0.0	0.0	200.0		
	229 *	SOUTH SIDE BIKEWAY 6600 WEST OAKWOOD ROAD TO RYAN ROAD (1.00 MILES)	EE	PE	0.0	0.0	0.0	25.0	LOCAL	0.0	0.0	0.0	30.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	125.0	FED	0.0	0.0	0.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	0.0	150.0	TOTAL	0.0	0.0	0.0	150.0		
	230 *	SOUTH SIDE BIKEWAY BENDER PARK SPUR- RYAN ROAD AT 15TH AVENUE TO BENDER PARK AND SOUTH TO COUNTY LINE ROAD	EE	PE	0.0	0.0	0.0	70.0	LOCAL	0.0	0.0	0.0	94.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	400.0	FED	0.0	0.0	0.0	376.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	0.0	470.0	TOTAL	0.0	0.0	0.0	470.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/CUDAHY	231 *	RECONSTRUCTION WITH ADDITIONAL LANES OF SOUTH WHITNALL AVENUE FROM NICHOLSON AVE TO LAYTON AVE IN THE CITY OF CUDAHY (0.40 MILES)	HI	PE	172.5	0.0	0.0	172.5	LOCAL	34.5	6.8	174.8	216.1	A	NON-EXEMPT
				ROW	0.0	34.0	0.0	34.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	874.0	874.0	FED	138.0	27.2	699.2	864.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	172.5	34.0	874.0	1,080.5	TOTAL	172.5	34.0	874.0	1,080.5		
	232 *	TRAFFIC SIGNAL MODIFICATION AT THE INTERSECTION OF LADISH, WANDA, AND S. PACKARD AVE (STH 62) IN CITY OF CUDAHY	HS	PE	10.0	0.0	0.0	10.0	LOCAL	9.9	0.0	0.0	9.9	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	89.3	0.0	0.0	89.3	FED	89.4	0.0	0.0	89.4		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	99.3	0.0	0.0	99.3	TOTAL	99.3	0.0	0.0	99.3		
	233 *	CONSTRUCTION OF S. PENNSYLVANIA AVE BIKE AND PEDESTRIAN PATH BETWEEN E. LAYTON AVE AND E. COLLEGE AVE. IN THE CITY OF CUDAHY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	56.6	0.0	0.0	56.6	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	118.0	0.0	0.0	118.0	FED	61.4	0.0	0.0	61.4		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	118.0	0.0	0.0	118.0	TOTAL	118.0	0.0	0.0	118.0		
	234 *	NATURAL GAS FUELING FACILITY SERVING THE CITIES OF CUDAHY & SOUTH MILWAUKEE, TO BE LOCATED NEAR THEIR BORDER: 1995	EE	PE	10.0	0.0	0.0	10.0	LOCAL	78.0	0.0	0.0	78.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	380.0	0.0	0.0	380.0	FED	312.0	0.0	0.0	312.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	390.0	0.0	0.0	390.0	TOTAL	390.0	0.0	0.0	390.0		
	235 *	ACQUSITION OF ALTERNATIVE-FUEL (CNG) MUNICIPAL VEHICLES FOR THE CITY OF CUDAHY: 1995	EE	PE	0.0	0.0	0.0	0.0	LOCAL	49.0	0.0	0.0	49.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	196.0	0.0	0.0	196.0		
				OTHER	245.0	0.0	0.0	245.0	CMAQ						
				TOTAL	245.0	0.0	0.0	245.0	TOTAL	245.0	0.0	0.0	245.0		
V/FOX POINT	236	RELOCATION OF HISTORIC BUS STOP SHELTER FROM LAKE DR & GREENTREE RD TO SANTA MONICA & GREEN TREE RD IN VILLAGE OF FOX POINT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	1.5	0.0	0.0	1.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	7.4	0.0	0.0	7.4	FED	5.9	0.0	0.0	5.9		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	7.4	0.0	0.0	7.4	TOTAL	7.4	0.0	0.0	7.4		
C/FRANKLIN	237 *	NEW CONSTRUCTION OF PUETZ RD. FROM HUNTING PARK DR. TO S. 76TH ST. IN THE CITY OF FRANKLIN (1.93 MILES)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	398.0	0.0	0.0	398.0	P	NON-EXEMPT
				ROW	190.0	0.0	0.0	190.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,800.0	0.0	0.0	1,800.0	FED	1,592.0	0.0	0.0	1,592.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,990.0	0.0	0.0	1,990.0	TOTAL	1,990.0	0.0	0.0	1,990.0		
C/GLENDALE	238 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N RANGE LINE RD FROM GOOD HOPE (CTH PP) TO GREEN BAY RD (STH 57) IN CITY OF GLENDALE (.75 MILES)	HP	PE	0.0	0.0	0.0	125.0	LOCAL	0.0	0.0	0.0	175.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	750.0	FED	0.0	0.0	0.0	700.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	875.0	TOTAL	0.0	0.0	0.0	875.0		
C/GREENFIELD	239 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF COLDSPRING RD FROM S. 27TH ST TO S. 51 ST IN THE CITY OF GREENFIELD (1.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	1,650.0	0.0	1,650.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,650.0	0.0	1,650.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	1,650.0	0.0	1,650.0	TOTAL	0.0	1,650.0	0.0	1,650.0		
	240 *	RESURFACING OF HOWARD AVE FROM 119TH ST TO 124TH ST IN THE CITY OF GREENFIELD (0.30 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	35.0	0.0	0.0	35.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	35.0	0.0	0.0	35.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	35.0	0.0	0.0	35.0	TOTAL	35.0	0.0	0.0	35.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

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C/GREENFIELD	241 *	RECONSTRUCTION WITH AUXILIARY LANES OF 35TH ST FROM LOOMIS RD TO LAYTON AVE IN THE CITY OF GREENFIELD (0.90 MILE)	HP	PE	368.0	0.0	0.0	368.0	LOCAL	368.0	64.0	322.0	754.0	A	EXEMPT
				ROW	0.0	64.0	0.0	64.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,610.0	1,610.0	FED	0.0	0.0	1,288.0	1,288.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	368.0	64.0	1,610.0	2,042.0	TOTAL	368.0	64.0	1,610.0	2,042.0		
	242	SIGNALIZE THE 60TH & EDGERTON INTERSECTION IN GREENFIELD TO IMPROVE SAFETY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	5.0	5.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	50.0	50.0	FED	0.0	0.0	45.0	45.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	0.0	50.0	50.0	TOTAL	0.0	0.0	50.0	50.0		
V/HALES CORNERS	243 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W. GRANGE AVE. FROM S. 124TH ST TO S. 108TH ST. IN THE VILLAGE OF HALES CORNERS (1.0 MI)	HP	PE	110.0	0.0	0.0	110.0	LOCAL	22.0	116.0	0.0	138.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	580.0	0.0	580.0	FED	88.0	464.0	0.0	552.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	110.0	580.0	0.0	690.0	TOTAL	110.0	580.0	0.0	690.0		
	244 *	INSTALLATION OF TURN LANE ON W. ABBOTT AVE. AT S. 108TH ST. (STH 100) IN THE VILLAGE OF HALES CORNERS	HS	PE	5.0	0.0	0.0	5.0	LOCAL	2.1	0.0	0.0	2.1	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	16.0	0.0	0.0	16.0	FED	18.9	0.0	0.0	18.9		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	21.0	0.0	0.0	21.0	TOTAL	21.0	0.0	0.0	21.0		
C/MILWAUKEE	245 *	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	95.0	100.0	105.0	615.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	95.0	100.0	105.0	615.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	95.0	100.0	105.0	615.0	TOTAL	95.0	100.0	105.0	615.0		
	246 *	INSTALLATION OF TRAFFIC SIGNING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	155.0	155.0	155.0	930.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	155.0	155.0	155.0	930.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	155.0	155.0	155.0	930.0	TOTAL	155.0	155.0	155.0	930.0		
	247 *	INTERCONNECTION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	5.0	5.0	5.0	30.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	5.0	5.0	5.0	30.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	5.0	5.0	5.0	30.0	TOTAL	5.0	5.0	5.0	30.0		
	248 *	RECONDITIONING OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	165.0	165.0	165.0	990.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	165.0	165.0	165.0	990.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	165.0	165.0	165.0	990.0	TOTAL	165.0	165.0	165.0	990.0		
	249 *	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	100.0	100.0	100.0	600.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	100.0	100.0	100.0	600.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	100.0	100.0	100.0	600.0	TOTAL	100.0	100.0	100.0	600.0		
	250 *	RECONSTRUCTION AND RESURFACING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF MILWAUKEE	HP	PE	76.8	200.0	0.0	276.8	LOCAL	402.8	1,000.0	0.0	1,402.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	326.0	800.0	0.0	1,126.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	402.8	1,000.0	0.0	1,402.8	TOTAL	402.8	1,000.0	0.0	1,402.8		

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C/MILWAUKEE	251 *	LOCAL STREET IMPROVEMENTS AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	793.0	341.5	1,134.5	3,403.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	793.0	341.5	1,134.5	3,403.5		
				CONST	1,586.0	683.0	2,269.0	6,807.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	LRIP/CHIP						
				TOTAL	1,586.0	683.0	2,269.0	6,807.0	TOTAL	1,586.0	683.0	2,269.0	6,807.0		
	252 *	RESURFACING OF W ATKINSON AVE FROM N TEUTONIA AVE TO N 27TH ST IN THE CITY OF MILWAUKEE (0.43 MILES)	HP	PE	52.5	0.0	0.0	52.5	LOCAL	10.5	72.8	0.0	83.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	350.0	0.0	350.0	FED	42.0	291.2	0.0	333.2		
				OTHER	0.0	14.0	0.0	14.0	STP-M						
				TOTAL	52.5	364.0	0.0	416.5	TOTAL	52.5	364.0	0.0	416.5		
	253 *	RESURFACING OF E BAY ST FROM S BAY ST TO S KINNICKINNIC AVE IN THE CITY OF MILWAUKEE (0.62 MILES)	HP	PE	65.0	65.5	0.0	130.5	LOCAL	13.0	13.1	174.0	200.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	870.0	870.0	FED	52.0	52.4	696.0	800.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	65.0	65.5	870.0	1,000.5	TOTAL	65.0	65.5	870.0	1,000.5		
	254 *	RECONSTRUCTION OF THE W BRADLEY RD STRUCTURE OVER LITTLE MENOMONEE RIVER INCL. APPROACHES IN THE CITY OF MILWAUKEE (0.15 MILE)	HP	PE	42.0	0.0	0.0	42.0	LOCAL	8.4	97.0	0.0	105.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	485.0	0.0	485.0	FED	33.6	388.0	0.0	421.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	42.0	485.0	0.0	527.0	TOTAL	42.0	485.0	0.0	527.0		
	255 *	RECONSTRUCTION OF W. BURLEIGH ST. FROM N. SHERMAN BLVD. TO N. 60TH ST. IN THE CITY OF MILWAUKEE (1.00 MILES)	HP	PE	336.6	0.0	0.0	336.6	LOCAL	67.3	255.2	0.0	322.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,200.0	0.0	1,200.0	FED	269.3	1,020.8	0.0	1,290.1		
				OTHER	0.0	76.0	0.0	76.0	STP-M						
				TOTAL	336.6	1,276.0	0.0	1,612.6	TOTAL	336.6	1,276.0	0.0	1,612.6		
	256 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W CLYBOURN ST FROM N 13TH ST TO N 19TH ST IN THE CITY OF MILWAUKEE (0.75 MILES)	HP	PE	123.0	0.0	0.0	123.0	LOCAL	24.6	163.4	0.0	188.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	810.0	0.0	810.0	FED	98.4	653.6	0.0	752.0		
				OTHER	0.0	7.0	0.0	7.0	STP-M						
				TOTAL	123.0	817.0	0.0	940.0	TOTAL	123.0	817.0	0.0	940.0		
	257 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W. CANAL ST FROM S. 6TH ST TO S. 25TH ST. IN THE CITY OF MILWAUKEE (1.34 MILES)	HP	PE	0.0	0.0	0.0	300.0	LOCAL	0.0	0.0	0.0	60.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	300.0	TOTAL	0.0	0.0	0.0	300.0		
	258 *	RESURFACING OF E AND W CENTER ST FROM N HUMBOLDT BLVD TO N DR MARTIN LUTHER KING JR DR IN THE CITY OF MILWAUKEE (0.82 MILES)	HP	PE	0.0	71.0	0.0	71.0	LOCAL	0.0	14.2	96.0	110.2	A	EXEMPT
				ROW	0.0	0.0	420.0	420.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	56.8	384.0	440.8		
				OTHER	0.0	0.0	60.0	60.0	STP-M						
				TOTAL	0.0	71.0	480.0	551.0	TOTAL	0.0	71.0	480.0	551.0		
	259 *	RESURFACING OF W. CENTER ST. FROM N. 76TH ST. TO N. 92ND ST. IN THE CITY OF MILWAUKEE (1.00 MILE)	HP	PE	69.0	68.9	0.0	137.9	LOCAL	13.8	13.8	0.0	222.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	920.0	FED	55.2	55.1	0.0	889.5		
				OTHER	0.0	0.0	0.0	54.0	STP-M						
				TOTAL	69.0	68.9	0.0	1,111.9	TOTAL	69.0	68.9	0.0	1,111.9		
	260 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S. CLEMENT AVE. FROM E. HOWARD AVE. TO S. WHITNALL AVE. IN MILWAUKEE COUNTY (.51 MILES)	HP	PE	0.0	0.0	0.0	253.0	LOCAL	0.0	0.0	0.0	50.6	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	202.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	253.0	TOTAL	0.0	0.0	0.0	253.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MILWAUKEE	261 *	RESURFACING OF W CLEVELAND AVE FROM S 20TH ST TO S 27TH ST IN THE CITY OF MILWAUKEE (0.49 MILES)	HP	PE	0.0	0.0	0.0	52.0	LOCAL	0.0	0.0	0.0	84.4	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	350.0	FED	0.0	0.0	0.0	337.6		
				OTHER	0.0	0.0	0.0	20.0	STP-M						
				TOTAL	0.0	0.0	0.0	422.0	TOTAL	0.0	0.0	0.0	422.0		
	262 *	RESURFACING OF W EDGERTON AVE FROM S 13TH ST TO S 20TH ST IN THE CITY OF MILWAUKEE (0.50 MILES)	HP	PE	0.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	93.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	400.0	FED	0.0	0.0	0.0	372.0		
				OTHER	0.0	0.0	0.0	15.0	STP-M						
				TOTAL	0.0	0.0	0.0	465.0	TOTAL	0.0	0.0	0.0	465.0		
	263 *	REPLACEMENT OF THE N. EMMBER LN. STRUCTURE OVER THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.04 MILES)	HP	PE	100.0	0.0	0.0	100.0	LOCAL	1,879.2	0.0	0.0	1,879.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	9,296.0	0.0	0.0	9,296.0	FED	7,516.8	0.0	0.0	7,516.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	9,396.0	0.0	0.0	9,396.0	TOTAL	9,396.0	0.0	0.0	9,396.0		
	264 *	RESURFACING OF W FLORIST AVE FROM N 76TH ST TO W FLAGG ST IN THE CITY OF MILWAUKEE (0.84 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	100.0	0.0	0.0	100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	500.0	0.0	0.0	500.0	FED	400.0	0.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	500.0	0.0	0.0	500.0	TOTAL	500.0	0.0	0.0	500.0		
	265 *	RESURFACING OF W.FLAGG ST FROM W.FLORIST AVE. TO W. FOND DU LAC AVE. IN THE CITY OF MILWAUKEE (0.10 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	19.0	0.0	0.0	19.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	95.0	0.0	0.0	95.0	FED	76.0	0.0	0.0	76.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	95.0	0.0	0.0	95.0	TOTAL	95.0	0.0	0.0	95.0		
	266 *	RESURFACING OF W GREEN TREE RD FROM N INDUSTRIAL RD TO N 76TH ST IN THE CITY OF MILWAUKEE (0.22 MILES)	HP	PE	0.0	7.5	0.0	7.5	LOCAL	0.0	1.5	0.0	11.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	50.0	FED	0.0	6.0	0.0	46.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	7.5	0.0	57.5	TOTAL	0.0	7.5	0.0	57.5		
	267 *	RESURFACING OF W HAMPTON AVE FROM N 68TH ST TO N 92ND ST IN THE CITY OF MILWAUKEE (1.00 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	192.7	0.0	0.0	192.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	896.6	0.0	0.0	896.6	FED	770.9	0.0	0.0	770.9		
				OTHER	67.0	0.0	0.0	67.0	STP-M						
				TOTAL	963.6	0.0	0.0	963.6	TOTAL	963.6	0.0	0.0	963.6		
	268	RESURFACING OF N HAWLEY RD FROM HAWLEY RD VIADUCT TO W VLIET ST IN THE CITY OF MILWAUKEE (0.70 MILES)	HP	PE	0.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	10.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	50.0	TOTAL	0.0	0.0	0.0	50.0		
	269 *	REHABILITATION OF NORTH HAWLEY RD VIADUCT FROM W VALLEY FORGE DR TO W RODER CIRCLE	HP	PE	113.6	113.6	0.0	227.2	LOCAL	22.7	22.7	344.0	389.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,720.0	1,720.0	FED	90.9	90.9	1,376.0	1,557.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	113.6	113.6	1,720.0	1,947.2	TOTAL	113.6	113.6	1,720.0	1,947.2		
	270 *	RESURFACING OF N. & S. HAWLEY RD. FROM SOUTH CITY LIMITS TO W. WELLS ST. IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	276.4	0.0	276.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,300.0	0.0	1,300.0	FED	0.0	1,105.6	0.0	1,105.6		
				OTHER	0.0	82.0	0.0	82.0	STP-M						
				TOTAL	0.0	1,382.0	0.0	1,382.0	TOTAL	0.0	1,382.0	0.0	1,382.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

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C/MILWAUKEE	271 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE N HAWLEY RD BRIDGE OVER THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.20 MILES)	HP	PE	0.0	71.7	0.0	71.7	LOCAL	0.0	14.3	0.0	96.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	410.0	FED	0.0	57.4	0.0	385.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	71.7	0.0	481.7	TOTAL	0.0	71.7	0.0	481.7		
	272 *	RECONSTRUCTION OF THE W HIGHLAND BLVD VIADUCT OVER C.P. RR CO ROW IN THE CITY OF MILWAUKEE (0.06 MILES)	HP	PE	144.0	0.0	0.0	144.0	LOCAL	28.8	416.2	0.0	445.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,081.0	0.0	2,081.0	FED	115.2	1,664.8	0.0	1,780.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	144.0	2,081.0	0.0	2,225.0	TOTAL	144.0	2,081.0	0.0	2,225.0		
	273 *	RESURFACING OF W. HOWARD AVE. FROM S. 13TH ST. TO S. 27TH ST. IN THE CITY OF MILWAUKEE (1.00 MILE)	HP	PE	0.0	195.0	0.0	195.0	LOCAL	0.0	39.0	0.0	306.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	1,300.0	FED	0.0	156.0	0.0	1,224.0		
				OTHER	0.0	0.0	0.0	35.0	STP-M						
				TOTAL	0.0	195.0	0.0	1,530.0	TOTAL	0.0	195.0	0.0	1,530.0		
	274 *	RESURFACING OF SOUTH HOWELL AVE FROM E. WILBUR AVE TO OKLAHOMA AVE (EXCLUDING STRUCTURE) IN THE CITY OF MILWAUKEE (0.80 MI)	HP	PE	52.8	52.8	0.0	105.6	LOCAL	10.6	10.6	149.2	170.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	704.0	704.0	FED	42.2	42.2	596.8	681.2		
				OTHER	0.0	0.0	42.0	42.0	STP-M						
				TOTAL	52.8	52.8	746.0	851.6	TOTAL	52.8	52.8	746.0	851.6		
	275 *	RESURFACING OF N INDUSTRIAL RD FROM W GREEN TREE RD TO W MILL RD IN THE CITY OF MILWAUKEE (0.69 MILES)	HP	PE	0.0	110.0	0.0	110.0	LOCAL	0.0	22.0	0.0	162.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	700.0	FED	0.0	88.0	0.0	648.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	110.0	0.0	810.0	TOTAL	0.0	110.0	0.0	810.0		
	276 *	RESURFACING OF N JACKSON ST FROM E CLYBOURN ST TO E WELLS ST IN THE CITY OF MILWAUKEE (0.34 MILES)	HP	PE	0.0	76.0	0.0	76.0	LOCAL	0.0	15.2	0.0	84.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	302.0	FED	0.0	60.8	0.0	338.4		
				OTHER	0.0	0.0	0.0	45.0	STP-M						
				TOTAL	0.0	76.0	0.0	423.0	TOTAL	0.0	76.0	0.0	423.0		
	277 *	RESURFACING OF E KEEFE AVE FROM N HUMBOLDT AVE TO N HOLTON ST IN THE CITY OF MILWAUKEE (0.38 MILES)	HP	PE	0.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	94.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	400.0	FED	0.0	0.0	0.0	376.0		
				OTHER	0.0	0.0	0.0	20.0	STP-M						
				TOTAL	0.0	0.0	0.0	470.0	TOTAL	0.0	0.0	0.0	470.0		
	278 *	RESURFACING OF E KENWOOD BLVD FROM N DOWNER AVE TO N OAKLAND AVE IN THE CITY OF MILWAUKEE (0.50 MILES)	HP	PE	0.0	0.0	0.0	67.0	LOCAL	0.0	0.0	0.0	123.4	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	525.0	FED	0.0	0.0	0.0	493.6		
				OTHER	0.0	0.0	0.0	25.0	STP-M						
				TOTAL	0.0	0.0	0.0	617.0	TOTAL	0.0	0.0	0.0	617.0		
	279	RESURFACING OF W KILBOURN AVE FROM THE MILWAUKEE RIVER TO N 6TH ST IN THE CITY OF MILWAUKEE (0.36 MILES)	HP	PE	0.0	0.0	0.0	57.0	LOCAL	0.0	0.0	0.0	11.4	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	45.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	57.0	TOTAL	0.0	0.0	0.0	57.0		
	280 *	RESURFACING OF W LAYTON AVE FROM S HOWELL AVE TO S 27TH ST IN THE CITY OF MILWAUKEE (2.00 MILES)	HP	PE	0.0	0.0	430.0	430.0	LOCAL	0.0	0.0	86.0	466.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	1,850.0	FED	0.0	0.0	344.0	1,865.6		
				OTHER	0.0	0.0	0.0	52.0	NHS						
				TOTAL	0.0	0.0	430.0	2,332.0	TOTAL	0.0	0.0	430.0	2,332.0		

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C/MILWAUKEE	281 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S. LINCOLN MEMORIAL DR. FROM E. RUSSELL AVE. TO S. CARFERRY DR. IN THE C/MILWAUKEE (0.16 MI)	HP	PE	18.2	27.3	0.0	45.5	LOCAL	3.6	5.5	62.7	71.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	310.0	310.0	FED	14.6	21.8	250.8	287.2		
				OTHER	0.0	0.0	3.5	3.5	STP-M						
				TOTAL	18.2	27.3	313.5	359.0	TOTAL	18.2	27.3	313.5	359.0		
	282 *	RESURFACING OF W LISBON AVE FROM THE C.P. RAIL ROW TO N 40TH ST IN THE CITY OF MILWAUKEE (0.63 MILES)	HP	PE	0.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	20.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	100.0	TOTAL	0.0	0.0	0.0	100.0		
	283 *	RESURFACING OF W LISBON AVE FROM PT WEST OF N SHERMAN BLVD TO N 46TH ST IN THE CITY OF MILWAUKEE (0.22 MILES)	HP	PE	15.0	0.0	0.0	15.0	LOCAL	3.0	34.0	0.0	37.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	136.0	0.0	136.0	FED	12.0	136.0	0.0	148.0		
				OTHER	0.0	34.0	0.0	34.0	STP-M						
				TOTAL	15.0	170.0	0.0	185.0	TOTAL	15.0	170.0	0.0	185.0		
	284 *	RESURFACING OF W LOCUST ST FROM N HOLTON ST TO N 15TH ST IN THE CITY OF MILWAUKEE (1.3 MILES)	HP	PE	0.0	0.0	0.0	342.3	LOCAL	0.0	0.0	0.0	68.5	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	273.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	342.3	TOTAL	0.0	0.0	0.0	342.3		
	285 *	RESURFACING OF N. DR. MARTIN LUTHER KING JR. DR. FROM W. BURLEIGH ST. TO W. KEEFE AVE. IN THE CITY OF MILWAUKEE (0.55 MILE)	HP	PE	0.0	64.0	0.0	64.0	LOCAL	0.0	12.8	0.0	101.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	400.0	FED	0.0	51.2	0.0	404.0		
				OTHER	0.0	0.0	0.0	41.0	STP-M						
				TOTAL	0.0	64.0	0.0	505.0	TOTAL	0.0	64.0	0.0	505.0		
	286 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE W MILL RD BRIDGE OVER THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE	HP	PE	105.8	0.0	0.0	105.8	LOCAL	21.2	125.0	0.0	146.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	625.0	0.0	625.0	FED	84.6	500.0	0.0	584.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	105.8	625.0	0.0	730.8	TOTAL	105.8	625.0	0.0	730.8		
	287 *	RESURFACING OF W MILL RD FROM EAST CITY LIMITS TO N TEUTONIA AVE IN THE CITY OF MILWAUKEE (0.23 MILES)	HP	PE	0.0	0.0	0.0	23.5	LOCAL	0.0	0.0	0.0	4.7	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	18.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	23.5	TOTAL	0.0	0.0	0.0	23.5		
	288 *	RECONSTRUCTION OF W MITCHELL ST FROM S MUSKEGO AVE TO S 32ND ST IN THE CITY OF MILWAUKEE (0.83 MILES)	HP	PE	30.0	0.0	0.0	30.0	LOCAL	6.0	177.0	0.0	183.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	852.0	0.0	852.0	FED	24.0	708.0	0.0	732.0		
				OTHER	0.0	33.0	0.0	33.0	STP-M						
				TOTAL	30.0	885.0	0.0	915.0	TOTAL	30.0	885.0	0.0	915.0		
	289 *	RESURFACING OF W MORGAN AVE FROM S 84TH ST TO W BELOIT RD IN THE CITY OF MILWAUKEE (1.02 MILES)	HP	PE	0.0	108.9	0.0	108.9	LOCAL	0.0	21.8	0.0	179.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	726.0	FED	0.0	87.1	0.0	715.9		
				OTHER	0.0	0.0	0.0	60.0	STP-M						
				TOTAL	0.0	108.9	0.0	894.9	TOTAL	0.0	108.9	0.0	894.9		
	290 *	RESURFACING OF W NORTH AVE FROM CP RAIL ROW TO W LISBON AVE IN THE CITY OF MILWAUKEE (0.78 MILES)	HP	PE	0.0	0.0	0.0	112.5	LOCAL	0.0	0.0	0.0	22.5	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	90.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	112.5	TOTAL	0.0	0.0	0.0	112.5		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MILWAUKEE	291 *	RECONSTRUCTION OF OKLAHOMA AVE. FROM A PT WEST OF LAKE PKWY. TO S. CLEMENT AVE. IN THE CITY OF MILWAUKEE (0.24 MI)	HP	PE	77.1	0.0	0.0	77.1	LOCAL	15.4	108.6	0.0	124.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	514.0	0.0	514.0	FED	61.7	434.4	0.0	496.1		
				OTHER	0.0	29.0	0.0	29.0	NHS						
				TOTAL	77.1	543.0	0.0	620.1	TOTAL	77.1	543.0	0.0	620.1		
	292 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W OKLAHOMA AVE FROM A PT EAST OF 6TH ST TO S 49TH ST IN THE CITY OF MILWAUKEE (2.85 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	1,202.0	0.0	0.0	1,202.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	5,800.0	0.0	0.0	5,800.0	FED	4,808.0	0.0	0.0	4,808.0		
				OTHER	210.0	0.0	0.0	210.0	NHS						
				TOTAL	6,010.0	0.0	0.0	6,010.0	TOTAL	6,010.0	0.0	0.0	6,010.0		
	293 *	RECONSTRUCTION OF E. OKLAHOMA AVE. FROM A PT EAST OF LAKE PKWY TO S. KINNICKINNIC AVE. (0.18 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	40.0	0.0	0.0	40.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	200.0	0.0	0.0	200.0	FED	160.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	294 *	RESURFACING OF E. OKLAHOMA AVE. FROM S. CLEMENT AVE. TO S. CHASE AVE. IN THE CITY OF MILWAUKEE	HP	PE	144.0	0.0	0.0	144.0	LOCAL	28.8	103.0	0.0	131.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	480.0	0.0	480.0	FED	115.2	412.0	0.0	527.2		
				OTHER	0.0	35.0	0.0	35.0	NHS						
				TOTAL	144.0	515.0	0.0	659.0	TOTAL	144.0	515.0	0.0	659.0		
	295	RECONSTRUCTION OF N RANGE LINE RD FROM W GOOD HOPE RD TO N GREEN BAY AVE IN THE CITY OF MILWAUKEE (0.76 MILES)	HP	PE	0.0	0.0	0.0	88.2	LOCAL	0.0	0.0	0.0	17.6	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	70.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	88.2	TOTAL	0.0	0.0	0.0	88.2		
	296 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E. RUSSELL AVE FROM S. LINCOLN MEMORIAL DR TO S. KINNICKINNIC AVE IN C/MILWAUKEE(0.54 MI)	HP	PE	34.5	51.8	0.0	86.3	LOCAL	6.9	10.4	122.7	140.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	575.0	575.0	FED	27.6	41.4	490.8	559.8		
				OTHER	0.0	0.0	38.5	38.5	STP-M						
				TOTAL	34.5	51.8	613.5	699.8	TOTAL	34.5	51.8	613.5	699.8		
	297 *	RESURFACING OF W. ST. PAUL AVE. FROM N. 5TH ST. TO N. 15TH ST. IN THE CITY OF MILWAUKEE (0.71 MILES)	HP	PE	0.0	107.3	0.0	107.3	LOCAL	0.0	21.5	0.0	168.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	715.0	FED	0.0	85.8	0.0	673.8		
				OTHER	0.0	0.0	0.0	20.0	STP-M						
				TOTAL	0.0	107.3	0.0	842.3	TOTAL	0.0	107.3	0.0	842.3		
	298 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE N SHERMAN BLVD BRIDGE OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (0.10 MILES)	HP	PE	0.0	155.0	0.0	155.0	LOCAL	0.0	31.0	0.0	341.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	1,553.0	FED	0.0	124.0	0.0	1,366.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	155.0	0.0	1,708.0	TOTAL	0.0	155.0	0.0	1,708.0		
	299 *	RESURFACING OF W SILVER SPRING DR FROM N 27TH ST TO N 68TH ST IN THE CITY OF MILWAUKEE (2.5 MILES)	HP	PE	0.0	0.0	0.0	316.0	LOCAL	0.0	0.0	0.0	63.2	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	252.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	316.0	TOTAL	0.0	0.0	0.0	316.0		
	300 *	RESURFACING OF W STATE ST FROM N 35TH ST TO A PT WEST OF N HAWLEY RD IN THE CITY OF MILWAUKEE (1.44 MILES)	HP	PE	0.0	190.0	0.0	190.0	LOCAL	0.0	38.0	0.0	305.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	1,267.2	FED	0.0	152.0	0.0	1,221.8		
				OTHER	0.0	0.0	0.0	70.0	STP-M						
				TOTAL	0.0	190.0	0.0	1,527.2	TOTAL	0.0	190.0	0.0	1,527.2		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

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C/MILWAUKEE	301 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE N. TEUTONIA AVE. BRIDGE OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (0.15 MILE)	HP	PE	47.5	47.5	0.0	95.0	LOCAL	9.5	9.5	287.6	306.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,438.0	1,438.0	FED	38.0	38.0	1,150.4	1,226.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	47.5	47.5	1,438.0	1,533.0	TOTAL	47.5	47.5	1,438.0	1,533.0		
	302 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N. TEUTONIA AVE. FROM W. RUBY AVE. TO W. VILLARD AVE. IN THE CITY OF MILWAUKEE (0.94 MILES)	HP	PE	127.5	127.5	0.0	255.0	LOCAL	25.5	25.5	346.2	397.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,700.0	1,700.0	FED	102.0	102.0	1,384.8	1,588.8		
				OTHER	0.0	0.0	31.0	31.0	STP-M						
				TOTAL	127.5	127.5	1,731.0	1,986.0	TOTAL	127.5	127.5	1,731.0	1,986.0		
	303	RESURFACING OF W TOWNSEND ST FROM N 27TH ST TO N 35TH ST IN THE CITY OF MILWAUKEE (0.57 MILES)	HP	PE	0.0	0.0	0.0	60.0	LOCAL	0.0	0.0	0.0	91.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	380.0	FED	0.0	0.0	0.0	364.0		
				OTHER	0.0	0.0	0.0	15.0	STP-M						
				TOTAL	0.0	0.0	0.0	455.0	TOTAL	0.0	0.0	0.0	455.0		
	304	RESURFACING OF N TEUTONIA AVE FROM W CAPITOL DR TO W RUBY AVE IN THE CITY OF MILWAUKEE (0.76 MILES)	HP	PE	0.0	0.0	0.0	112.0	LOCAL	0.0	0.0	0.0	22.4	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	89.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	112.0	TOTAL	0.0	0.0	0.0	112.0		
	305 *	RESURFACING OF N VAN BUREN ST FROM E CLYBOURN ST TO E KILBOURN ST IN THE CITY OF MILWAUKEE (0.42 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	88.8	0.0	0.0	88.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	400.0	0.0	0.0	400.0	FED	355.2	0.0	0.0	355.2		
				OTHER	44.0	0.0	0.0	44.0	STP-M						
				TOTAL	444.0	0.0	0.0	444.0	TOTAL	444.0	0.0	0.0	444.0		
	306 *	RESURFACING OF W VILLARD AVE FROM N GREEN BAY AVE TO N TEUTONIA AVE IN THE CITY OF MILWAUKEE (0.90 MILES)	HP	PE	0.0	0.0	0.0	119.0	LOCAL	0.0	0.0	0.0	23.8	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	95.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	119.0	TOTAL	0.0	0.0	0.0	119.0		
	307 *	RESURFACING OF W.VILLARD AVE. FROM N.TEUTONIA AVE TO N.SHERMAN BLVD IN THE CITY OF MILWAUKEE (0.84 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	147.2	0.0	0.0	147.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	660.0	0.0	0.0	660.0	FED	588.8	0.0	0.0	588.8		
				OTHER	76.0	0.0	0.0	76.0	STP-M						
				TOTAL	736.0	0.0	0.0	736.0	TOTAL	736.0	0.0	0.0	736.0		
	308 *	RESURFACING OF W VILLARD AVE FROM N 68TH ST TO N 76TH ST IN THE CITY OF MILWAUKEE (0.58 MILES)	HP	PE	0.0	0.0	0.0	84.0	LOCAL	0.0	0.0	0.0	16.8	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	67.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	84.0	TOTAL	0.0	0.0	0.0	84.0		
	309 *	RESURFACING OF W WASHINGTON BLVD FROM N 47TH ST TO N 60TH ST IN THE CITY OF MILWAUKEE (0.77 MILES)	HP	PE	0.0	0.0	0.0	130.0	LOCAL	0.0	0.0	0.0	26.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	104.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	130.0	TOTAL	0.0	0.0	0.0	130.0		
	310 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W WISCONSIN AVE FROM A POINT EAST OF N 89TH ST TO N 95TH ST IN THE CITY OF MILWAUKEE (.55)	HP	PE	0.0	0.0	0.0	92.6	LOCAL	0.0	0.0	0.0	143.3	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	600.0	FED	0.0	0.0	0.0	573.3		
				OTHER	0.0	0.0	0.0	24.0	STP-M						
				TOTAL	0.0	0.0	0.0	716.6	TOTAL	0.0	0.0	0.0	716.6		

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C/MILWAUKEE	311 *	RESURFACING OF S 2ND ST FROM W NATIONAL AVE TO THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.62 MILES)	HP	PE	0.0	0.0	0.0	114.0	LOCAL	0.0	0.0	0.0	176.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	730.0	FED	0.0	0.0	0.0	704.0		
				OTHER	0.0	0.0	0.0	36.0	STP-M						
				TOTAL	0.0	0.0	0.0	880.0	TOTAL	0.0	0.0	0.0	880.0		
	312 *	RESURFACING OF N 4TH STREET FROM W JUNEAU AVE TO W WALNUT ST IN THE CITY OF MILWAUKEE (0.35 MILES)	HP	PE	0.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	78.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	320.0	FED	0.0	0.0	0.0	312.0		
				OTHER	0.0	0.0	0.0	20.0	STP-M						
				TOTAL	0.0	0.0	0.0	390.0	TOTAL	0.0	0.0	0.0	390.0		
	313 *	RESURFACING OF S 6TH ST FROM W OHIO AVE. TO W HAYES AVE IN THE CITY OF MILWAUKEE (1.30 MILES)	HP	PE	0.0	0.0	127.5	127.5	LOCAL	0.0	0.0	25.5	202.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	850.0	FED	0.0	0.0	102.0	808.4		
				OTHER	0.0	0.0	0.0	33.0	STP-M						
				TOTAL	0.0	0.0	127.5	1,010.5	TOTAL	0.0	0.0	127.5	1,010.5		
	314 *	RESURFACING OF N 6TH ST FROM W CLYBOURN AVE TO W JUNEAU AVE IN THE CITY OF MILWAUKEE (0.67 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	190.0	0.0	0.0	190.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	780.0	0.0	0.0	780.0	FED	760.0	0.0	0.0	760.0		
				OTHER	170.0	0.0	0.0	170.0	STP-M						
				TOTAL	950.0	0.0	0.0	950.0	TOTAL	950.0	0.0	0.0	950.0		
	315 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE 6TH ST VIADUCT OVER THE MENOMONEE RIVER VALLEY IN THE CITY OF MILWAUKEE (0.52 MILES)	HP	PE	2,400.0	0.0	0.0	2,400.0	LOCAL	712.5	14,000.0	0.0	14,712.5	A	EXEMPT
				ROW	450.0	0.0	0.0	450.0	STATE	2,137.5	42,000.0	0.0	44,137.5		
				CONST	0.0	56,000.0	0.0	56,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,850.0	56,000.0	0.0	58,850.0	TOTAL	2,850.0	56,000.0	0.0	58,850.0		
	316 *	RESURFACING OF S. 11TH ST. FROM W WINDLAKE AVE TO W NATIONAL AVE IN THE CITY OF MILWAUKEE (1.12 MILES)	HP	PE	0.0	0.0	0.0	168.0	LOCAL	0.0	0.0	0.0	33.6	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	134.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	168.0	TOTAL	0.0	0.0	0.0	168.0		
	317 *	RESURFACING OF S 13TH ST FROM W CLEVELAND AVE TO W MITCHELL ST IN THE CITY OF MILWAUKEE (0.54 MILES)	HP	PE	0.0	0.0	0.0	173.2	LOCAL	0.0	0.0	0.0	34.6	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	138.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	173.2	TOTAL	0.0	0.0	0.0	173.2		
	318 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE S. 13TH ST BRIDGE OVER THE UNION PACIFIC ROW IN THE CITY OF MILWAUKEE (0.04 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	178.5	0.0	0.0	178.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	892.5	0.0	0.0	892.5	FED	714.0	0.0	0.0	714.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	892.5	0.0	0.0	892.5	TOTAL	892.5	0.0	0.0	892.5		
	319 *	RESURFACING OF N 17TH STREET (EAST ROADWAY) FROM W STATE ST TO W VLIET ST IN THE CITY OF MILWAUKEE (0.38 MILES)	HP	PE	20.0	0.0	0.0	20.0	LOCAL	4.0	63.6	0.0	67.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	300.0	0.0	300.0	FED	16.0	254.4	0.0	270.4		
				OTHER	0.0	18.0	0.0	18.0	STP-M						
				TOTAL	20.0	318.0	0.0	338.0	TOTAL	20.0	318.0	0.0	338.0		
	320 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S. 20TH ST FROM W. HOWARD AVE TO W. MORGAN AVE IN THE CITY MILWAUKEE (0.50 MILES)	HP	PE	0.0	0.0	125.0	125.0	LOCAL	0.0	0.0	25.0	186.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	760.0	FED	0.0	0.0	100.0	744.8		
				OTHER	0.0	0.0	0.0	46.0	STP-M						
				TOTAL	0.0	0.0	125.0	931.0	TOTAL	0.0	0.0	125.0	931.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MILWAUKEE	321 *	RESURFACING OF S 20TH STREET FROM W GRANGE AVE TO W LAYTON AVE IN THE CITY OF MILWAUKEE (0.92 MILES)	HP	PE	0.0	0.0	0.0	133.0	LOCAL	0.0	0.0	0.0	26.6	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	106.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	133.0	TOTAL	0.0	0.0	0.0	133.0		
	322 *	REHABILITATION OF THE 35TH ST VIADUCT OVER MENOMONEE VALLEY IN THE CITY OF MILWAUKEE (0.65 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	360.0	0.0	334.0	1,028.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,800.0	0.0	1,670.0	5,140.0	FED	1,440.0	0.0	1,336.0	4,112.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	1,800.0	0.0	1,670.0	5,140.0	TOTAL	1,800.0	0.0	1,670.0	5,140.0		
	323 *	RESURFACING OF N 35TH ST FROM W HIGHLAND BLVD TO W TOWNSEND ST IN THE CITY OF MILWAUKEE (2.50 MILE)	HP	PE	122.5	122.5	0.0	245.0	LOCAL	24.5	24.5	335.8	384.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,500.0	1,500.0	FED	98.0	98.0	1,343.2	1,539.2		
				OTHER	0.0	0.0	179.0	179.0	STP-M						
				TOTAL	122.5	122.5	1,679.0	1,924.0	TOTAL	122.5	122.5	1,679.0	1,924.0		
	324 *	RESURFACING OF S 35TH ST FROM W MORGAN AVE TO W LAKEFIELD DRIVE IN THE CITY OF MILWAUKEE (0.42 MILES)	HP	PE	0.0	0.0	0.0	54.9	LOCAL	0.0	0.0	0.0	11.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	43.9		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	54.9	TOTAL	0.0	0.0	0.0	54.9		
	325 *	RESURFACING OF N. 60TH ST. FROM W. VILLARD AVE TO W FLORIST AVE. IN THE CITY OF MILWAUKEE (1.00 MILE)	HP	PE	108.2	0.0	0.0	108.2	LOCAL	21.6	144.2	0.0	165.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	680.0	0.0	680.0	FED	86.6	576.8	0.0	663.4		
				OTHER	0.0	41.0	0.0	41.0	STP-M						
				TOTAL	108.2	721.0	0.0	829.2	TOTAL	108.2	721.0	0.0	829.2		
	326 *	RESURFACING OF S 60TH ST FROM W WATERFORD AVE TO W FOREST HOME AVE IN THE CITY OF MILWAUKEE (0.46 MILES)	HP	PE	0.0	0.0	0.0	77.0	LOCAL	0.0	0.0	0.0	118.2	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	500.0	FED	0.0	0.0	0.0	472.8		
				OTHER	0.0	0.0	0.0	14.0	STP-M						
				TOTAL	0.0	0.0	0.0	591.0	TOTAL	0.0	0.0	0.0	591.0		
	327 *	RESURFACING OF S 76TH STREET FROM SOUTH CITY LIMITS TO W KEARNEY ST IN THE CITY OF MILWAUKEE (0.48 MILES)	HP	PE	0.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	10.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	50.0	TOTAL	0.0	0.0	0.0	50.0		
	328 *	RESURFACING OF N 84TH ST FROM W BURLEIGH ST TO W HAMPTON AVE IN THE CITY OF MILWAUKEE (2.00 MILES)	HP	PE	0.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	166.4	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	700.0	FED	0.0	0.0	0.0	665.6		
				OTHER	0.0	0.0	0.0	32.0	STP-M						
				TOTAL	0.0	0.0	0.0	832.0	TOTAL	0.0	0.0	0.0	832.0		
	329 *	RESURFACING OF N 91ST STREET FROM W FLAGG AVE TO W BENDER RD IN THE CITY OF MILWAUKEE (0.53 MILES)	HP	PE	0.0	0.0	84.9	84.9	LOCAL	0.0	0.0	17.0	133.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	566.0	FED	0.0	0.0	67.9	532.7		
				OTHER	0.0	0.0	0.0	15.0	STP-M						
				TOTAL	0.0	0.0	84.9	665.9	TOTAL	0.0	0.0	84.9	665.9		
	330 *	RECONSTRUCTION OF N. 91ST ST. FROM W. BROWN DEER RD. TO W. COUNTY LINE RD. IN THE CITY OF MILWAUKKE (1.00 MILES)	HP	PE	0.0	0.0	0.0	160.0	LOCAL	0.0	0.0	0.0	287.0	N	EXEMPT
				ROW	0.0	0.0	0.0	148.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	1,127.0	FED	0.0	0.0	0.0	1,148.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	1,435.0	TOTAL	0.0	0.0	0.0	1,435.0		

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(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MILWAUKEE	331	RECONSTRUCT WITH NO ADDITIONAL LANES OF	HP	PE	0.0	0.0	0.0	0.0	LOCAL	876.4	0.0	0.0	876.4	A	
	*	N 124TH ST FROM W		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		HAMPTON AVE TO W SILVER		CONST	1,460.0	0.0	0.0	1,460.0	FED	585.6	0.0	0.0	585.6		
		SPRING DR IN MILWAUKEE		OTHER	2.0	0.0	0.0	2.0	STP-M						
		AND BUTLER (1.00 MILE)		TOTAL	1,462.0	0.0	0.0	1,462.0	TOTAL	1,462.0	0.0	0.0	1,462.0		
	332	RECONSTRUCTION WITH	HI	PE	0.0	0.0	0.0	59.4	LOCAL	0.0	0.0	0.0	11.9	N	
		ADDITIONAL LANES OF		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		NON-EXEMPT
	*	WHITNALL AVE FROM S		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	47.5		
		CLEMENT AVE TO S BRUST		OTHER	0.0	0.0	0.0	0.0	STP-M						
		AVE IN THE CITY OF													
		MILWAUKEE (0.30 MILES)		TOTAL	0.0	0.0	0.0	59.4	TOTAL	0.0	0.0	0.0	59.4		
	333	RECONSTRUCTION AND	OH	PE	2,423.2	2,500.0	0.0	4,923.2	LOCAL	7,883.5	6,500.0	0.0	14,383.5	A	
		RESURFACING AT VARIOUS		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	*	LOCATIONS ON CITY		CONST	5,460.3	4,000.0	0.0	9,460.3	FED	0.0	0.0	0.0	0.0		
		STREETS OFF THE		OTHER	0.0	0.0	0.0	0.0							
		FEDERAL-AID SYSTEM IN													
		THE CITY OF MILWAUKEE		TOTAL	7,883.5	6,500.0	0.0	14,383.5	TOTAL	7,883.5	6,500.0	0.0	14,383.5		
	334	RECONSTRUCTION WITH NO	OH	PE	0.0	0.0	0.0	0.0	LOCAL	169.0	0.0	0.0	169.0	A	
		ADDITIONAL LANES OF THE		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	*	W. CHERRY ST BRIDGE		CONST	845.0	0.0	0.0	845.0	FED	676.0	0.0	0.0	676.0		
		OVER THE CP RAIL SYSTEM		OTHER	0.0	0.0	0.0	0.0	BRF						
		IN THE CITY OF													
		MILWAUKEE		TOTAL	845.0	0.0	0.0	845.0	TOTAL	845.0	0.0	0.0	845.0		
	335	RECONSTRUCTION OF THE	OH	PE	114.0	0.0	0.0	114.0	LOCAL	22.8	189.0	0.0	211.8	A	
		W. GALENA ST-CP RAIL-		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	*	ROAD UNDERPASS		CONST	0.0	945.0	0.0	945.0	FED	91.2	756.0	0.0	847.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	114.0	945.0	0.0	1,059.0	TOTAL	114.0	945.0	0.0	1,059.0		
	336	REHABILITATION OF WEST	OH	PE	15.0	0.0	0.0	15.0	LOCAL	3.0	0.0	21.0	24.0	A	
		GLENDALE AVE BRIDGE		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		OVER THE LINCOLN CREEK		CONST	0.0	0.0	105.0	105.0	FED	12.0	0.0	84.0	96.0		
		IN THE CITY OF		OTHER	0.0	0.0	0.0	0.0	BRF						
		MILWAUKEE (0.01 MILE)		TOTAL	15.0	0.0	105.0	120.0	TOTAL	15.0	0.0	105.0	120.0		
	337	RECONSTRUCTION WITH NO	OH	PE	23.5	23.5	0.0	47.0	LOCAL	4.7	4.7	69.0	78.4	A	
		ADDITIONAL LANES OF THE		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	*	N. GRANVILLE RD. BRIDGE		CONST	0.0	0.0	345.0	345.0	FED	18.8	18.8	276.0	313.6		
		OVER THE LITTLE		OTHER	0.0	0.0	0.0	0.0	BRF						
		MENOMONEE RIVER IN THE													
		CITY OF MILWAUKEE		TOTAL	23.5	23.5	345.0	392.0	TOTAL	23.5	23.5	345.0	392.0		
	338	RECONSTRUCTION WITH NO	OH	PE	0.0	84.0	0.0	84.0	LOCAL	0.0	16.8	0.0	142.8	A	
		ADDITIONAL LANES OF THE		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	*	S. 29TH ST BRIDGE OVER		CONST	0.0	0.0	0.0	630.0	FED	0.0	67.2	0.0	571.2		
		THE UNION PACIFIC RR		OTHER	0.0	0.0	0.0	0.0	BRF						
		IN THE CITY OF													
		MILWAUKEE (0.05 MILES)		TOTAL	0.0	84.0	0.0	714.0	TOTAL	0.0	84.0	0.0	714.0		
	339	REPLACEMENT OF THE	OH	PE	0.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	125.0	N	
		N 37TH ST STRUCTURE		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	*	OVER LINCOLN CREEK IN		CONST	0.0	0.0	0.0	575.0	FED	0.0	0.0	0.0	500.0		
		THE CITY OF MILWAUKEE		OTHER	0.0	0.0	0.0	0.0	BRF						
		(0.02 MILES)													
				TOTAL	0.0	0.0	0.0	625.0	TOTAL	0.0	0.0	0.0	625.0		
	340	SPOT TRAFFIC SIGNAL	HS	PE	12.0	12.0	12.0	72.0	LOCAL	1.2	13.2	13.2	67.2	A	
		IMPROVEMENTS AT VARIOUS		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
	*	HIGH HAZARD LOCATIONS		CONST	0.0	120.0	120.0	600.0	FED	10.8	118.8	118.8	604.8		
		IN THE CITY OF		OTHER	0.0	0.0	0.0	0.0	STP-S						
		MILWAUKEE													
				TOTAL	12.0	132.0	132.0	672.0	TOTAL	12.0	132.0	132.0	672.0		

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C/MILWAUKEE	341	INSTALL TRAFFIC SIGNAL MAST ARMS AT 5 LOCATIONS IN THE CITY OF MILWAUKEE TO IMPROVE SIGNAL VISIBILITY & SAFETY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	4.2	4.2	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	41.7	41.7	FED	0.0	0.0	37.5	37.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	0.0	41.7	41.7	TOTAL	0.0	0.0	41.7	41.7		
	342	ADD LEFT TURN LANES AND SIGNAL MAST ARMS AT THE S CHAVEZ &W MITCHELL INTERSECTION IN MILW TO IMPROVE SAFETY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	1.3	1.3	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	13.3	13.3	FED	0.0	0.0	12.0	12.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	0.0	13.3	13.3	TOTAL	0.0	0.0	13.3	13.3		
	343	ADD LEFT TURN LANES AND SIGNAL MAST ARMS AT THE INTERSECTION OF 70TH & MAIN IN MILWAUKEE TO IMPROVE SAFETY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.6	0.6	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	6.0	6.0	FED	0.0	0.0	5.4	5.4		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	0.0	6.0	6.0	TOTAL	0.0	0.0	6.0	6.0		
	344	INSTALL SEMI-ACTIVATED SIGNAL CONTROL AT THE GRANTOSA & HAMPTON INTERSECTION IN MILWAUKEE TO IMPROVE SAFETY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	2.4	2.4	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	23.6	23.6	FED	0.0	0.0	21.2	21.2		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	0.0	23.6	23.6	TOTAL	0.0	0.0	23.6	23.6		
	345	MOVE BRIDGE RAILING (WIDEN BRIDGE) TO IMPROVE VISIBILITY AND SAFETY AT THE 70TH ST & DICKINSON ST INTERSECTI ON IN C/MILWAUKEE	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	33.0	33.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	330.0	330.0	FED	0.0	0.0	297.0	297.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	0.0	330.0	330.0	TOTAL	0.0	0.0	330.0	330.0		
	346 *	SAFETY IMPROVEMENTS ON E NORTH AVE FROM N BOOTH ST TO N BREMEN ST IN THE CITY OF MILWAUKEE (0.26 MILES)	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	18.8	0.0	18.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	94.0	0.0	94.0	FED	0.0	75.2	0.0	75.2		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	94.0	0.0	94.0	TOTAL	0.0	94.0	0.0	94.0		
	347 *	DEVELOPMENT AND INSTALLATION OF OPTIMIZED TRAFFIC SIGNAL OPERATION FOR SPECIAL EVENTS AT THE FESTIVAL GROUNDS: 1994	EE	PE	0.0	0.0	0.0	0.0	LOCAL	30.0	0.0	0.0	30.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	150.0	0.0	0.0	150.0	FED	120.0	0.0	0.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		
	348 *	COMPUTER OPTIMIZATION OF TRAFFIC SIGNAL OPERATION IN THE MILWAUKEE CENTRAL BUSINESS DISTRICT: 1993	EE	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	349 *	INSTALLATION OF TIME OF DAY "NO TURN ON RED" RESTRICTIONS TO REPLACE EXISTING FULL TIME RESTRICTIONS: 1994	EE	PE	10.0	0.0	0.0	10.0	LOCAL	22.0	0.0	0.0	22.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	100.0	0.0	0.0	100.0	FED	88.0	0.0	0.0	88.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	110.0	0.0	0.0	110.0	TOTAL	110.0	0.0	0.0	110.0		
	350 *	PREPARATION OF A PEDESTRIAN TRAFFIC IMPROVEMENT PLAN FOR THE CENTRAL BUSINESS DISTRICT OF THE CITY OF MILWAUKEE	EE	PE	150.0	0.0	150.0	300.0	LOCAL	30.0	0.0	30.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	120.0	0.0	120.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	150.0	0.0	150.0	300.0	TOTAL	150.0	0.0	150.0	300.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MILWAUKEE	351	BILLBOARD REMOVAL FOR W. LISBON AVE (USH 41)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	4.0	0.0	0.0	4.0	A	EXEMPT
	*	UPTOWN TRIANGLE		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	20.0	0.0	0.0	20.0	FED	16.0	0.0	0.0	16.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	20.0	0.0	0.0	20.0	TOTAL	20.0	0.0	0.0	20.0		
	352	VARIOUS CONGESTION MITIGATION/ AIR QUALITY	EE	PE	100.0	100.0	100.0	600.0	LOCAL	220.0	220.0	220.0	1,320.0	A	NON-EXEMPT
	*	PROJECTS		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		VARIOUS LOCATIONS IN		CONST	0.0	0.0	0.0	0.0	FED	880.0	880.0	880.0	5,280.0		
		THE CITY OF MILWAUKEE		OTHER	1,000.0	1,000.0	1,000.0	6,000.0	CMAQ						
				TOTAL	1,100.0	1,100.0	1,100.0	6,600.0	TOTAL	1,100.0	1,100.0	1,100.0	6,600.0		
	353	VARIOUS TRANSPORTATION ENHANCEMENT/SMIP	EE	PE	100.0	100.0	100.0	600.0	LOCAL	220.0	220.0	220.0	1,320.0	A	EXEMPT
	*	PROJECTS AT VARIOUS		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		LOCATIONS IN THE CITY		CONST	0.0	0.0	0.0	0.0	FED	880.0	880.0	880.0	5,280.0		
		OF MILWAUKEE		OTHER	1,000.0	1,000.0	1,000.0	6,000.0	STP-E						
				TOTAL	1,100.0	1,100.0	1,100.0	6,600.0	TOTAL	1,100.0	1,100.0	1,100.0	6,600.0		
	354	EVALUATION, SELECTION, DESIGNATION AND SPOT	EE	PE	50.0	0.0	0.0	50.0	LOCAL	73.0	0.0	0.0	73.0	A	EXEMPT
	*	IMPROVEMENT OF BICYCLE		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		ROUTES ON EXISTING		CONST	315.0	0.0	0.0	315.0	FED	292.0	0.0	0.0	292.0		
		STREETS IN CITY OF		OTHER	0.0	0.0	0.0	0.0	CMAQ						
		MILWAUKEE: 1995		TOTAL	365.0	0.0	0.0	365.0	TOTAL	365.0	0.0	0.0	365.0		
	355	INSTALLATION OF	EE	PE	20.0	0.0	0.0	20.0	LOCAL	59.8	0.0	0.0	59.8	A	EXEMPT
	*	BICYCLE PARKING		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		FACILITIES AT VARIOUS		CONST	279.0	0.0	0.0	279.0	FED	239.2	0.0	0.0	239.2		
		LOCATIONS IN CITY OF		OTHER	0.0	0.0	0.0	0.0	STP-O						
		MILWAUKEE		TOTAL	299.0	0.0	0.0	299.0	TOTAL	299.0	0.0	0.0	299.0		
	356	INSTALLATION OF HARD	EE	PE	24.0	0.0	0.0	24.0	LOCAL	52.0	0.0	0.0	52.0	A	NON-EXEMPT
	*	WIRE INTERCONNECT		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		CABLE TO PROVIDE		CONST	236.0	0.0	0.0	236.0	FED	208.0	0.0	0.0	208.0		
		SIGNAL COORDINATION:		OTHER	0.0	0.0	0.0	0.0	CMAQ						
		1993		TOTAL	260.0	0.0	0.0	260.0	TOTAL	260.0	0.0	0.0	260.0		
	357	INSTALLATION OF A	EE	PE	140.0	0.0	0.0	140.0	LOCAL	28.0	60.0	0.0	88.0	A	EXEMPT
	*	COMPUTER-CONTROLLED		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		SYSTEM INTEGRATING 21		CONST	0.0	300.0	0.0	300.0	FED	112.0	240.0	0.0	352.0		
		TRAFFIC SIGNALS ON THE		OTHER	0.0	0.0	0.0	0.0	CMAQ						
		SOUTH SIDE OF THE CITY													
		OF MILWAUKEE		TOTAL	140.0	300.0	0.0	440.0	TOTAL	140.0	300.0	0.0	440.0		
	358	COMPUTER OPTIMIZATION	EE	PE	15.0	45.0	0.0	60.0	LOCAL	3.0	22.0	0.0	25.0	A	NON-EXEMPT
	*	AND SIGNAL EQUIPMENT		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		UPGRADE OF 25 SIGNAL		CONST	0.0	65.0	0.0	65.0	FED	12.0	88.0	0.0	100.0		
		SYSTEM ON APPLETON AVE		OTHER	0.0	0.0	0.0	0.0	CMAQ						
		AND LISBON AVE IN CITY													
		OF MILWAUKEE: 1996-97		TOTAL	15.0	110.0	0.0	125.0	TOTAL	15.0	110.0	0.0	125.0		
	359	COMPUTER OPTIMIZATION	EE	PE	40.0	0.0	0.0	40.0	LOCAL	8.0	32.0	0.0	40.0	A	NON-EXEMPT
	*	OF 83 SIGNAL SYSTEM		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		ON SOUTH SIDE OF		CONST	0.0	160.0	0.0	160.0	FED	32.0	128.0	0.0	160.0		
		CITY OF MILWAUKEE: 1995		OTHER	0.0	0.0	0.0	0.0	CMAQ						
		(1996 FUNDS)													
				TOTAL	40.0	160.0	0.0	200.0	TOTAL	40.0	160.0	0.0	200.0		
	360	INSTALLATION OF	EE	PE	42.8	0.0	0.0	42.8	LOCAL	8.6	85.6	0.0	94.2	A	NON-EXEMPT
	*	TRAFFIC SIGNAL		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		INTERCONNECT CABLE		CONST	0.0	428.0	0.0	428.0	FED	34.2	342.4	0.0	376.6		
		ON VARIOUS ARTERIAL		OTHER	0.0	0.0	0.0	0.0	CMAQ						
		STREETS IN CITY OF													
		MILWAUKEE: 1995-96		TOTAL	42.8	428.0	0.0	470.8	TOTAL	42.8	428.0	0.0	470.8		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

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C/OAK CREEK	361 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE PENNSYLVANIA AVE BRIDGE OVER OAK CREEK IN THE CITY OF OAK CREEK	HP	PE	52.0	0.0	0.0	52.0	LOCAL	95.2	0.0	0.0	95.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	380.8	0.0	0.0	380.8		
				CONST	424.0	0.0	0.0	424.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	476.0	0.0	0.0	476.0	TOTAL	476.0	0.0	0.0	476.0		
	362 *	RECONDITIONING OF PENNSYLVANIA AVE FROM RYAN ROAD TO PUETZ ROAD IN THE CITY OF OAK CREEK (1.00 MILES)	HP	PE	175.0	0.0	0.0	175.0	LOCAL	46.5	141.6	0.0	188.1	A	EXEMPT
				ROW	57.5	0.0	0.0	57.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	708.0	0.0	708.0	FED	186.0	566.4	0.0	752.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	232.5	708.0	0.0	940.5	TOTAL	232.5	708.0	0.0	940.5		
	363 *	RECONSTRUCTION WITH ADDITIONAL LANES OF THE S. SHEPARD AVE BRIDGE OVER OAK CREEK IN THE CITY OF OAK CREEK	OH	PE	48.5	0.0	0.0	48.5	LOCAL	12.0	46.0	0.0	58.0	A	EXEMPT
				ROW	11.5	0.0	0.0	11.5	STATE	48.0	184.0	0.0	232.0		
				CONST	0.0	230.0	0.0	230.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	60.0	230.0	0.0	290.0	TOTAL	60.0	230.0	0.0	290.0		
V/RIVER HILLS	364	REPLACEMENT OF WEST GREEN TREE ROAD BRIDGE OVER MILWAUKEE RIVER (B-40-0929) IN THE VILLAGE OF RIVER HILLS	HP	PE	0.0	187.0	0.0	187.0	LOCAL	0.0	37.4	259.2	296.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,296.0	1,296.0	FED	0.0	149.6	1,036.8	1,186.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	187.0	1,296.0	1,483.0	TOTAL	0.0	187.0	1,296.0	1,483.0		
C/ST FRANCIS	365 *	RECONSTRUCTION WITH ADDITIONAL LANES OF WHITNALL AVE. FROM LAKE PARKWAY TO OLD BRUST AVE. IN THE CITY OF ST. FRANCIS (0.50 M)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	691.7	0.0	0.0	691.7	A	NON-EXEMPT
				ROW	292.8	0.0	0.0	292.8	STATE	0.0	0.0	0.0	0.0		
				CONST	1,265.0	0.0	0.0	1,265.0	FED	866.1	0.0	0.0	866.1		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,557.8	0.0	0.0	1,557.8	TOTAL	1,557.8	0.0	0.0	1,557.8		
C/SOUTH MILWAUKEE	366 *	RESURFACING OF STH 32 FROM MARION AVE TO THE SOUTH CITY LIMITS IN THE CITY OF SOUTH MILWAUKEE (0.83 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	130.0	0.0	130.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	130.0	0.0	130.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	130.0	0.0	130.0	TOTAL	0.0	130.0	0.0	130.0		
	367 *	RESURFACING OF DREXEL AVE FROM 15TH AVE TO NICHOLSON AVE IN THE CITY OF SOUTH MILWAUKEE (0.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	100.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	100.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	100.0	TOTAL	0.0	0.0	0.0	100.0		
	368 *	CONSTRUCTION OF DREXEL AVE FROM S CHICAGO AVE TO 9TH AVE IN THE CITY OF SOUTH MILWAUKEE (0.19 MILES)	OH	PE	0.0	0.0	55.0	55.0	LOCAL	0.0	0.0	55.0	405.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	350.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	55.0	405.0	TOTAL	0.0	0.0	55.0	405.0		
C/WAUWATOSA	369 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF HARWOOD AVE FROM N 73RD ST TO WAUWATOSA AVE IN THE CITY OF WAUWATOSA (0.22 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	94.0	0.0	94.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	94.0	0.0	94.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	94.0	0.0	94.0	TOTAL	0.0	94.0	0.0	94.0		
	370 *	RESURFACING OF W. NORTH AVE. FROM N. 117TH ST TO N 124TH ST IN THE CITY OF WAUWATOSA (0.38 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	202.4	202.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	202.4	202.4	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	202.4	202.4	TOTAL	0.0	0.0	202.4	202.4		

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C/WAUWATOSA	371 *	RESURFACING OF W. NORTH AVE FROM N. 76TH ST TO N 62ND ST (0.90 MILES)	HP	PE	238.1	0.0	0.0	238.1	LOCAL	400.8	0.0	0.0	400.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,322.5	0.0	0.0	1,322.5	FED	1,159.8	0.0	0.0	1,159.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,560.6	0.0	0.0	1,560.6	TOTAL	1,560.6	0.0	0.0	1,560.6		
	372 *	RESURFACING OF W WISCONSIN AVE FROM HAWLEY RD TO GLENVIEW AVE IN THE CITY OF WAUWATOSA (1.55 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	167.3	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	167.3	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	167.3	TOTAL	0.0	0.0	0.0	167.3		
	373 *	RESURFACING OF N. 124TH ST FROM A POINT 400 FT SOUTH OF W. NORTH AVE. TO A POINT 880 FT NORTH IN THE CITY OF WAUWATOSA (0.17 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	80.0	80.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	80.0	80.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	80.0	80.0	TOTAL	0.0	0.0	80.0	80.0		
	374 *	RECONSTRUCTION WITH ADDITIONAL LANES OF 124TH ST FROM LISBON AV TO HAMPTON AV IN THE CITY OF WAUWATOSA (0.93 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	3,500.0	N	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	3,500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	3,500.0	TOTAL	0.0	0.0	0.0	3,500.0		
	375 *	RESURFACING OF W. CENTER ST. FROM STH 100 TO N. 117TH ST IN THE CITY OF WAUWATOSA (0.56 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	209.5	0.0	209.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	209.5	0.0	209.5	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	209.5	0.0	209.5	TOTAL	0.0	209.5	0.0	209.5		
	376 *	RESURFACING OF W. WELLS ST FROM N 72ND ST TO N. 76TH ST IN THE CITY OF WAUWATOSA (0.24 MILE)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	60.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	60.0	0.0	60.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	60.0	0.0	60.0	TOTAL	0.0	60.0	0.0	60.0		
	377 *	RESURFACING OF 121ST ST FROM FAIRVIEW AVE TO BLUEMOUND ROAD IN THE CITY OF WAUWATOSA (0.35 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	145.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	145.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	145.0	TOTAL	0.0	0.0	0.0	145.0		
	378	INSTALLATION OF TRAIN-ACTIVATED "NO TURNS" SIGNS ALONG W STATE ST FROM 68TH TO 70TH ST PARALLELING CP RAILWAY IN WAUWATOSA	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1.6	0.0	0.0	1.6		
				CONST	16.0	0.0	0.0	16.0	FED	14.4	0.0	0.0	14.4		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	16.0	0.0	0.0	16.0	TOTAL	16.0	0.0	0.0	16.0		
C/WEST ALLIS	379 *	RESURFACING OF W. CLEVELAND AVE. FROM S. 99TH ST TO S. 101ST ST IN THE CITY OF WEST ALLIS (0.15 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	60.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	60.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	60.0	TOTAL	0.0	0.0	0.0	60.0		
	380 *	RESURFACING OF W LINCOLN AVE FROM S 108TH ST TO S 96TH ST IN THE CITY OF WEST ALLIS (0.75 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	540.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	540.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	540.0	TOTAL	0.0	0.0	0.0	540.0		

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/WEST ALLIS	381 *	RESURFACING OF NATIONAL AVE FROM 108TH ST TO 111TH ST IN THE CITY OF WEST ALLIS (0.19 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	150.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	150.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	150.0	TOTAL	0.0	0.0	0.0	150.0		
	382 *	RESURFACING OF S 60TH ST, INCLUDING GREENFIELD AVE FROM 62ND ST TO 60TH ST. FROM LINCOLN AVE. TO NORTH CITY LIMIT THE CITY OF WEST ALLIS	HP	PE	0.0	0.0	300.0	300.0	LOCAL	0.0	0.0	60.0	460.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	2,000.0	FED	0.0	0.0	240.0	1,840.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	300.0	2,300.0	TOTAL	0.0	0.0	300.0	2,300.0		
	383 *	RESURFACING OF S 76TH ST FROM CLEVELAND AVE TO OKLAHOMA AVE IN THE CITY OF WEST ALLIS (0.59 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	465.0	465.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	465.0	465.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	465.0	465.0	TOTAL	0.0	0.0	465.0	465.0		
	384 *	RESURFACING OF S. 84TH ST FROM W. LINCOLN AVE TO W. OKLAHOMA AVE IN THE CITY OF WEST ALLIS (1.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	520.0	520.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	520.0	520.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	520.0	520.0	TOTAL	0.0	0.0	520.0	520.0		
	385 *	RESURFACING OF S. 124TH ST FROM W. OKLAHOMA AVE TO W. MORGAN AVE IN THE CITY OF WEST ALLIS (0.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	156.0	0.0	156.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	156.0	0.0	156.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	156.0	0.0	156.0	TOTAL	0.0	156.0	0.0	156.0		
	386 *	RECONSTRUCTION WITH ADDITIONAL LANES OF S. 92ND ST. FROM OKLAHOMA AVE. TO LINCOLN AVE. IN THE CITY OF WEST ALLIS (1.00 MILE)	HI	PE	394.0	0.0	0.0	394.0	LOCAL	78.8	529.4	0.0	608.2	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,646.8	0.0	2,646.8	FED	315.2	2,117.4	0.0	2,432.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	394.0	2,646.8	0.0	3,040.8	TOTAL	394.0	2,646.8	0.0	3,040.8		
	387 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MOBILE ST. FROM BELOIT RD. TO S. 56TH ST. IN THE CITY OF WEST ALLIS (0.57 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	323.0	0.0	323.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	323.0	0.0	323.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	323.0	0.0	323.0	TOTAL	0.0	323.0	0.0	323.0		
	388 *	CONSTRUCTION OF A COMMERCIAL COMPRESSED NATURAL GAS (CNG) FUELING FACILITY IN THE CITY OF WEST ALLIS	EE	PE	40.0	0.0	0.0	40.0	LOCAL	58.0	0.0	0.0	58.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	250.0	0.0	0.0	250.0	FED	232.0	0.0	0.0	232.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	290.0	0.0	0.0	290.0	TOTAL	290.0	0.0	0.0	290.0		

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY
BY IMPLEMENTING AGENCY 1998-2000

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	389	REHABILITATE BRIDGES ON I-43 OVER PEBBLE BEACH ROAD IN THE TOWN OF BELGIUM	HP	PE	15.0	0.0	0.0	15.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	15.0	145.0	0.0	160.0		
				CONST	0.0	145.0	0.0	145.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	15.0	145.0	0.0	160.0	TOTAL	15.0	145.0	0.0	160.0		
	390	RECONDITIONING OF I-43 FROM STH 57 TO THE NO. COUNTY LINE WITH NO ADDITIONAL LANES (16.7 MILES)	HP	PE	2,000.0	0.0	0.0	2,000.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	400.0	0.0	0.0	6,100.0		
				CONST	0.0	0.0	0.0	28,500.0	FED	1,600.0	0.0	0.0	24,400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	2,000.0	0.0	0.0	30,500.0	TOTAL	2,000.0	0.0	0.0	30,500.0		
	391	SERVICE PATROLS RELATED TO THE FREEWAY TRAFFIC MANAGEMENT SYSTEM IN OZAUKEE COUNTY (GCM FUNDED)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	10.0	0.0	0.0	10.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	50.0	0.0	0.0	50.0	GCM FUND						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	392 *	RESURFACING--GRINDING--OF IH 43 FROM STH 32 TO NORTH OZAUKEE COUNTY LINE (17.60 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,030.0	0.0	0.0	1,030.0		
				CONST	1,030.0	0.0	0.0	1,030.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,030.0	0.0	0.0	1,030.0	TOTAL	1,030.0	0.0	0.0	1,030.0		
	393 *	CONSTRUCTION OF A BRIDGE DECK OVERLAY ON STH 60 OVER I 43 IN THE CITY OF GRAFTON	HP	PE	11.0	0.0	0.0	11.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	11.0	38.0	0.0	1,649.0		
				CONST	0.0	38.0	0.0	1,638.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	11.0	38.0	0.0	1,649.0	TOTAL	11.0	38.0	0.0	1,649.0		
	394 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 57 FROM IH 43 TO RANDOM LAKE (IN SHEBOYGAN COUNTY) (10.5 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	N	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	16,100.0		
				CONST	0.0	0.0	0.0	16,100.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	16,100.0	TOTAL	0.0	0.0	0.0	16,100.0		
	395 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 60 FROM IH 43 TO THE VILLAGE OF GRAFTON (0.94 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	N	NON-EXEMPT
				ROW	0.0	0.0	0.0	447.0	STATE	0.0	0.0	0.0	3,271.1		
				CONST	0.0	0.0	0.0	2,824.1	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	3,271.1	TOTAL	0.0	0.0	0.0	3,271.1		
	396 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 181 FROM MEQUON RD (STH 167) TO CTH C IN THE CITY OF MEQUON (4.00 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	P	NON-EXEMPT
				ROW	0.0	2,500.0	0.0	2,500.0	STATE	0.0	500.0	0.0	8,900.0		
				CONST	0.0	0.0	0.0	8,400.0	FED	0.0	2,000.0	0.0	2,000.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	2,500.0	0.0	10,900.0	TOTAL	0.0	2,500.0	0.0	10,900.0		
	397	ELDERLY/ DISABLED TRANS SEC 5310 PORTAL INDUSTR IES INC GRAFTON 1 STANDARD VAN 14/0 2000	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	4.8	4.8	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	19.3	19.3		
				OTHER	0.0	0.0	24.1	24.1	FTA 5310						
				TOTAL	0.0	0.0	24.1	24.1	TOTAL	0.0	0.0	24.1	24.1		
	398	ELDERLY/ DISABLED TRANS SEC 5310 PORTAL INDUSTR IES INC GRAFTON 2 STANDARD VANS 14/0 1999	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	9.4	0.0	9.4	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	37.6	0.0	37.6		
				OTHER	0.0	47.0	0.0	47.0	FTA 5310						
				TOTAL	0.0	47.0	0.0	47.0	TOTAL	0.0	47.0	0.0	47.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	399	ELDERLY/ DISABLED TRANS SEC 5310 PORTAL INDUSTRIES INC GRAFTON 1 MODIFIED VAN/LIFT 7/1 1998	TP	PE	0.0	0.0	0.0	0.0	LOCAL	6.3	0.0	0.0	6.3	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	25.1	0.0	0.0	25.1		
				OTHER	31.4	0.0	0.0	31.4	FTA 5310						
				TOTAL	31.4	0.0	0.0	31.4	TOTAL	31.4	0.0	0.0	31.4		
OZAUKEE COUNTY	400	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN OZAUKEE COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	401 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF PIONEER RD (CTH C) FROM WAUWATOSA RD (STH 181) TO GREEN BAY RD(STH 57) (1.60 MI) (2.60 KM)	HP	PE	240.0	0.0	0.0	240.0	LOCAL	145.0	651.0	0.0	796.0	A	EXEMPT
				ROW	325.0	0.0	0.0	325.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	3,255.0	0.0	3,255.0	FED	420.0	2,604.0	0.0	3,024.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	565.0	3,255.0	0.0	3,820.0	TOTAL	565.0	3,255.0	0.0	3,820.0		
	402 *	RECONSTRUCION WITH NO ADDITIONAL LANES OF THE CTH H BRIDGE OVER THE SAUK CREEK IN OZAUKEE COUNTY	HP	PE	162.0	0.0	0.0	162.0	LOCAL	221.4	0.0	0.0	221.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	945.0	0.0	0.0	945.0	FED	885.6	0.0	0.0	885.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	1,107.0	0.0	0.0	1,107.0	TOTAL	1,107.0	0.0	0.0	1,107.0		
	403	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH I FROM CEDAR SAULK ROAD TO0.4 KM N OF STH 33 IN TOWN OF SAUKVILLE (3.5 KM)	HP	PE	0.0	615.3	0.0	615.3	LOCAL	0.0	123.1	13.1	791.2	A	EXEMPT
				ROW	0.0	0.0	65.5	65.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	3,275.2	FED	0.0	492.2	52.4	3,164.8		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	615.3	65.5	3,956.0	TOTAL	0.0	615.3	65.5	3,956.0		
	404 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH Q (ULAO RD) FROM IH 43 TO CTH C IN OZAUKEE COUNTY (0.75 MILES)	HP	PE	65.0	0.0	0.0	65.0	LOCAL	400.0	0.0	0.0	400.0	A	EXEMPT
				ROW	35.0	0.0	0.0	35.0	STATE	0.0	0.0	0.0	0.0		
				CONST	300.0	0.0	0.0	300.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	405 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE CTH LL BRIDGE OVER THE SAUK CREEK IN OZAUKEE COUNTY	HP	PE	108.0	0.0	0.0	108.0	LOCAL	137.7	0.0	0.0	137.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	580.6	0.0	0.0	580.6	FED	550.9	0.0	0.0	550.9		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	688.6	0.0	0.0	688.6	TOTAL	688.6	0.0	0.0	688.6		
	406	REHABILITATION OF LAKEFIELD ROAD (CTH T) BRIDGE OVER CEDAR CREEK (B-45-0014) IN THE TOWN OF GRAFTON	HP	PE	0.0	51.2	0.0	51.2	LOCAL	0.0	10.2	56.4	66.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	282.2	282.2	FED	0.0	41.0	225.8	266.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	51.2	282.2	333.4	TOTAL	0.0	51.2	282.2	333.4		
	407 *	PRELIMINARY ENGINEERING FOR VARIOUS PROJECTS IN OZAUKEE COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	408 *	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH W (N. PORT WASHINGTON RD.) FROM SUNNY DALE LN. TO ZEDLER LN. (1.00 MI)	HI	PE	265.0	0.0	0.0	265.0	LOCAL	553.0	0.0	0.0	553.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,500.0	0.0	0.0	2,500.0	FED	2,212.0	0.0	0.0	2,212.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	2,765.0	0.0	0.0	2,765.0	TOTAL	2,765.0	0.0	0.0	2,765.0		

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
OZAUKEE COUNTY	409	RECONSTRUCTION WITH ADDITIONAL LANES OF PORT WASHINGTON RD (CTH W) FROM MEQUON RD (STH 167) TO GLEN OAKS LANE IN THE C/MEQUON	HI	PE	250.0	0.0	0.0	250.0	LOCAL	50.0	50.0	400.0	500.0	A	NON-EXEMPT
				ROW	0.0	250.0	0.0	250.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,000.0	2,000.0	FED	200.0	200.0	1,600.0	2,000.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	250.0	250.0	2,000.0	2,500.0	TOTAL	250.0	250.0	2,000.0	2,500.0		
	410 *	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN OZAUKEE COUNTY: 1998	TP	PE	0.0	0.0	0.0	0.0	LOCAL	14.1	0.0	0.0	14.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	70.4	0.0	0.0	70.4		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	84.5	0.0	0.0	84.5							
				TOTAL	84.5	0.0	0.0	84.5	TOTAL	84.5	0.0	0.0	84.5		
	411	PURCHASE OF AUTOMATIC VEHICLE LOCATION EQUIP FOR OZAUKEE EXPRESS VEHICLES 1998	TP	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	0.0	0.0	20.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0		
				OTHER	100.0	0.0	0.0	100.0	FTA 5311						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	412	OPERATION OF SHARED RIDE TAXI PROGRAM IN URBANIZED AREA OF OZAUKEE COUNTY 1998	TE	PE	0.0	0.0	0.0	0.0	LOCAL	97.2	0.0	0.0	97.2	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	204.7	0.0	0.0	204.7		
				CONST	0.0	0.0	0.0	0.0	FED	21.0	0.0	0.0	21.0		
				OTHER	322.9	0.0	0.0	322.9	FTA 5307						
				TOTAL	322.9	0.0	0.0	322.9	TOTAL	322.9	0.0	0.0	322.9		
	413	OPERATION OF SHARED RIDE TAXI PROGRAM IN RURAL PORTION OF OZAUKEE COUNTY 1998	TE	PE	0.0	0.0	0.0	0.0	LOCAL	135.5	0.0	0.0	135.5	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	135.5	0.0	0.0	135.5		
				OTHER	271.0	0.0	0.0	271.0	FTA 5311						
				TOTAL	271.0	0.0	0.0	271.0	TOTAL	271.0	0.0	0.0	271.0		
	414 *	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN OZAUKEE COUNTY	HS	PE	10.0	0.0	0.0	10.0	LOCAL	1.0	0.0	0.0	1.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	9.0	0.0	0.0	9.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
	415 *	PRELIMINARY ENGINEERING FOR VARIOUS BICYCLE/ PEDESTRIAN PROJECTS IN OZAUKEE COUNTY	EE	PE	10.0	10.0	10.0	60.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	10.0	10.0	10.0	60.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	10.0	10.0	10.0	60.0	TOTAL	10.0	10.0	10.0	60.0		
	416[c] *	DEMONSTRATION OPERATION OF COMMUTER BUS SERVICE BETWEEN THE CITY OF MILWAUKEE AND VARIOUS LOCATIONS IN OZAUKEE COUNTY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	156.3	0.0	0.0	156.3	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	324.6	0.0	0.0	324.6		
				CONST	0.0	0.0	0.0	0.0	FED	263.2	0.0	0.0	263.2		
				OTHER	744.1	0.0	0.0	744.1	COMB						
				TOTAL	744.1	0.0	0.0	744.1	TOTAL	744.1	0.0	0.0	744.1		
C/CEDARBURG	417	REPLACE BRIDGE DECK ON BRIDGE ROAD BRIDGE OVER CEDAR CREEK (P-40-0702) IN THE CITY OF CEDARBURG	HP	PE	0.0	0.0	81.0	81.0	LOCAL	0.0	0.0	16.2	56.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	202.5	FED	0.0	0.0	64.8	226.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	81.0	283.5	TOTAL	0.0	0.0	81.0	283.5		
T/GRAFTON	418 *	REHABILITATION OF GREEN BAY RD. FROM VISTA VIEW DR TO CHATEAU DR IN THE VILLAGE OF GRAFTON (0.70 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	67.7	0.0	0.0	67.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	338.5	0.0	0.0	338.5	FED	270.8	0.0	0.0	270.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	338.5	0.0	0.0	338.5	TOTAL	338.5	0.0	0.0	338.5		

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[c] Sources of Federal funds include $187,500 of CMAQ Program monies and $75,700 of FTA 5311 Program monies.

Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/MEQUON	419	RECONDITIONING OF GRANVILLE ROAD FROM COUNTY LINE ROAD TO MEQUON RD IN THE CITY OF MEQUON	HP	PE	67.2	0.0	0.0	67.2	LOCAL	13.4	106.4	0.0	119.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	532.0	0.0	532.0	FED	53.8	425.6	0.0	479.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	67.2	532.0	0.0	599.2	TOTAL	67.2	532.0	0.0	599.2		
	420	RECONDITIONING OF WASAUKEE RD FROM COUNTY LINE ROAD TO MEQUON RD ON THE MEQUON/ GERMANTOWN BORDER (3.22 KM)	HP	PE	52.1	0.0	0.0	52.1	LOCAL	10.4	3.0	88.9	102.3	A	EXEMPT
				ROW	0.0	15.0	0.0	15.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	444.7	444.7	FED	41.7	12.0	355.8	409.5		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	52.1	15.0	444.7	511.8	TOTAL	52.1	15.0	444.7	511.8		
	421 *	CONSTRUCTION OF A BICYCLE LANE ALONG HIGHLAND RD. FROM STH 57 TO N. PORT WASHINGTON RD. IN THE CITY OF MEQUON	EE	PE	0.0	0.0	0.0	0.0	LOCAL	19.0	0.0	0.0	19.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	95.0	0.0	0.0	95.0	FED	76.0	0.0	0.0	76.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	95.0	0.0	0.0	95.0	TOTAL	95.0	0.0	0.0	95.0		
C/PORT WASHINGTON	422 *	REHABILITATION OF THE PIERRE LANE BRIDGE DECK OVER SAUK CREEK IN THE CITY OF PORT WASHINGTON	HP	PE	26.0	0.0	0.0	26.0	LOCAL	20.8	0.0	0.0	20.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	147.0	0.0	0.0	147.0		
				CONST	141.8	0.0	0.0	141.8	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	167.8	0.0	0.0	167.8	TOTAL	167.8	0.0	0.0	167.8		
	423 *	PURCHASE OF 1 STANDAND WINDOW VAN AND 1 ACCESSIBLE WINDOW VAN FOR THE CITY OF PORT WASHINGTON SHARED-RIDE TAXICAB SYSTEM: 1994	TE	PE	0.0	0.0	0.0	0.0	LOCAL	11.6	0.0	0.0	11.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	46.2	0.0	0.0	46.2		
				OTHER	57.8	0.0	0.0	57.8	FTA 5310						
				TOTAL	57.8	0.0	0.0	57.8	TOTAL	57.8	0.0	0.0	57.8		
	424 *	OPERATING ASSISTANCE FOR THE CITY OF PORT WASHINGTON SHARED-RIDE TAXICAB SYSTEM: 1998-1999	TE	PE	0.0	0.0	0.0	0.0	LOCAL	7.4	7.8	0.0	15.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	46.6	48.9	0.0	95.5		
				CONST	0.0	0.0	0.0	0.0	FED	42.5	44.6	0.0	87.1		
				OTHER	96.5	101.3	0.0	197.8	FTA 5311						
				TOTAL	96.5	101.3	0.0	197.8	TOTAL	96.5	101.3	0.0	197.8		
	425 *	CONSTRUCTION OF A BICYCLE TRAIL ON INTER-URBAN RAIL RIGHT OF WAY IN THE CITY OF PORT WASHINGTON	EE	PE	0.0	0.0	0.0	0.0	LOCAL	32.0	0.0	0.0	32.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	160.0	0.0	0.0	160.0	FED	128.0	0.0	0.0	128.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	160.0	0.0	0.0	160.0	TOTAL	160.0	0.0	0.0	160.0		
	426 *	DEVELOPMENT OF AN INTER AND INTRA CITY BICYCLE PLAN FOR THE CITY OF PORT WASHINGTON	EE	PE	0.0	0.0	0.0	0.0	LOCAL	2.5	0.0	0.0	2.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	10.0	0.0	0.0	10.0		
				OTHER	12.5	0.0	0.0	12.5	STP-E						
				TOTAL	12.5	0.0	0.0	12.5	TOTAL	12.5	0.0	0.0	12.5		
	427 *	CONSTRUCTION OF BICYCLE LANES ALONG INDUSTRIAL DR. IN THE CITY OF PORT WASHINGTON	EE	PE	25.0	0.0	0.0	25.0	LOCAL	42.0	0.0	0.0	42.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	185.0	0.0	0.0	185.0	FED	168.0	0.0	0.0	168.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	210.0	0.0	0.0	210.0	TOTAL	210.0	0.0	0.0	210.0		
V/SAUKVILLE	428 *	REHABILITATION OF THE PROGRESS DR. BRIDGE OVER TRIBUTARY TO THE MILWAUKEE RIVER IN THE VILLAGE OF SAUKVILLE	HP	PE	0.0	17.0	0.0	17.0	LOCAL	0.0	3.4	22.3	25.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	111.5	111.5	FED	0.0	13.6	89.2	102.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	17.0	111.5	128.5	TOTAL	0.0	17.0	111.5	128.5		

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
/THIENSVILLE	429 *	REHABILITATION OF THE WILLIAMSBURG DR. BRIDGE OVER PIGEON CREEK IN THE VILLAGE OF THIENSVILLE	OH	PE	0.0	0.0	0.0	0.0	LOCAL	13.0	0.0	0.0	13.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	52.0	0.0	0.0	52.0		
				CONST	65.0	0.0	0.0	65.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	65.0	0.0	0.0	65.0	TOTAL	65.0	0.0	0.0	65.0		
	430 *	REHABILITATION OF THE STH 33 (GREEN BAY AVE) BRIDGE OVER THE MILWAUKEE RIVER OVRFL IN OZAUKEE COUNTY	HP	PE	60.0	0.0	0.0	60.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	12.0	0.0	0.0	92.0		
				CONST	0.0	0.0	0.0	400.0	FED	48.0	0.0	0.0	368.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	60.0	0.0	0.0	460.0	TOTAL	60.0	0.0	0.0	460.0		

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
BY IMPLEMENTING AGENCY 1998-2000

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	431 *	RESURFACING OF USH 41 FROM THE RICHFIELD INTERCHANGE TO STH 28 (20.30 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	4,900.0	5,700.0	0.0	10,600.0		
				CONST	4,900.0	5,700.0	0.0	10,600.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	4,900.0	5,700.0	0.0	10,600.0	TOTAL	4,900.0	5,700.0	0.0	10,600.0		
	432 *	RECONSTRUCTION OF STH 33 FROM STH 175 TO USH 41 WITH NO ADDITIONAL LANES (2.09 MILES)	HP	PE	208.5	0.0	0.0	208.5	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	0.0	1,000.0	27.0	1,027.0	STATE	41.7	200.0	47.0	628.7		
				CONST	0.0	0.0	20.0	1,720.0	FED	166.8	800.0	0.0	2,326.8		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	208.5	1,000.0	47.0	2,955.5	TOTAL	208.5	1,000.0	47.0	2,955.5		
	433 *	RECONDITIONING OF STH 144 FROM STH 60 TO USH 41 IN WASHINGTON COUNTY (1.63 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	150.0	0.0	509.4	659.4	A	EXEMPT
				ROW	0.0	50.0	0.0	50.0	STATE	30.0	50.0	146.5	226.5		
				CONST	780.0	0.0	2,693.6	3,473.6	FED	600.0	0.0	2,037.7	2,637.7		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	780.0	50.0	2,693.6	3,523.6	TOTAL	780.0	50.0	2,693.6	3,523.6		
	434 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 144 FROM STH 33 TO BARTON AVE. IN THE CITY OF WEST BEND (0.88 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	262.2	0.0	0.0	262.2	A	EXEMPT
				ROW	290.0	0.0	0.0	290.0	STATE	2,737.8	0.0	0.0	2,737.8		
				CONST	2,710.0	0.0	0.0	2,710.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	3,000.0	0.0	0.0	3,000.0	TOTAL	3,000.0	0.0	0.0	3,000.0		
	435 *	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 45 FROM THE CITY OF WEST BEND TO THE VILLAGE OF KEWASKUM (3.0 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	40.0	0.0	0.0	707.0	STATE	40.0	0.0	0.0	2,109.0		
				CONST	0.0	0.0	0.0	5,618.0	FED	0.0	0.0	0.0	4,216.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	40.0	0.0	0.0	6,325.0	TOTAL	40.0	0.0	0.0	6,325.0		
	436 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 33 FROM SCHMIDT RD TO TRENTON RD. IN THE TOWN OF TRENTON (1.39 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	1,045.0	0.0	0.0	1,045.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	4,180.0	0.0	0.0	4,180.0	FED	3,135.0	0.0	0.0	3,135.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	4,180.0	0.0	0.0	4,180.0	TOTAL	4,180.0	0.0	0.0	4,180.0		
	437 *	CONSTRUCTION OF STH 33 INTERCHANGE FOR FREEWAY CONVERSION OF USH 41	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	P	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	3,067.0	0.0	0.0	3,067.0		
				CONST	3,067.0	0.0	0.0	3,067.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	3,067.0	0.0	0.0	3,067.0	TOTAL	3,067.0	0.0	0.0	3,067.0		
	438 *	RECONSTRUCTION ON NEW LOCATION OF STH 33 FROM TRENTON RD. TO OAK RD. AROUND PROPOSED NEW WEST BEND AIRPORT RUNWAY EXTENSION (2 MI)	HI	PE	368.0	0.0	0.0	368.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	125.0	STATE	73.6	0.0	0.0	198.6		
				CONST	0.0	0.0	0.0	0.0	FED	294.4	0.0	0.0	294.4		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	368.0	0.0	0.0	493.0	TOTAL	368.0	0.0	0.0	493.0		
	439 *	RECONSTRUCTION WITH ADDITIONAL LANES OF LOVERS LANE ROAD (STH 164) FROM STH 175 TO STH 60 IN WASHINGTON COUNTY (0.88 MILES)	HI	PE	250.0	0.0	0.0	250.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	155.0	0.0	667.0	822.0	STATE	405.0	0.0	667.0	2,634.0		
				CONST	0.0	0.0	0.0	1,562.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	405.0	0.0	667.0	2,634.0	TOTAL	405.0	0.0	667.0	2,634.0		
	440 [d] *	RECONSTRUCTION WITH ADDITIONAL LANES OF "CTH J" FROM CTH Q TO STH 175 IN WASHINGTON COUNTY (9.0 MILES)	HI	PE	0.0	0.0	50.0	50.0	LOCAL	0.0	0.0	0.0	0.0	P	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	50.0	50.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	50.0	50.0	TOTAL	0.0	0.0	50.0	50.0		

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

[d] The WisDOT implementation of this project is contingent upon the jurisdictional transfer of CTH J to the State Trunk Highway system.

Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	441	ELDERLY/ DISABLED TRANS SEC 5310 THE THRESHOLD INC WEST BEND 2 MODIFIED BUSES 28/2 2000	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	21.9	21.9	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	87.6	87.6		
				OTHER	0.0	0.0	109.5	109.5	FTA 5310						
				TOTAL	0.0	0.0	109.5	109.5	TOTAL	0.0	0.0	109.5	109.5		
	442	ELDERLY/ DISABLED TRANS SEC 5310 THE THRESHOLD INC WEST BEND 2 MODIFIED BUSES 28/2 1 MODIFIED VAN 7/1 1998	TP	PE	0.0	0.0	0.0	0.0	LOCAL	27.5	0.0	0.0	27.5	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	137.7	0.0	0.0	137.7	FED	110.2	0.0	0.0	110.2		
				OTHER	0.0	0.0	0.0	0.0	FTA 5310						
				TOTAL	137.7	0.0	0.0	137.7	TOTAL	137.7	0.0	0.0	137.7		
	443 *	ELDERLY/DISABLED TRANS. AMERICAN RED CROSS - HARTFORD 1 MODIFIED VAN 7/1 : 1997	TP	PE	0.0	0.0	0.0	0.0	LOCAL	5.7	0.0	0.0	5.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	22.5	0.0	0.0	22.5		
				OTHER	28.2	0.0	0.0	28.2	FTA 5310						
				TOTAL	28.2	0.0	0.0	28.2	TOTAL	28.2	0.0	0.0	28.2		
	444 *	ELDERLY/DISABLED TRANS-PORTATION,SECTION 16 AMERICAN RED CROSS (HARTFORD) 1997: 1 MODIFIED VAN/LIFT 7/1	TP	PE	0.0	0.0	0.0	0.0	LOCAL	5.4	0.0	0.0	5.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	21.6	0.0	0.0	21.6		
				OTHER	27.0	0.0	0.0	27.0	FTA 5310						
				TOTAL	27.0	0.0	0.0	27.0	TOTAL	27.0	0.0	0.0	27.0		
	445 *	ELDERLY/DISABLED TRANS. AMERICAN RED CROSS - WEST BEND 1 MODIFIED VAN 7/1: 1998	TP	PE	0.0	0.0	0.0	0.0	LOCAL	5.7	0.0	0.0	5.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	22.5	0.0	0.0	22.5		
				OTHER	28.2	0.0	0.0	28.2	FTA 5310						
				TOTAL	28.2	0.0	0.0	28.2	TOTAL	28.2	0.0	0.0	28.2		
	446 *	ELDERLY/DISABLED TRANS. AMERICAN RED CROSS - WEST BEND 1 MODIFIED VAN 7/1: 1999	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	6.5	0.0	6.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	25.8	0.0	25.8		
				OTHER	0.0	32.3	0.0	32.3	FTA 5310						
				TOTAL	0.0	32.3	0.0	32.3	TOTAL	0.0	32.3	0.0	32.3		
	447 *	ELDERLY/ DISABLED TRANSPORTATION HARTFORD MEMORIAL HOSPITAL; 1 MODIFIED BUS 14/2 : 1997	TP	PE	0.0	0.0	0.0	0.0	LOCAL	8.1	0.0	0.0	8.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	32.6	0.0	0.0	32.6		
				OTHER	40.7	0.0	0.0	40.7	FTA 5310						
				TOTAL	40.7	0.0	0.0	40.7	TOTAL	40.7	0.0	0.0	40.7		
	448	INSTALLATION OF TRAFFIC SIGNALS AT USH 45 AND PARADISE DRIVE IN WASHINGTON COUNTY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	120.0	0.0	0.0	120.0		
				CONST	120.0	0.0	0.0	120.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0		
	449[e]	CONSTRUCTION OF NEW RR INTERCHANGE OF WISCONSIN SOUTHERN AND WISCONSIN CENTRAL IN THE TOWN OF POLK	HS	PE	130.0	0.0	0.0	130.0	LOCAL	715.0	0.0	0.0	715.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	650.0	0.0	0.0	650.0		
				CONST	1,830.0	0.0	0.0	1,830.0	FED	595.0	0.0	0.0	595.0		
				OTHER	0.0	0.0	0.0	0.0	OTHER FED						
				TOTAL	1,960.0	0.0	0.0	1,960.0	TOTAL	1,960.0	0.0	0.0	1,960.0		
	450 *	RECONFIGURE AND SIGNALIZE INTERSECTION OF FOND DU LAC AVENUE (STH 145) AND COUNTY LINE ROAD IN GERMANTOWN & MENO FALLS	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	62.0	0.0	0.0	62.0	STATE	68.5	0.0	0.0	68.5		
				CONST	623.2	0.0	0.0	623.2	FED	616.7	0.0	0.0	616.7		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	685.2	0.0	0.0	685.2	TOTAL	685.2	0.0	0.0	685.2		

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety;
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[e] The Wisconsin Central Ltd. and Wisconsin Southern Railroad Company are providing the local funds for this project.

Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	451 *	RAILROAD CROSSING PROTECTION PROJECTS ORDERED BY THE TRANSPORTATION COMMISSION IN MILW KEN WAL WAUK WASH AND OZ COUNTIES	HS	PE	10.0	10.0	10.0	40.0	LOCAL	2.5	2.5	2.5	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	2.5	2.5	2.5	10.0		
				CONST	40.0	40.0	40.0	160.0	FED	45.0	45.0	45.0	180.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	50.0	50.0	50.0	200.0	TOTAL	50.0	50.0	50.0	200.0		
WASHINGTON COUNTY	452	REHABILITATION OF THE CTH K (TURTLE ROAD) BRIDGE OVER WISCONSIN CENTRAL RR (P-66-0076) NEAR CEDAR LAKE	HP	PE	75.0	0.0	0.0	75.0	LOCAL	15.0	80.0	0.0	95.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	400.0	0.0	400.0	FED	60.0	320.0	0.0	380.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	75.0	400.0	0.0	475.0	TOTAL	75.0	400.0	0.0	475.0		
	453 *	RECONSTRUCTION OF THE INTERSECTION OF DECORAH ROAD (CTH I) AND RIVER RD (CTH G) (0.25 MI)	HP	PE	68.0	0.0	0.0	68.0	LOCAL	133.4	0.0	0.0	133.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	599.0	0.0	0.0	599.0	FED	533.6	0.0	0.0	533.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	667.0	0.0	0.0	667.0	TOTAL	667.0	0.0	0.0	667.0		
	454 *	PRELIMINARY ENGINEERING FOR VARIOUS PROJECTS IN WASHINGTON COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	455 *	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN WASHINGTON COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	456	RECONSTRUCTION WITH ADDITIONAL LANES OF COUNTY LINE ROAD (CTH Q) FROM USH 41/45 TO PILGRIM ROAD	HI	PE	0.0	0.0	414.0	414.0	LOCAL	0.0	0.0	82.8	657.8	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	575.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	2,300.0	FED	0.0	0.0	331.2	2,631.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	414.0	3,289.0	TOTAL	0.0	0.0	414.0	3,289.0		
	457 *	PROVISION OF COUNTY WIDE SPECIALIZED DEMAND RESPONSIVE TRANS. SERVICES FOR ELDERLY/ DISABLED PEOPLE IN WASHINGTON COUNTY:1998	TP	PE	0.0	0.0	0.0	0.0	LOCAL	18.7	0.0	0.0	18.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	93.5	0.0	0.0	93.5		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	112.2	0.0	0.0	112.2							
				TOTAL	112.2	0.0	0.0	112.2	TOTAL	112.2	0.0	0.0	112.2		
	458	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM TAXI CAB SERVICE RURAL WASHINGTON CO 1998 OPERATING COSTS	TE	PE	0.0	0.0	0.0	0.0	LOCAL	205.9	212.1	218.5	861.5	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	205.8	212.0	218.4	861.1		
				OTHER	411.7	424.1	436.9	1,722.6	FTA 5311						
				TOTAL	411.7	424.1	436.9	1,722.6	TOTAL	411.7	424.1	436.9	1,722.6		
	459	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM TAXI CAB SERVICE IN GERMANTOWN/RICHFIELD AREA OPERATING COSTS	TE	PE	0.0	0.0	0.0	0.0	LOCAL	75.8	78.0	80.3	316.8	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	155.5	160.1	164.9	650.3		
				CONST	0.0	0.0	0.0	0.0	FED	6.0	6.0	6.0	24.0		
				OTHER	237.3	244.1	251.2	991.1	FTA 5307						
				TOTAL	237.3	244.1	251.2	991.1	TOTAL	237.3	244.1	251.2	991.1		
	460	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM RURAL TAXI CAB SERVICE 7 VEHICLES 1998	TE	PE	0.0	0.0	0.0	0.0	LOCAL	36.0	0.0	0.0	75.3	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	144.0	0.0	0.0	301.0		
				OTHER	180.0	0.0	0.0	376.3	FTA 5311						
				TOTAL	180.0	0.0	0.0	376.3	TOTAL	180.0	0.0	0.0	376.3		

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Action Key: N=Project presented for information only, no activity in three year program period; A=Approved; P=Approval Pending More Detailed Project Definition.

Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
WASHINGTON COUNTY	461	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM TAXI CAB SERVICE URBAN 6 VEHICLES 1998	TE	PE	0.0	0.0	0.0	0.0	LOCAL	29.0	0.0	0.0	60.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	116.0	0.0	0.0	244.0		
				OTHER	145.0	0.0	0.0	304.0	FTA 5307						
				TOTAL	145.0	0.0	0.0	304.0	TOTAL	145.0	0.0	0.0	304.0		
	462	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL	HS	PE	10.0	0.0	0.0	10.0	LOCAL	1.0	0.0	0.0	1.0	A	EXEMPT
	*	HAZARD ELIMINATION PROJECTS IN WASHINGTON COUNTY		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	9.0	0.0	0.0	9.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
V/GERMANTOWN	463	RECONSTRUCTION WITH AUXILIARY LANES OF	HP	PE	150.0	0.0	0.0	150.0	LOCAL	30.0	11.5	414.0	455.5	A	EXEMPT
	*	COUNTY LINE RD. (CTH Q) FROM PILGRIM RD. TO FOND DU LAC AVE. (1.00 MI)		ROW	0.0	57.5	0.0	57.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,070.0	2,070.0	FED	120.0	46.0	1,656.0	1,822.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	150.0	57.5	2,070.0	2,277.5	TOTAL	150.0	57.5	2,070.0	2,277.5		
	464	RECONSTRUCTION WITH NO ADDITIONAL LANES OF	HP	PE	0.0	0.0	0.0	0.0	LOCAL	750.0	0.0	0.0	750.0	A	EXEMPT
	*	FREISTADT RD FROM HOMESTEAD HOLLOW PARK TO W & S RR IN VILLAGE OF GERMANTOWN (0.77 MI)		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	750.0	0.0	0.0	750.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	750.0	0.0	0.0	750.0	TOTAL	750.0	0.0	0.0	750.0		
	465	RECONSTRUCTION WITH NO ADDITIONAL LANES OF	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	300.0	0.0	300.0	A	EXEMPT
	*	FREISTADT RD FROM THE W & S RR TO APPROX 300 FT. E. OF RIVER LANE IN V/ GERMANTOWN (0.32 MI)		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	300.0	0.0	300.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0		
C/HARTFORD	466	CONSTRUCTION OF S. WILSON AVE. FROM	HE	PE	0.0	0.0	0.0	0.0	LOCAL	300.0	0.0	0.0	300.0	A	NON-EXEMPT
	*	E. SUMNER ST. (STH 60) TO LINCOLN AVE IN THE CITY OF HARTFORD (0.35 MILES)		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	300.0	0.0	0.0	300.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	467	CONSTRUCTION OF S. WILSON AVE FROM	HE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	266.0	N	NON-EXEMPT
	*	LINCOLN AVE TO MONROE AVE IN THE CITY OF HARTFORD (0.30 MILE)		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	266.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	266.0	TOTAL	0.0	0.0	0.0	266.0		
	468	OPERATING ASSISTANCE FOR CITY OF HARTFORD	TP	PE	0.0	0.0	0.0	0.0	LOCAL	10.5	11.0	0.0	21.5	A	EXEMPT
	*	SHARED RIDE TAXI: 1998-1999		ROW	0.0	0.0	0.0	0.0	STATE	52.2	54.8	0.0	107.0		
				CONST	0.0	0.0	0.0	0.0	FED	48.8	51.2	0.0	100.0		
				OTHER	111.5	117.0	0.0	228.5	FTA 5311						
				TOTAL	111.5	117.0	0.0	228.5	TOTAL	111.5	117.0	0.0	228.5		
	469	PURCHASE 4 MINI-VANS WITH RAMPS FOR CITY OF	TP	PE	0.0	0.0	0.0	0.0	LOCAL	28.8	0.0	0.0	28.8	A	EXEMPT
	*	HARTFORD SHARED RIDE TAXI-1994:2 VANS/RADIOS 1996:VAN 1997:VAN		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	115.0	0.0	0.0	115.0		
				OTHER	143.8	0.0	0.0	143.8	FTA 5311						
				TOTAL	143.8	0.0	0.0	143.8	TOTAL	143.8	0.0	0.0	143.8		
	470	CONSTRUCTION OF THE RUBICON RIVER BICYCLE	EE	PE	39.4	0.0	0.0	39.4	LOCAL	25.0	0.0	0.0	25.0	A	EXEMPT
	*	AND PEDESTRIAN TRAIL IN THE CITY OF HARTFORD		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	85.6	0.0	0.0	85.6	FED	100.0	0.0	0.0	100.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	125.0	0.0	0.0	125.0	TOTAL	125.0	0.0	0.0	125.0		

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
T/HARTFORD	471	RECONSTRUCTION WITH AUXILIARY LANES OF EAST MONROE AVENUE FROM HAWTHORN LANE TO CTH K IN THE TOWN OF HARTFORD	HP	PE	0.0	147.2	0.0	147.2	LOCAL	0.0	29.4	164.5	193.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	822.3	822.3	FED	0.0	117.8	657.8	775.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	147.2	822.3	969.5	TOTAL	0.0	147.2	822.3	969.5		
T/JACKSON	472 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE SHERMAN ROAD BRIDGE OVER CEDAR CREEK IN THE TOWN OF JACKSON (0.01 MILES)	HP	PE	29.0	0.0	0.0	29.0	LOCAL	28.8	0.0	0.0	28.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	115.2	0.0	0.0	115.2		
				CONST	115.0	0.0	0.0	115.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	144.0	0.0	0.0	144.0	TOTAL	144.0	0.0	0.0	144.0		
T/KEWASKUM	473 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE E MORRAINE DRIVE BRIDGE OVER THE EAST BRANCH OF THE MILWAUKEE RIVER IN TOWN OF KEWASKUM	OH	PE	17.0	0.0	0.0	17.0	LOCAL	3.4	11.9	0.0	15.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	13.6	47.7	0.0	61.3		
				CONST	0.0	59.6	0.0	59.6	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	17.0	59.6	0.0	76.6	TOTAL	17.0	59.6	0.0	76.6		
V/KEWASKUM	474 *	CONSTRUCTION OF A PARK & RIDE LOT AT CTH H AND USH 45 IN THE VILLAGE OF KEWASKUM	EE	PE	5.8	0.0	0.0	5.8	LOCAL	10.0	0.0	0.0	10.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	44.2	0.0	0.0	44.2	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
T/POLK	475	ELIMINATION OF FOUR RAIL/ HIGHWAY CROSSINGS NEAR ACKERVILLE BY CONNECTING SHERMAN ROAD WITH FOND DU LAC ROAD SOUTH OF THE WI CENTRAL	OH	PE	60.0	0.0	0.0	60.0	LOCAL	6.0	17.0	40.0	63.0	A	EXEMPT
				ROW	0.0	170.0	0.0	170.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	400.0	400.0	FED	54.0	153.0	360.0	567.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	60.0	170.0	400.0	630.0	TOTAL	60.0	170.0	400.0	630.0		
	476	ELIMINATION OF TWO RAIL/ HIGHWAY CROSSINGS NEAR RUGBY JUNCTION BY CONNECTING FOND DU LAC ROAD WITH SCENIC ROAD SW OF THE WI CENTRAL RR	OH	PE	60.0	0.0	0.0	60.0	LOCAL	6.0	7.5	42.5	56.0	A	EXEMPT
				ROW	0.0	75.0	0.0	75.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	425.0	425.0	FED	54.0	67.5	382.5	504.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	60.0	75.0	425.0	560.0	TOTAL	60.0	75.0	425.0	560.0		
	477	SIGNALIZATION OF THE WISCONSIN & SOUTHERN RAILROAD CROSSING OF SLINGER ROAD AND INTER-CONNECTION WITH EXIST. WI CENTRAL SIGNALS	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	7.0	0.0	7.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	63.0	0.0	63.0		
				OTHER	0.0	70.0	0.0	70.0	STP-S						
				TOTAL	0.0	70.0	0.0	70.0	TOTAL	0.0	70.0	0.0	70.0		
T/RICHFIELD	478 *	REALIGNMENT AND GEOMETRIC IMPROVEMENT OF PIONEER RD FROM CTH J TO HILLSIDE RD IN TOWN OF RICHFIELD (0.40 MI)	HS	PE	0.0	0.0	50.0	50.0	LOCAL	0.0	0.0	10.0	38.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	286.4	FED	0.0	0.0	40.0	297.8		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	0.0	50.0	336.4	TOTAL	0.0	0.0	50.0	336.4		
T/WAYNE	479 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE MILL STREET BRIDGE OVER KOHLSVILLE RIVER IN THE TOWN OF WAYNE	OH	PE	24.2	0.0	0.0	24.2	LOCAL	23.2	0.0	0.0	23.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	92.9	0.0	0.0	92.9		
				CONST	92.0	0.0	0.0	92.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	116.2	0.0	0.0	116.2	TOTAL	116.2	0.0	0.0	116.2		
C/WEST BEND	480 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF DECORAH RD (CTH I) FROM RIVER RD (CTH G) TO OAK ROAD (2.00 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	316.5	0.0	0.0	316.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	316.5	0.0	0.0	316.5		
				CONST	633.0	0.0	0.0	633.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	633.0	0.0	0.0	633.0	TOTAL	633.0	0.0	0.0	633.0		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/WEST BEND	481	RECONSTRUCTION WITH ADDITIONAL LANES OF S MAIN ST FROM VINE ST TO DECORAH RD IN THE CITY OF WEST BEND (0.5 MILES)	HI	PE	90.0	0.0	0.0	90.0	LOCAL	65.0	0.0	0.0	65.0	A	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	560.0	0.0	0.0	560.0	FED	585.0	0.0	0.0	585.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	650.0	0.0	0.0	650.0	TOTAL	650.0	0.0	0.0	650.0		
	482	CONSTRUCTION OF 18TH AVE FROM PARK AVE TO JEFFERSON ST IN THE CITY OF WEST BEND (0.50 MILES) WETLAND MONITORING	HE	PE	0.0	0.0	0.0	0.0	LOCAL	7.4	0.0	0.0	7.4	A	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	29.8	0.0	0.0	29.8		
				OTHER	37.2	0.0	0.0	37.2	STP-O						
				TOTAL	37.2	0.0	0.0	37.2	TOTAL	37.2	0.0	0.0	37.2		
	483	OPERATING ASSISTANCE FOR THE CITY OF WEST BEND SHARED RIDE TAXICAB SYSTEM: 1998-99	TI	PE	0.0	0.0	0.0	0.0	LOCAL	22.4	23.5	0.0	45.9	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	159.0	167.0	0.0	326.0		
				CONST	0.0	0.0	0.0	0.0	FED	143.7	150.9	0.0	294.6		
				OTHER	325.1	341.4	0.0	666.5	FTA 5311						
				TOTAL	325.1	341.4	0.0	666.5	TOTAL	325.1	341.4	0.0	666.5		
	484	WEST BEND SHARED RIDE TAXI CAB SYSTEM SIX MINI VANS TWO MODIFIED VANS/LIFT 1997	TI	PE	0.0	0.0	0.0	0.0	LOCAL	38.6	0.0	0.0	38.6	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	154.6	0.0	0.0	154.6		
				OTHER	193.2	0.0	0.0	193.2	FTA 5311						
				TOTAL	193.2	0.0	0.0	193.2	TOTAL	193.2	0.0	0.0	193.2		
	485	PURCHASE OF MOBILE RADIO SYSTEM AND COMPUTER FOR THE CITY OF WEST BEND SHARED RIDE TAXICAB SYSTEM: 1994	TE	PE	0.0	0.0	0.0	0.0	LOCAL	5.0	0.0	0.0	5.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	20.0	0.0	0.0	20.0		
				OTHER	25.0	0.0	0.0	25.0	FTA 5311						
				TOTAL	25.0	0.0	0.0	25.0	TOTAL	25.0	0.0	0.0	25.0		
	486	CONSTRUCTION OF BIKE/ PED PATH TO LINK NON-MOTORIZED TRAVEL FROM SOUTH OF PARK AVE TO GREEN TREE SCHOOL IN THE CITY OF WEST BEND	EE	PE	0.0	0.0	0.0	0.0	LOCAL	8.0	0.0	0.0	8.0	P	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	40.0	0.0	0.0	40.0	FED	32.0	0.0	0.0	32.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	40.0	0.0	0.0	40.0	TOTAL	40.0	0.0	0.0	40.0		
	487	PARADISE DR. PARK/RIDE LOT IN THE CITY OF WEST BEND: 1993	EE	PE	5.0	0.0	0.0	5.0	LOCAL	0.5	13.2	0.0	13.7	A	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.5	13.3	0.0	13.8		
				CONST	0.0	132.5	0.0	132.5	FED	4.0	106.0	0.0	110.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	5.0	132.5	0.0	137.5	TOTAL	5.0	132.5	0.0	137.5		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	TYPE	ESTIMATED COST ($000)					SOURCE OF FUNDS ($000)					GEO 29 APVL	AIR QUALITY STATUS
					1998	1999	2000	TOTAL TIP		1998	1999	2000	TOTAL TIP		
STATE OF WISCONSIN	488 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 175 FROM N LILLY RD TO W MILL ST IN THE VILLAGE OF MENOMONEE FALLS (2.14 MI)	HP	PE	0.0	0.0	420.0	420.0	LOCAL	0.0	0.0	84.0	84.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	336.0	336.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	420.0	420.0	TOTAL	0.0	0.0	420.0	420.0		
	489	RECONFIGURE THE INTERSECTION OF STH 190 AND CTH J (FUTURE STH 164) IN THE TOWN OF PEWAUKEE	HP	PE	30.0	0.0	0.0	30.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	30.0	540.0	0.0	570.0		
				CONST	0.0	540.0	0.0	540.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	30.0	540.0	0.0	570.0	TOTAL	30.0	540.0	0.0	570.0		
	490	REHABILITATION OF STH 83 KE AND KF BRIDGES OVER STH 16 IN WAUKESHA COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	275.0	0.0	0.0	275.0		
				CONST	275.0	0.0	0.0	275.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	275.0	0.0	0.0	275.0	TOTAL	275.0	0.0	0.0	275.0		
	491	RECONDITIONING OF STH 59 FROM NORTH PRAIRIE TO EAGLE IN WAUKESHA COUNTY (7.13 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	220.0	220.0		
				CONST	0.0	0.0	1,100.0	1,100.0	FED	0.0	0.0	880.0	880.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	1,100.0	1,100.0	TOTAL	0.0	0.0	1,100.0	1,100.0		
	492 *	RECONDITIONING OF IH 94 FROM CTH J TO MILWAUKEE COUNTY LINE EAST BOUND LANES (8.2 MILES)	HP	PE	70.0	0.0	0.0	70.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	397.0	0.0	310.0	707.0		
				CONST	3,900.0	0.0	310.0	4,210.0	FED	3,573.0	0.0	0.0	3,573.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	3,970.0	0.0	310.0	4,280.0	TOTAL	3,970.0	0.0	310.0	4,280.0		
	493 *	RECONSTRUCT RAMP AND FRONTAGE ROAD IN THE NW QUADRANT OF THE IH 94 AND STH 83 INTERCHANGE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	80.0	0.0	0.0	80.0		
				CONST	800.0	0.0	0.0	800.0	FED	720.0	0.0	0.0	720.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	800.0	0.0	0.0	800.0	TOTAL	800.0	0.0	0.0	800.0		
	494 *	RECONDITIONING OF USH 18 FROM WEST COUNTY LINE TO STH 83 IN WAUKESHA COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	2,002.6	0.0	0.0	2,002.6		
				CONST	5,485.8	0.0	0.0	5,485.8	FED	3,593.2	0.0	0.0	3,593.2		
				OTHER	110.0	0.0	0.0	110.0	STP-O						
				TOTAL	5,595.8	0.0	0.0	5,595.8	TOTAL	5,595.8	0.0	0.0	5,595.8		
	495 *	RESURFACE USH 18 (EB ST PAUL AVE & WB NORTH ST) FROM MORELAND BLVD. TO MADISON ST IN THE CITY OF WAUKESHA (2.00 MILES)	HP	PE	120.0	0.0	0.0	120.0	LOCAL	30.0	0.0	0.0	169.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	100.8		
				CONST	0.0	0.0	0.0	1,200.0	FED	90.0	0.0	0.0	1,050.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	120.0	0.0	0.0	1,320.0	TOTAL	120.0	0.0	0.0	1,320.0		
	496 *	REPLACE STH 16 BRIDGE OVER THE OCONOMOWOC RIVER IN WAUKESHA COUNTY B67-0943	HP	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	20.0	0.0	0.0	20.0	STATE	40.0	0.0	50.8	90.8		
				CONST	0.0	0.0	254.0	254.0	FED	80.0	0.0	203.2	283.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	120.0	0.0	254.0	374.0	TOTAL	120.0	0.0	254.0	374.0		
	497 *	RESURFACE STH 16 FROM ST PAUL TO LAPHAM ST IN OCONOMOWOC WITH NO ADDITIONAL LANES (0.60 MILES)	HP	PE	175.0	0.0	0.0	175.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	35.0	0.0	0.0	175.0		
				CONST	0.0	0.0	0.0	700.0	FED	140.0	0.0	0.0	700.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	175.0	0.0	0.0	875.0	TOTAL	175.0	0.0	0.0	875.0		

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Action Key: N=Project presented for information only, no activity in three year program period; A=Approved; P=Approval Pending More Detailed Project Definition.

Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	498 *	RECONDITIONING OF STH 74 FROM PILGRIM RD. TO JEFFERSON AVE. IN THE VILLAGE OF MENOMONEE FALLS (0.55 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	307.4		
				CONST	0.0	0.0	0.0	1,537.0	FED	0.0	0.0	0.0	1,229.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	1,537.0	TOTAL	0.0	0.0	0.0	1,537.0		
	499 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MAIN ST (STH 74) FROM SHERIDAN DR TO MILL ST IN THE VILLAGE OF MENOMONEE FALLS (0.34M)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	100.0	0.0	100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	300.0	0.0	300.0		
				CONST	0.0	400.0	0.0	400.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	400.0	0.0	400.0	TOTAL	0.0	400.0	0.0	400.0		
	500 *	RECONDITIONING OF STH 74 FROM ELDER LANE TO SHERIDAN DRIVE IN THE VILLAGE OF MENOMONEE FALLS (0.90 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	189.6		
				CONST	0.0	0.0	0.0	948.0	FED	0.0	0.0	0.0	758.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	948.0	TOTAL	0.0	0.0	0.0	948.0		
	501 *	MILL AND RESURFACE STH 83 FROM CTH VV TO WAUKESHA NORTH COUNTY LINE (2.82 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	412.0	0.0	0.0	412.0		
				CONST	412.0	0.0	0.0	412.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	412.0	0.0	0.0	412.0	TOTAL	412.0	0.0	0.0	412.0		
	502 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 164 FROM MAIN ST. TO USH 18 IN THE CITY OF WAUKESHA (0.37 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	405.2	0.0	0.0	405.2		
				CONST	1,717.2	0.0	0.0	1,717.2	FED	1,312.0	0.0	0.0	1,312.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	1,717.2	0.0	0.0	1,717.2	TOTAL	1,717.2	0.0	0.0	1,717.2		
	503 *	RECONDITIONING OF APPLETON AVE. (STH 175) FROM CLEVELAND AVE. TO MILL ST. IN THE VILLAGE OF MENOMONEE FALLS (0.37 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	22.4	0.0	22.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	63.6	0.0	63.6		
				CONST	0.0	86.0	0.0	86.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	86.0	0.0	86.0	TOTAL	0.0	86.0	0.0	86.0		
	504 *	RECONSTRUCTION OF CTH G AND CTH SS INTERCHANGES WITH IH 94 AND SEPARATION OF FRONTAGE ROADS FROM FWY ON-AND OFF RAMPS IN WAUKESHA CO	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	7,500.0	300.0	0.0	7,800.0	STATE	7,500.0	1,130.0	840.0	9,470.0		
				CONST	0.0	11,000.0	8,400.0	19,400.0	FED	0.0	10,170.0	7,560.0	17,730.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	7,500.0	11,300.0	8,400.0	27,200.0	TOTAL	7,500.0	11,300.0	8,400.0	27,200.0		
	505 [f] *	GRADE SEPARATION OF THE WISCONSIN CENTRAL RR AND THE WAUKESHA BYPASS (STH 59) IN THE TOWN OF WAUKESHA AS ORDERED BY THE O.C.R.	HI	PE	0.0	0.0	0.0	0.0	LOCAL	150.0	0.0	0.0	150.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,067.8	0.0	0.0	1,067.8		
				CONST	9,035.0	0.0	0.0	9,035.0	FED	7,817.2	0.0	0.0	7,817.2		
				OTHER	0.0	0.0	0.0	0.0	COMB						
				TOTAL	9,035.0	0.0	0.0	9,035.0	TOTAL	9,035.0	0.0	0.0	9,035.0		
	506 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 59 FROM CALHOUN RD. TO THE MILWAUKEE LINE IN THE CITY OF NEW BERLIN (2.97 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	1,425.0	0.0	2,136.5	3,561.5	A	NON-EXEMPT
				ROW	5,700.0	0.0	0.0	5,700.0	STATE	4,275.0	0.0	0.0	4,275.0		
				CONST	0.0	0.0	8,546.0	8,546.0	FED	0.0	0.0	6,409.5	6,409.5		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	5,700.0	0.0	8,546.0	14,246.0	TOTAL	5,700.0	0.0	8,546.0	14,246.0		
	507 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 59 FROM THE POPLAR CREEK BRIDGE TO JOHNSON RD. IN THE CITY OF NEW BERLIN (0.56 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	1,500.0	0.0	0.0	1,500.0	STATE	1,500.0	1,500.0	0.0	3,000.0		
				CONST	0.0	1,500.0	0.0	1,500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,500.0	1,500.0	0.0	3,000.0	TOTAL	1,500.0	1,500.0	0.0	3,000.0		

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

[f] The Federal funds for this project include: $600,000 CMAQ; $2,090,000 STP-S; $3,508,000 STP-M.

Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	508 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM WOLF RUN TO CTH NN IN THE VILLAGE OF MUKWONAGO (2.0 MILES)	HI	PE	456.0	0.0	0.0	456.0	LOCAL	114.0	0.0	0.0	480.0	P	NON-EXEMPT
				ROW	0.0	0.0	0.0	366.0	STATE	342.0	0.0	0.0	6,805.7		
				CONST	0.0	0.0	0.0	6,463.7	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	456.0	0.0	0.0	7,285.7	TOTAL	456.0	0.0	0.0	7,285.7		
	509 *	RECONSTRUCTION OF STH 164 OVER I-94 RAMPS AND ROADWAY IN THE TOWN OF PEWAUKEE (0.40 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	40.0	0.0	0.0	40.0	STATE	40.0	0.0	0.0	40.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	40.0	0.0	0.0	40.0	TOTAL	40.0	0.0	0.0	40.0		
	510 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 164 FROM IH 43 TO STH 59 (4.37 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	1,204.1	0.0	0.0	1,204.1	STATE	1,204.1	0.0	2,660.0	3,864.1		
				CONST	0.0	0.0	13,300.0	13,300.0	FED	0.0	0.0	10,640.0	10,640.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	1,204.1	0.0	13,300.0	14,504.1	TOTAL	1,204.1	0.0	13,300.0	14,504.1		
	511 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 164 FROM IH 94 TO NORTH CORPORATE LIMITS OF CITY OF WAUKESHA (2.00 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	N	NON-EXEMPT
				ROW	0.0	0.0	0.0	486.0	STATE	0.0	0.0	0.0	486.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	486.0	TOTAL	0.0	0.0	0.0	486.0		
	512 *	RECONSTRUCTION WITH ADDITIONAL LANES OF APPLETON AVE. (STH 175) FROM CLEVELAND AVE. TO ST. FRANCIS DR. IN V/ MENOMONEE FALLS (.49 M)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	133.8	0.0	0.0	133.8	STATE	133.8	1,010.0	0.0	1,143.8		
				CONST	0.0	1,010.0	0.0	1,010.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	133.8	1,010.0	0.0	1,143.8	TOTAL	133.8	1,010.0	0.0	1,143.8		
	513 [9] *	RECONSTRUCTION WITH ADDITIONAL LANES OF "CTH J" FROM CTH Q TO IH 94 IN WAUKESHA CO. (11.50 MILES)	HI	PE	0.0	0.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0	N	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	60.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	0.0	300.0	TOTAL	0.0	0.0	0.0	300.0		
	514	STUDY FOR A NEW INTERCHANGE ON I-94 IN THE CITY OF BROOKFIELD	HE	PE	300.0	0.0	0.0	300.0	LOCAL	100.0	0.0	0.0	100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	0.0	0.0	200.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	515 *	CITY OF OCONOMOWOC NORTH BYPASS CONSISTING OF THE COMPLETION OF THE REMAINING STH 16/67 LEG AND STH 16 TO JEFFERSON CO. (7.4 MI)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	P	NON-EXEMPT
				ROW	850.0	0.0	464.0	1,314.0	STATE	850.0	0.0	464.0	1,314.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	850.0	0.0	464.0	1,314.0	TOTAL	850.0	0.0	464.0	1,314.0		
	516 *	ELDERLY/DISABLED TRANS. WAUKESHA TRAINING CENTER 3 MODIFIED BUSES 28/2: 1997	TP	PE	0.0	0.0	0.0	0.0	LOCAL	33.7	0.0	0.0	33.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	135.0	0.0	0.0	135.0		
				OTHER	168.7	0.0	0.0	168.7	FTA 5310						
				TOTAL	168.7	0.0	0.0	168.7	TOTAL	168.7	0.0	0.0	168.7		
	517 *	ELDERLY/ DISABLED TRANSPORTATION - LUTHERAN SOCIAL SERVICES - WAUKESHA 1 STD VAN 14/0 2 MOD VANS 7/1 : 1997	TI	PE	0.0	0.0	0.0	0.0	LOCAL	15.2	0.0	0.0	15.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	61.1	0.0	0.0	61.1		
				OTHER	76.3	0.0	0.0	76.3	FTA 5310						
				TOTAL	76.3	0.0	0.0	76.3	TOTAL	76.3	0.0	0.0	76.3		

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[9] The WisDOT implementation of this project is contingent upon the jurisdictional transfer of CTH J to the State Trunk Highway system.

Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	518	EXTENSION OF EXISTING RAIL PASSENGER SERVICE TO ADD SUBURBAN STOPS WEST OF MILWAUKEE	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	P	
				ROW	0.0	0.0	0.0	0.0	STATE	4,500.0	2,500.0	0.0	7,000.0		NON-EXEMPT
				CONST	2,000.0	0.0	0.0	2,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	2,500.0	2,500.0	0.0	5,000.0							
				TOTAL	4,500.0	2,500.0	0.0	7,000.0	TOTAL	4,500.0	2,500.0	0.0	7,000.0		
	519	RESURFACE LOOMIS ROAD FROM LOOMIS DR. TO E. TERMINUS (1.50 MI.) AS PART OF JURISDICTIONAL TRANSFER	OH	PE	25.0	0.0	0.0	25.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	25.0	250.0	0.0	275.0		EXEMPT
				CONST	0.0	250.0	0.0	250.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	25.0	250.0	0.0	275.0	TOTAL	25.0	250.0	0.0	275.0		
	520	INSTALLATION TRAFFIC SIGNALS AT IH 43 AND STH 83 IN WAUKESHA COUNTY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	131.6	0.0	0.0	131.6		NON-EXEMPT AIR QUALITY NEUTRAL
				CONST	131.6	0.0	0.0	131.6	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	131.6	0.0	0.0	131.6	TOTAL	131.6	0.0	0.0	131.6		
	521	INSTALL BEAM GUARD ON STH BRIDGES IN ALL	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
	*	COUNTIES		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	194.0	0.0	0.0	194.0	FED	194.0	0.0	0.0	194.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	194.0	0.0	0.0	194.0	TOTAL	194.0	0.0	0.0	194.0		
	522	INSTALL A SERIES OF ROAD AND TRAIL INTER-	EE	PE	0.0	0.0	0.0	0.0	LOCAL	3.5	0.0	0.0	3.5	A	
	*	PRETIVE SIGNS AND DISPLAYS AT OLD WORLD WISCONSIN IN SOUTHERN KETTLE MORAINE		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	17.7	0.0	0.0	17.7	FED	14.2	0.0	0.0	14.2		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	17.7	0.0	0.0	17.7	TOTAL	17.7	0.0	0.0	17.7		
	523	LANDSCAPING OF FIELDS AND PASTURES AT OLD	EE	PE	0.0	0.0	0.0	0.0	LOCAL	11.0	0.0	0.0	11.0	A	
	*	WORLD WISCONSIN WITH HISTORIC PLANT VARIETIES		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	55.0	0.0	0.0	55.0	FED	44.0	0.0	0.0	44.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	55.0	0.0	0.0	55.0	TOTAL	55.0	0.0	0.0	55.0		
	524	COMPREHENSIVE STUDY OF EXISTING AND FUTURE	EE	PE	50.0	50.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	
	*	PARK & RIDE FACILITY NEEDS IN DOT DISTRICT 2 AND ADMINISTRATION OF VARIOUS SPOT IMPROVEMTS		ROW	0.0	0.0	0.0	0.0	STATE	15.0	15.0	0.0	30.0		EXEMPT
				CONST	0.0	0.0	0.0	0.0	FED	35.0	35.0	0.0	70.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	50.0	50.0	0.0	100.0	TOTAL	50.0	50.0	0.0	100.0		
WAUKESHA COUNTY	525	REHABILITATION OF CTH DR FROM CTH BB TO CTH P	HP	PE	251.0	0.0	0.0	251.0	LOCAL	251.0	259.0	2,688.0	3,198.0	A	
				ROW	0.0	259.0	0.0	259.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	2,688.0	2,688.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	251.0	259.0	2,688.0	3,198.0	TOTAL	251.0	259.0	2,688.0	3,198.0		
	526	RECONSTRUCTION WITH NO ADDITIONAL LANES, CTH	HP	PE	191.0	0.0	0.0	191.0	LOCAL	588.0	1,954.0	0.0	2,542.0	A	
	*	NN FROM CTH EE TO STH83		ROW	397.0	0.0	0.0	397.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	1,954.0	0.0	1,954.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	588.0	1,954.0	0.0	2,542.0	TOTAL	588.0	1,954.0	0.0	2,542.0		
	527	OVERLAY THE EXISTING CTH C BRIDGE DECK OVER THE CP RAIL SYSTEM (INCLUDING CATHODIC PROTECTION)	HP	PE	0.0	0.0	25.0	25.0	LOCAL	0.0	0.0	25.0	56.6	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
				CONST	0.0	0.0	0.0	158.0	FED	0.0	0.0	0.0	126.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	25.0	183.0	TOTAL	0.0	0.0	25.0	183.0		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
WAUKESHA COUNTY	528	REHABILITATION OF LAKELAND DRIVE (CTH C) BRIDGE OVER CANADIAN PACIFIC RAILWAY IN VILLAGE OF NASHOTAH (B-67-0190)	HP	PE	25.0	0.0	0.0	25.0	LOCAL	25.0	31.7	0.0	56.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	158.4	0.0	158.4	FED	0.0	126.7	0.0	126.7		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	25.0	158.4	0.0	183.4	TOTAL	25.0	158.4	0.0	183.4		
	529 *	IMPROVE INTERSECTION OF CTH K & CTH KF & CTH MD IN WAUKESHA COUNTY (1.0 MILE)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	737.0	0.0	0.0	737.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	737.0	0.0	0.0	737.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	737.0	0.0	0.0	737.0	TOTAL	737.0	0.0	0.0	737.0		
	530	REPLACEMENT OF CTH K BRIDGE OVER OCONOMOWOC RIVER (P-67-0042) IN TOWN OF MERTON	HP	PE	41.0	0.0	0.0	41.0	LOCAL	82.0	51.0	0.0	133.0	A	EXEMPT
				ROW	41.0	0.0	0.0	41.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	255.0	0.0	255.0	FED	0.0	204.0	0.0	204.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	82.0	255.0	0.0	337.0	TOTAL	82.0	255.0	0.0	337.0		
	531	REHABILITATION OF FOREST HOME AVE (CTH L) BRIDGE OVER FOX RIVER IN TOWN OF VERNON (B-67-0008)	HP	PE	0.0	52.0	0.0	52.0	LOCAL	0.0	62.0	77.4	139.4	A	EXEMPT
				ROW	0.0	10.0	0.0	10.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	387.0	387.0	FED	0.0	0.0	309.6	309.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	62.0	387.0	449.0	TOTAL	0.0	62.0	387.0	449.0		
	532 *	RECONSTRUCTION AND SIGNILIZATION OF THE INTERSECTION OF CTH P AND LISBON RD IN WAUKESHA COUNTY	HP	PE	33.0	0.0	0.0	33.0	LOCAL	415.0	0.0	0.0	415.0	A	EXEMPT
				ROW	32.0	0.0	0.0	32.0	STATE	0.0	0.0	0.0	0.0		
				CONST	350.0	0.0	0.0	350.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	415.0	0.0	0.0	415.0	TOTAL	415.0	0.0	0.0	415.0		
	533 *	RECONSTRUCT WITH NO ADDITIONAL LANES OF CTH P OVER THE ASHIPPUN RIVER IN WAUKESHA COUNTY	HP	PE	9.0	0.0	0.0	9.0	LOCAL	21.8	84.2	0.0	106.0	A	EXEMPT
				ROW	20.0	0.0	0.0	20.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	421.0	0.0	421.0	FED	7.2	336.8	0.0	344.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	29.0	421.0	0.0	450.0	TOTAL	29.0	421.0	0.0	450.0		
	534	REPLACEMENT OF SAYLESVILLE ROAD (CTH X) BRIDGE OVER GENESEE CREEK (P-67-0069)	HP	PE	40.0	0.0	0.0	40.0	LOCAL	69.0	48.0	0.0	117.0	A	EXEMPT
				ROW	29.0	0.0	0.0	29.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	240.0	0.0	240.0	FED	0.0	192.0	0.0	192.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	69.0	240.0	0.0	309.0	TOTAL	69.0	240.0	0.0	309.0		
	535 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH W FROM STH 74 TO CTH YY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	2,247.0	0.0	0.0	2,247.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,247.0	0.0	0.0	2,247.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,247.0	0.0	0.0	2,247.0	TOTAL	2,247.0	0.0	0.0	2,247.0		
	536 *	REPLACEMENT OF THE CTH BB BRIDGE OVER THE OCONOMOWOC RIVER IN WAUKESHA COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	22.0	58.0	0.0	80.0	A	EXEMPT
				ROW	22.0	0.0	0.0	22.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	281.0	0.0	281.0	FED	0.0	223.0	0.0	223.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	22.0	281.0	0.0	303.0	TOTAL	22.0	281.0	0.0	303.0		
	537 *	REPLACE DELAFIELD RD (CTH DR) BRIDGE OVER THE BARK RIVER IN WAUKESHA COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	52.0	0.0	0.0	52.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	261.0	0.0	0.0	261.0	FED	209.0	0.0	0.0	209.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	261.0	0.0	0.0	261.0	TOTAL	261.0	0.0	0.0	261.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

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WAUKESHA COUNTY	538 *	REHABILITATION AND INTERSECTION IMPROVEMENTS ON CTH ES FROM CTH NN TO HILO DR. IN WAUKESHA COUNTY (3.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	611.0	0.0	0.0	611.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	3,056.0	0.0	0.0	3,056.0	FED	2,445.0	0.0	0.0	2,445.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	3,056.0	0.0	0.0	3,056.0	TOTAL	3,056.0	0.0	0.0	3,056.0		
	539 *	RECONSTRUCTION WITH AUXILIARY LANES OF CTH ES FROM SOUTH COUNTY LINE TO THE MUKWONAGO RIVER IN WAUKESHA COUNTY (1.0 M)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	255.0	395.0	0.0	650.0	A	EXEMPT
				ROW	255.0	0.0	0.0	255.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,974.0	0.0	1,974.0	FED	0.0	1,579.0	0.0	1,579.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	255.0	1,974.0	0.0	2,229.0	TOTAL	255.0	1,974.0	0.0	2,229.0		
	540 *	REPLACE EXISTING BOX CULVERT ON CTH HH AT TESS CORNERS DR	HP	PE	0.0	0.0	0.0	0.0	LOCAL	435.0	0.0	0.0	435.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	435.0	0.0	0.0	435.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	435.0	0.0	0.0	435.0	TOTAL	435.0	0.0	0.0	435.0		
	541 *	REPLACE EXISTING BOX CULVERT ON CTH JK WEST OF CTH KE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	171.1	0.0	0.0	171.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	171.1	0.0	0.0	171.1	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	171.1	0.0	0.0	171.1	TOTAL	171.1	0.0	0.0	171.1		
	542 *	PAVEMENT REHABILITATION AND INTERSECTION IMPROVEMENT ON CTH VV FROM CTH YY TO N. 124TH ST.	HP	PE	0.0	0.0	0.0	0.0	LOCAL	150.0	0.0	0.0	150.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	150.0	0.0	0.0	150.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		
	543 *	REHABILITATION AND INTERSECTION IMPROVEMENT OF CTH VV FROM STH 83 TO CTH J	HP	PE	148.0	150.0	0.0	298.0	LOCAL	148.0	150.0	680.0	8,275.0	A	EXEMPT
				ROW	0.0	0.0	680.0	680.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	7,297.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	148.0	150.0	680.0	8,275.0	TOTAL	148.0	150.0	680.0	8,275.0		
	544	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN WAUKESHA COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	545 *	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN WAUKESHA COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	546 *	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN WAUKESHA COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	547	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y FROM USH 18 TO NORTH AVENUE	HI	PE	0.0	520.0	0.0	520.0	LOCAL	0.0	520.0	1,010.0	6,880.0	A	NON-EXEMPT
				ROW	0.0	0.0	1,010.0	1,010.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	5,350.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	520.0	1,010.0	6,880.0	TOTAL	0.0	520.0	1,010.0	6,880.0		

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WAUKESHA COUNTY	548 *	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH W FROM CTH YY TO EAST COUNTY LINE IN THE VILLAGE OF MENOMONEE FALLS (2.00 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	413.0	0.0	0.0	413.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,046.2	0.0	0.0	2,046.2	FED	1,633.2	0.0	0.0	1,633.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	2,046.2	0.0	0.0	2,046.2	TOTAL	2,046.2	0.0	0.0	2,046.2		
	549 *	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH YY FROM CTH VV TO CTH W (2.00 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	1,199.0	1,300.0	0.0	2,499.0	A	NON-EXEMPT
				ROW	1,199.0	0.0	0.0	1,199.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	6,496.0	0.0	6,496.0	FED	0.0	5,196.0	0.0	5,196.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,199.0	6,496.0	0.0	7,695.0	TOTAL	1,199.0	6,496.0	0.0	7,695.0		
	550	CORRIDOR LOCATION STUDY RACINE AVE, JOHNSON RD, BARKER ROAD AND LANNON ROAD FROM CTH L TO NORTH COUNTY LINE	HE	PE	500.0	500.0	0.0	1,000.0	LOCAL	500.0	500.0	0.0	1,000.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	500.0	0.0	1,000.0	TOTAL	500.0	500.0	0.0	1,000.0		
	551 *	CONSTRUCT ON NEW ALIGNMENT CTH KE FROM STH 83 TO CTH E & REHABILITATE CTH KE FROM CTH E TO CTH GR	HE	PE	0.0	0.0	0.0	0.0	LOCAL	746.0	2,631.0	0.0	3,377.0	P	NON-EXEMPT
				ROW	746.0	0.0	0.0	746.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,631.0	0.0	2,631.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	746.0	2,631.0	0.0	3,377.0	TOTAL	746.0	2,631.0	0.0	3,377.0		
	552 *	OPERATING ASSISTANCE FOR WAUKESHA COUNTY TRANSIT SERVICE: 1998-2003	TP	PE	0.0	0.0	0.0	0.0	LOCAL	350.0	400.0	447.0	2,759.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,372.0	1,442.0	1,515.0	9,344.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	50.0	25.0	155.0		
				OTHER	1,802.0	1,892.0	1,987.0	12,258.0	FTA 5307						
				TOTAL	1,802.0	1,892.0	1,987.0	12,258.0	TOTAL	1,802.0	1,892.0	1,987.0	12,258.0		
	553 *	PROVISION OF SPECIAL SERVICE FOR THE DISABLED IN WAUKESHA COUNTY TO PARALLEL THE WAUKESHA COUNTY TRANSIT SERVICE: 1998	TP	PE	0.0	0.0	0.0	0.0	LOCAL	81.8	85.8	90.2	556.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	59.2	62.2	65.3	403.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	141.0	148.0	155.5	959.5							
				TOTAL	141.0	148.0	155.5	959.5	TOTAL	141.0	148.0	155.5	959.5		
	554 *	PROVISION OF SPECIALIZ-ED DEMAND RESPONSIVE TRANS SERVICES FOR ELDERLY & DISABLED PEOPLE IN WAUKESHA CO. 1998	TP	PE	0.0	0.0	0.0	0.0	LOCAL	461.7	0.0	0.0	461.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	154.3	0.0	0.0	154.3		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	616.0	0.0	0.0	616.0							
				TOTAL	616.0	0.0	0.0	616.0	TOTAL	616.0	0.0	0.0	616.0		
	555 *	PROVISION OF USER-SIDE SUBSIDY ADVANCE RESER-VATION AND DRIVER ESCORT FOR THE ELDERLY AND DISABLED IN WAUKESHA CTY:1998-2003	TP	PE	0.0	0.0	0.0	0.0	LOCAL	81.5	87.2	93.3	581.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	82.4	84.9	87.4	532.9		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	163.9	172.1	180.7	1,114.8							
				TOTAL	163.9	172.1	180.7	1,114.8	TOTAL	163.9	172.1	180.7	1,114.8		
	556 *	CAPITAL DEPRECIATION AND OVERHEAD EXPENSES FOR WAUKESHA COUNTY TRANSIT SERVICE: 1998-2003	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	61.3	63.8	66.3	406.4		
				CONST	0.0	0.0	0.0	0.0	FED	245.0	255.0	265.0	1,625.0		
				OTHER	306.3	318.8	331.3	2,031.4	FTA 5307						
				TOTAL	306.3	318.8	331.3	2,031.4	TOTAL	306.3	318.8	331.3	2,031.4		
	557 *	REPLACEMENT OF THE CTH G BRIDGE OVER THE DRUMLIN TRAIL IN WAUKESHA COUNTY	OH	PE	0.0	0.0	0.0	0.0	LOCAL	120.0	0.0	0.0	120.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	120.0	0.0	0.0	120.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0		

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(continued)

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WAUKESHA COUNTY	558 *	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH TJ FROM CTH T WESTERLY 0.6 MILES	OH	PE	0.0	179.0	0.0	179.0	LOCAL	0.0	179.0	166.0	2,181.0	A	EXEMPT
				ROW	0.0	0.0	166.0	166.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	1,836.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	179.0	166.0	2,181.0	TOTAL	0.0	179.0	166.0	2,181.0		
	559	BEAM GUARD INSTALLATION AND SIGNAGE IMPROVEMENT ON CTH I FROM S COUNTY LINE TO SANDY BEACH RD IN TOWN OF MUKWONAGO	HS	PE	0.0	11.0	0.0	11.0	LOCAL	0.0	1.1	0.8	4.8	A	EXEMPT
				ROW	0.0	0.0	7.5	7.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	28.5	FED	0.0	9.9	6.7	42.2		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	11.0	7.5	47.0	TOTAL	0.0	11.0	7.5	47.0		
	560 *	SIGNALIZATION OF THE INTERSECTION OF CTH Y AND WATERTOWN RD	HS	PE	0.0	0.0	0.0	0.0	LOCAL	170.0	0.0	0.0	170.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	170.0	0.0	0.0	170.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	170.0	0.0	0.0	170.0	TOTAL	170.0	0.0	0.0	170.0		
	561 *	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN WAUKESHA COUNTY	HS	PE	10.0	0.0	0.0	10.0	LOCAL	1.0	0.0	0.0	1.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	9.0	0.0	0.0	9.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
	562 *	DEVELOPMENT OF AN INSPECTION/MAINTENANCE 240 MECHANIC TRAINING PROG & CONST OF RELATED FACILITIES AT WAUKESHA COUNTY TECH COLLEGE	EE	PE	15.0	0.0	0.0	15.0	LOCAL	95.7	0.0	0.0	95.7	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	100.0	0.0	0.0	100.0	FED	282.8	0.0	0.0	282.8		
				OTHER	263.5	0.0	0.0	263.5	CMAQ						
				TOTAL	378.5	0.0	0.0	378.5	TOTAL	378.5	0.0	0.0	378.5		
	563 *	CONSTRUCTION OF A BIKE-WAY LINKING MILW CO 76 BIKEWAY AND WAUKESHA CO /NEW BERLIN BIKEWAY TO THE CITY OF WAUKESHA AND GLACIAL DRUMLIN TR.	EE	PE	0.0	0.0	0.0	0.0	LOCAL	10.0	0.0	0.0	10.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	50.0	0.0	0.0	50.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
C/BROOKFIELD	564 *	RECONSTRUCTION WITH NO ADDITIONAL CAPACITY OF BROOKFIELD ROAD FROM BURLEIGH ROAD TO NORTH HILLS DRIVE IN THE CITY OF BROOKFIELD (0.36 MI)	HP	PE	90.0	0.0	0.0	90.0	LOCAL	18.0	0.0	0.0	18.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	72.0	0.0	0.0	72.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	90.0	0.0	0.0	90.0	TOTAL	90.0	0.0	0.0	90.0		
	565	RECONSTRUCTION WITH AUXILIARY LANES OF NORTH BROOKFIELD ROAD FROM NORTH HILLS DR TO BURLEIGH ROAD IN CITY OF BROOKFIELD	HP	PE	0.0	2.0	0.0	2.0	LOCAL	0.0	254.0	0.0	254.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,258.0	0.0	1,258.0	FED	0.0	1,016.0	0.0	1,016.0		
				OTHER	0.0	10.0	0.0	10.0	STP-M						
				TOTAL	0.0	1,270.0	0.0	1,270.0	TOTAL	0.0	1,270.0	0.0	1,270.0		
	566	SIGNALIZE AND LENGTHEN TURNING LANES AT THE INTERSECTION OF BURLEIGH RD AND LILLY ROAD IN THE CITY OF BROOKFIELD	HP	PE	55.2	0.0	0.0	55.2	LOCAL	11.0	9.2	44.9	65.1	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	46.0	0.0	46.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	224.3	224.3	FED	44.2	36.8	179.4	260.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	55.2	46.0	224.3	325.5	TOTAL	55.2	46.0	224.3	325.5		
	567	RECONSTRUCTION WITH NO ADDITIONAL LANES AND BRIDGE REPLACEMENT ON PILGRIM RD FROM FIELD-STONE DR TO ESSER CT IN CITY OF BROOKFIELD	HP	PE	70.0	0.0	0.0	70.0	LOCAL	14.0	60.0	0.0	74.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	300.0	0.0	300.0	FED	56.0	240.0	0.0	296.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	70.0	300.0	0.0	370.0	TOTAL	70.0	300.0	0.0	370.0		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

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C/BROOKFIELD	568	RECONSTRUCTION WITH ADDITIONAL LANES OF S CALHOUN RD FROM I-94 TO A PT 500 FEET SOUTH OF BLUEMOUND RD IN THE CITY OF BROOKFIELD	HI	PE	400.0	0.0	0.0	400.0	LOCAL	80.0	50.0	260.0	390.0	A	NON-EXEMPT
				ROW	0.0	250.0	0.0	250.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,300.0	1,300.0	FED	320.0	200.0	1,040.0	1,560.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	400.0	250.0	1,300.0	1,950.0	TOTAL	400.0	250.0	1,300.0	1,950.0		
	569 *	CONSTRUCTION OF BROOKFIELD ROAD FROM DAVIDSON ROAD TO GREENFIELD AVENUE IN THE CITY OF BROOKFIELD (0.19 MILES)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	135.0	85.0	0.0	220.0	A	NON-EXEMPT
				ROW	675.0	0.0	0.0	675.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	425.0	0.0	425.0	FED	540.0	340.0	0.0	880.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	675.0	425.0	0.0	1,100.0	TOTAL	675.0	425.0	0.0	1,100.0		
	570 *	CONSTRUCTION OF A BIKE LANE ADJACENT TO SB LANE OF LILLY ROAD FROM BURLEIGH TO RIDGEWOOD IN THE CITY OF BROOKFIELD	EE	PE	0.0	0.0	0.0	0.0	LOCAL	13.0	0.0	0.0	13.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	65.0	0.0	0.0	65.0	FED	52.0	0.0	0.0	52.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	65.0	0.0	0.0	65.0	TOTAL	65.0	0.0	0.0	65.0		
	571 *	CONSTRUCTION OF AN ASPHALT CONCRETE PATH ALONG THE SOUTH SIDE OF NORTH AVE FROM PILGRIM RD TO CALHOUN IN THE CITY OF BROOKFIELD	EE	PE	0.0	0.0	0.0	0.0	LOCAL	14.6	0.0	0.0	14.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	73.0	0.0	0.0	73.0	FED	58.4	0.0	0.0	58.4		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	73.0	0.0	0.0	73.0	TOTAL	73.0	0.0	0.0	73.0		
	572 *	CONSTRUCTION OF A SIDE-WALK ALONG THE W. SIDE OF MOORLAND ROAD FROM GREENFIELD AVE TO BLUEMOUND RD IN THE CITY OF BROOKFIELD	EE	PE	0.0	0.0	0.0	0.0	LOCAL	26.0	0.0	0.0	26.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	130.0	0.0	0.0	130.0	FED	104.0	0.0	0.0	104.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	130.0	0.0	0.0	130.0	TOTAL	130.0	0.0	0.0	130.0		
T/BROOKFIELD	573 *	MAJOR REHABILITATION OF BROOKFIELD ROAD BRIDGE OVER DEER CREEK IN TOWN OF BROOKFIELD	HP	PE	0.0	0.0	0.0	0.0	LOCAL	32.0	0.0	0.0	32.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	128.0	0.0	0.0	128.0		
				CONST	160.0	0.0	0.0	160.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	160.0	0.0	0.0	160.0	TOTAL	160.0	0.0	0.0	160.0		
	574	CONSTRUCTION OF POPLAR CREEK BIKEWAY FROM S BRENNER DR TO WATER TOWER BLVD IN THE TOWN OF BROOKFIELD	EE	PE	15.0	0.0	0.0	15.0	LOCAL	3.0	44.8	0.0	47.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	224.0	0.0	224.0	FED	12.0	179.2	0.0	191.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	15.0	224.0	0.0	239.0	TOTAL	15.0	224.0	0.0	239.0		
C/DELAFIELD	575	RECONDITIONING OF GENESEE STREET (HWY C) FROM STOCKS DRIVE TO THE BARK RIVER IN THE CITY OF DELAFIELD	HP	PE	0.0	23.0	0.0	23.0	LOCAL	0.0	4.6	29.1	36.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	145.5	157.0	FED	0.0	18.4	116.4	144.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	23.0	145.5	180.0	TOTAL	0.0	23.0	145.5	180.0		
V/HARTLAND	576 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E. CAPITOL DR. FROM MAPLE AVE. TO MERTON AVE. IN THE VILLAGE OF HARTLAND (0.47 MILES)	HP	PE	32.0	0.0	0.0	32.0	LOCAL	320.1	0.0	0.0	320.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	288.1	0.0	0.0	288.1	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	320.1	0.0	0.0	320.1	TOTAL	320.1	0.0	0.0	320.1		
V/MENOMONEE FALLS	577 *	RECONSTRUCTION WITH ADDITIONAL LANES OF PILGRIM RD FROM MAIN ST TO CTH Q IN THE VILLAGE OF MENOMONEE FALLS	HI	PE	0.0	483.0	0.0	483.0	LOCAL	0.0	96.6	100.0	614.1	A	NON-EXEMPT
				ROW	0.0	0.0	500.0	500.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	2,087.5	FED	0.0	386.4	400.0	2,456.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	483.0	500.0	3,070.5	TOTAL	0.0	483.0	500.0	3,070.5		

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(continued)

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V/MENOMONEE FALLS	578	CONSTRUCTION OF RIVERCREST DRIVE FROM SHADY LANE TO CTH Q	HE	PE	10.0	0.0	0.0	10.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	146.0	0.0	0.0	146.0		
				CONST	680.0	0.0	0.0	680.0	FED	544.0	0.0	0.0	544.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	690.0	0.0	0.0	690.0	TOTAL	690.0	0.0	0.0	690.0		
	579	RECONSTRUCTION WITH NO ADDITIONAL LANES OF	OH	PE	0.0	0.0	80.0	80.0	LOCAL	0.0	0.0	80.0	530.0	A	EXEMPT
	*	WATER ST. FROM MAIN ST.		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		TO RICHFIELD WAY IN THE		CONST	0.0	0.0	0.0	450.0	FED	0.0	0.0	0.0	0.0		
		VILLAGE OF MENOMONEE		OTHER	0.0	0.0	0.0	0.0							
		FALLS (0.55 MILES)		TOTAL	0.0	0.0	80.0	530.0	TOTAL	0.0	0.0	80.0	530.0		
T/MERTON	580	REMOVE WEST SHORE DR.	OH	PE	77.5	0.0	0.0	77.5	LOCAL	89.6	0.0	0.0	89.6	A	EXEMPT
	*	BRIDGE OVER UP RAILROAD		ROW	0.0	0.0	0.0	0.0	STATE	358.4	0.0	0.0	358.4		
		AND REALIGN ROADWAY IN		CONST	370.5	0.0	0.0	370.5	FED	0.0	0.0	0.0	0.0		
		THE TOWN OF MERTON		OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	448.0	0.0	0.0	448.0	TOTAL	448.0	0.0	0.0	448.0		
V/MUKWONAGO	581	CONSTRUCTION OF HOLZ DR	HE	PE	0.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	2,500.0	N	NON-EXEMPT
		EXTENSION (MUKWONAGO		ROW	0.0	0.0	0.0	300.0	STATE	0.0	0.0	0.0	500.0		
		BYPASS) FROM EXISTING		CONST	0.0	0.0	0.0	2,600.0	FED	0.0	0.0	0.0	0.0		
		HOLZ DR TO STH 83 IN		OTHER	0.0	0.0	0.0	0.0							
		THE VILLAGE OF													
		MUKWONAGO (1.6 KM)		TOTAL	0.0	0.0	0.0	3,000.0	TOTAL	0.0	0.0	0.0	3,000.0		
C/NEW BERLIN	582	REHABILITATION WITH NO	HP	PE	0.0	50.0	0.0	50.0	LOCAL	0.0	50.0	300.0	350.0	A	EXEMPT
	*	ADDITIONAL LANES OF		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		SUNNYSLOPE RD FROM		CONST	0.0	0.0	300.0	300.0	FED	0.0	0.0	0.0	0.0		
		BELOIT RD TO NATIONAL		OTHER	0.0	0.0	0.0	0.0							
		AVE IN THE CITY OF													
		NEW BERLIN (2.0 MILES)		TOTAL	0.0	50.0	300.0	350.0	TOTAL	0.0	50.0	300.0	350.0		
	583	RECONSTRUCTION WITH NO	HP	PE	0.0	0.0	0.0	0.0	LOCAL	800.0	0.0	0.0	800.0	A	EXEMPT
	*	ADDITIONAL LANES OF		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		SUNNYSLOPE RD FROM		CONST	800.0	0.0	0.0	800.0	FED	0.0	0.0	0.0	0.0		
		NATIONAL AVE TO GREEN-		OTHER	0.0	0.0	0.0	0.0							
		FIELD AVE IN THE CITY													
		OF NEW BERLIN (2.20 MI)		TOTAL	800.0	0.0	0.0	800.0	TOTAL	800.0	0.0	0.0	800.0		
	584	RECONSTRUCTION WITH	HI	PE	360.0	0.0	0.0	360.0	LOCAL	360.0	0.0	0.0	1,350.0	A	NON-EXEMPT
	*	ADDITIONAL LANES OF		ROW	0.0	0.0	0.0	750.0	STATE	0.0	0.0	0.0	0.0		
		CALHOUN ROAD FROM		CONST	0.0	0.0	0.0	4,200.0	FED	0.0	0.0	0.0	3,960.0		
		GREENFIELD AVE (STH 59)		OTHER	0.0	0.0	0.0	0.0	STP-M						
		TO CLEVELAND AVE INCITY													
		OF NEW BERLIN (1.60 MI)		TOTAL	360.0	0.0	0.0	5,310.0	TOTAL	360.0	0.0	0.0	5,310.0		
	585	RECONSTRUCTION WITH NO	OH	PE	0.0	164.0	0.0	164.0	LOCAL	0.0	164.0	112.0	676.0	A	EXEMPT
	*	ADDITIONAL LANES OF		ROW	0.0	0.0	112.0	112.0	STATE	0.0	0.0	0.0	0.0		
		LINCOLN AVE. FROM		CONST	0.0	0.0	0.0	400.0	FED	0.0	0.0	0.0	0.0		
		CALHOUN RD. TO JOHNSON		OTHER	0.0	0.0	0.0	0.0							
		RD IN THE CITY OF NEW													
		BERLIN (1.60 MILES)		TOTAL	0.0	164.0	112.0	676.0	TOTAL	0.0	164.0	112.0	676.0		
	586	CONSTRUCTION OF A	EE	PE	62.5	0.0	0.0	62.5	LOCAL	62.5	0.0	0.0	62.5	A	NON-EXEMPT
	*	COMMERCIAL COMPRESSED		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
		NATURAL GAS (CNG)		CONST	250.0	0.0	0.0	250.0	FED	250.0	0.0	0.0	250.0		
		FUELING FACILITY IN THE		OTHER	0.0	0.0	0.0	0.0	CMAQ						
		CITY OF NEW BERLIN		TOTAL	312.5	0.0	0.0	312.5	TOTAL	312.5	0.0	0.0	312.5		
C/OCONOMOWOC	587	RECONSTRUCTION WITH NO	OH	PE	0.0	0.0	0.0	0.0	LOCAL	41.5	0.0	0.0	41.5	A	EXEMPT
	*	ADDITIONAL LANES OF THE		ROW	0.0	0.0	0.0	0.0	STATE	166.0	0.0	0.0	166.0		
		TWIN BRIDGES ON GROVE		CONST	207.5	0.0	0.0	207.5	FED	0.0	0.0	0.0	0.0		
		ST OVER THE OCONOMOWOC		OTHER	0.0	0.0	0.0	0.0	BRF						
		RIVER IN THE CITY OF													
		OCONOMOWOC		TOTAL	207.5	0.0	0.0	207.5	TOTAL	207.5	0.0	0.0	207.5		

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(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/OCONOMOWOC	588 *	DEVELOPEMENT OF A BIKE/PED PLAN FOR FOWLER LAKE IN THE CITY OF OCONOMOWOC	EE	PE	16.0	0.0	0.0	16.0	LOCAL	3.2	0.0	0.0	3.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	12.8	0.0	0.0	12.8		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	16.0	0.0	0.0	16.0	TOTAL	16.0	0.0	0.0	16.0		
T/OCONOMOWOC	589 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE MILL STREET BRIDGE OVER THE ASHIPPUN RIVER IN THE TOWN OF OCONOMOWOC	OH	PE	25.0	0.0	0.0	25.0	LOCAL	5.0	33.6	0.0	38.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	20.0	134.4	0.0	154.4		
				CONST	0.0	168.0	0.0	168.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	25.0	168.0	0.0	193.0	TOTAL	25.0	168.0	0.0	193.0		
	590	REHABILITATION OF LAKE DRIVE BRIDGE OVER OKAUCHEE LAKE IN TOWN OF OCONOMOWOC (P-67-0917)	OH	PE	0.0	69.0	0.0	69.0	LOCAL	0.0	13.8	57.5	71.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	287.5	287.5	FED	0.0	55.2	230.0	285.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	69.0	287.5	356.5	TOTAL	0.0	69.0	287.5	356.5		
T/PEWAUKEE	591 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF DUPLAINVILLE RD FROM GREEN RD TO STH 164 IN THE TOWN OF PEWAUKEE (0.80 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	600.0	0.0	0.0	600.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	600.0	0.0	0.0	600.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	600.0	0.0	0.0	600.0	TOTAL	600.0	0.0	0.0	600.0		
	592 *	RECONDITIONING OF WATERTOWN RD FROM NORTH AVE (CTH M) TO SPRINGDALE RD IN THE TOWN OF PEWAUKEE (0.75 MILES)	OH	PE	30.0	0.0	0.0	30.0	LOCAL	30.0	300.0	0.0	330.0	A	EXEMPT
				ROW	0.0	300.0	0.0	300.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	30.0	300.0	0.0	330.0	TOTAL	30.0	300.0	0.0	330.0		
T/SUMMIT	593	REPLACEMENT OF GENESEE LAKE ROAD BRIDGE OVER BARK RIVER IN TOWN OF SUMMIT	OH	PE	0.0	37.5	0.0	37.5	LOCAL	0.0	7.5	22.4	29.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	112.0	112.0	FED	0.0	30.0	89.6	119.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	37.5	112.0	149.5	TOTAL	0.0	37.5	112.0	149.5		
V/SUSSEX	594 *	RESURFACE MAIN ST FROM LOCUST AVE TO WAUKESHA IN THE VILLAGE OF SUSSEX (1.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	750.0	750.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	750.0	750.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	750.0	750.0	TOTAL	0.0	0.0	750.0	750.0		
	595 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MAPLE AVE FROM MAIN ST TO CLOVER DR IN THE VILLAGE OF SUSSEX (0.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	1,500.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	1,500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	1,500.0	TOTAL	0.0	0.0	0.0	1,500.0		
	596 *	INSTALL TRAFFIC SIGNAL AT INTERSECTION OF WAUKESHA AVE AND MAIN ST IN THE VILLAGE OF SUSSEX	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	70.0	70.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	70.0	70.0							
				TOTAL	0.0	0.0	70.0	70.0	TOTAL	0.0	0.0	70.0	70.0		
	597 *	CONSTRUCT AN INTERMODAL RAIL/HIGHWAY TERMINAL ON THE WISCONSIN CENTRAL RR NEAR STH 164 & CTH VV IN THE VILLAGE OF SUSSEX/TN OF LISBON	EE	PE	351.8	0.0	0.0	351.8	LOCAL	250.8	51.0	0.0	301.8	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	902.0	255.0	0.0	1,157.0	FED	1,003.0	204.0	0.0	1,207.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	1,253.8	255.0	0.0	1,508.8	TOTAL	1,253.8	255.0	0.0	1,508.8		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/WAUKESHA	598	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W.	HP	PE	0.0	0.0	303.6	303.6	LOCAL	0.0	0.0	60.7	60.7	A	
	*	COLLEGE AVE FROM		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		PRAIRIE AVE. TO THE		CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	242.9	242.9		
		WISCONSIN CENTRAL RR IN		OTHER	0.0	0.0	0.0	0.0	STP-M						
		C/WAUKESHA (0.46 MILES)		TOTAL	0.0	0.0	303.6	303.6	TOTAL	0.0	0.0	303.6	303.6		
	599	RECONSTRUCTION WITH NO ADDITIONAL LANES OF	HP	PE	0.0	0.0	0.0	0.0	LOCAL	330.0	0.0	0.0	330.0	A	
	*	COLLEGE AVE. FROM		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		CHARLES ST. TO RACINE		CONST	330.0	0.0	0.0	330.0	FED	0.0	0.0	0.0	0.0		
		AVE. IN THE CITY OF		OTHER	0.0	0.0	0.0	0.0							
		WAUKESHA (0.5 MILE)		TOTAL	330.0	0.0	0.0	330.0	TOTAL	330.0	0.0	0.0	330.0		
	600	RECONSTRUCTION WITH NO ADDITIONAL LANES OF	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	550.0	N	
	*	N. EAST AVE. FROM		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		WISCONSIN AVE. TO		CONST	0.0	0.0	0.0	550.0	FED	0.0	0.0	0.0	0.0		
		COLLEGE AVE. IN THE		OTHER	0.0	0.0	0.0	0.0							
		CITY OF WAUKESHA(.65MI)		TOTAL	0.0	0.0	0.0	550.0	TOTAL	0.0	0.0	0.0	550.0		
	601	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W.	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	300.0	0.0	300.0	A	
	*	ST. PAUL AVE FROM		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		MADISON ST TO WISCONSIN		CONST	0.0	300.0	0.0	300.0	FED	0.0	0.0	0.0	0.0		
		AVE IN THE CITY OF		OTHER	0.0	0.0	0.0	0.0							
		WAUKESHA (0.26 MI)		TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0		
	602	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N.	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	350.0	N	
	*	RACINE AVE. FROM		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		BROADWAY TO OAKLAND		CONST	0.0	0.0	0.0	350.0	FED	0.0	0.0	0.0	0.0		
		AVE. IN THE CITY OF		OTHER	0.0	0.0	0.0	0.0							
		WAUKESHA (0.25 MILES)		TOTAL	0.0	0.0	0.0	350.0	TOTAL	0.0	0.0	0.0	350.0		
	603	RESURFACING OF E. SUNSET DR. FROM	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	275.0	275.0	A	
	*	GRAMLING LN. TO STH 59		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		IN THE CITY OF WAUKESHA		CONST	0.0	0.0	275.0	275.0	FED	0.0	0.0	0.0	0.0		
		(0.34 MILES)		OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	275.0	275.0	TOTAL	0.0	0.0	275.0	275.0		
	604	RECONSTRUCTION WITH NO ADDITIONAL LANES OF	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	450.0	400.0	850.0	A	
	*	WEST AVE. FROM		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		WISCONSIN AVE. TO		CONST	0.0	450.0	400.0	850.0	FED	0.0	0.0	0.0	0.0		
		NEWHALL AVE. IN THE		OTHER	0.0	0.0	0.0	0.0							
		CITY OF WAUKESHA (0.7M)		TOTAL	0.0	450.0	400.0	850.0	TOTAL	0.0	450.0	400.0	850.0		
	605	INSTALLATION OF EMERGENCY VEHICLE	HP	PE	75.0	0.0	0.0	75.0	LOCAL	15.0	44.3	43.6	102.9	A	
	*	TRAFFIC SIGNAL		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		EXEMPT
		PREEMPTOR SYSTEM AT		CONST	0.0	221.6	218.2	439.8	FED	60.0	177.3	174.6	411.9		
		VARIOUS SIGNALIZED		OTHER	0.0	0.0	0.0	0.0	STP-M						
		INTERSECTIONS		TOTAL	75.0	221.6	218.2	514.8	TOTAL	75.0	221.6	218.2	514.8		
	606	RECONSTRUCTION WITH ADDITIONAL LANES OF E.	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	477.1	0.0	477.1	A	
	*	MAIN ST. FROM USH 18 TO		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		NON-EXEMPT
		STH 164 IN THE CITY OF		CONST	0.0	2,385.4	0.0	2,385.4	FED	0.0	1,908.3	0.0	1,908.3		
		WAUKESHA (0.62 MILES)		OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	2,385.4	0.0	2,385.4	TOTAL	0.0	2,385.4	0.0	2,385.4		
	607	RECONSTRUCTION WITH ADDITIONAL LANES OF E	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	295.0	295.0	A	
	*	SUNSET DR FROM TENNY AV		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		NON-EXEMPT
		TO GRAMLING LN IN THE		CONST	0.0	0.0	295.0	295.0	FED	0.0	0.0	0.0	0.0		
		CITY OF WAUKESHA		OTHER	0.0	0.0	0.0	0.0							
		(0.32 MILES)		TOTAL	0.0	0.0	295.0	295.0	TOTAL	0.0	0.0	295.0	295.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/WAUKESHA	608	SPARE COMPONENTS FOR NEW LOW-FLOOR BUSES FOR WAUKESHA TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	17.8	9.3	0.0	27.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	71.4	37.0	0.0	108.4		
				OTHER	89.2	46.3	0.0	135.5	FTA 5307						
				TOTAL	89.2	46.3	0.0	135.5	TOTAL	89.2	46.3	0.0	135.5		
	609	5 HAND-HELD RADIO REPLACEMENTS FOR WAUKESHA METRO TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	2.0	0.0	2.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	8.0	0.0	8.0		
				OTHER	0.0	10.0	0.0	10.0	FTA 5307						
				TOTAL	0.0	10.0	0.0	10.0	TOTAL	0.0	10.0	0.0	10.0		
	610	AUTO REPLACEMENT FOR WAUKESHA METRO TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	5.0	0.0	5.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	20.0	0.0	20.0		
				OTHER	0.0	25.0	0.0	25.0	FTA 5307						
				TOTAL	0.0	25.0	0.0	25.0	TOTAL	0.0	25.0	0.0	25.0		
	611	VAN REPLACEMENT FOR WAUKESHA METRO TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	5.0	5.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	20.0	20.0		
				OTHER	0.0	0.0	25.0	25.0	FTA 5307						
				TOTAL	0.0	0.0	25.0	25.0	TOTAL	0.0	0.0	25.0	25.0		
	612 *	OPERATING ASSISTANCE FOR CITY OF WAUKESHA TRANSIT SYSTEM UTILITY: 1998-2002	TP	PE	0.0	0.0	0.0	0.0	LOCAL	767.8	810.2	855.5	4,287.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	940.5	977.6	1,017.2	5,093.2		
				CONST	0.0	0.0	0.0	0.0	FED	99.2	99.2	99.2	496.0		
				OTHER	1,807.5	1,887.0	1,971.9	9,876.2	FTA 5307						
				TOTAL	1,807.5	1,887.0	1,971.9	9,876.2	TOTAL	1,807.5	1,887.0	1,971.9	9,876.2		
	613 *	REPLACEMENT OF 14 URBAN TRANSIT COACHES FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY (WI-90-X260 FUNDED)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	672.0	0.0	0.0	672.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	2,688.0	0.0	0.0	2,688.0		
				OTHER	3,360.0	0.0	0.0	3,360.0	FTA 5307						
				TOTAL	3,360.0	0.0	0.0	3,360.0	TOTAL	3,360.0	0.0	0.0	3,360.0		
	614 *	PURCHASE AND INSTALL PASSENGER SHELTERS SYSTEM WIDE FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE	0.0	0.0	0.0	0.0	LOCAL	6.0	0.0	6.0	18.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	24.0	0.0	24.0	72.0		
				OTHER	30.0	0.0	30.0	90.0	FTA 5307						
				TOTAL	30.0	0.0	30.0	90.0	TOTAL	30.0	0.0	30.0	90.0		
	615 *	PURCHASE MICROCOMPUTER HARDWARE AND SOFTWARE FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE	0.0	0.0	0.0	0.0	LOCAL	8.0	1.6	1.8	14.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	32.0	6.4	7.2	59.2		
				OTHER	40.0	8.0	9.0	74.0	FTA 5307						
				TOTAL	40.0	8.0	9.0	74.0	TOTAL	40.0	8.0	9.0	74.0		
	616 *	PURCHASE MISCELLANEOUS TOOLS AND EQUIPMENT FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE	0.0	0.0	0.0	0.0	LOCAL	2.0	1.0	2.0	11.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	8.0	4.0	8.0	44.0		
				OTHER	10.0	5.0	10.0	55.0	FTA 5307						
				TOTAL	10.0	5.0	10.0	55.0	TOTAL	10.0	5.0	10.0	55.0		
	617 *	PURCHASE MISCELLANEOUS BUS PARTS FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE	0.0	0.0	0.0	0.0	LOCAL	5.0	5.0	5.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	20.0	20.0	20.0	120.0		
				OTHER	25.0	25.0	25.0	150.0	FTA 5307						
				TOTAL	25.0	25.0	25.0	150.0	TOTAL	25.0	25.0	25.0	150.0		

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(continued)

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C/WAUKESHA	618 *	DOWNTOWN TRAFFIC, PARKING, LAND USE, AND TRANSIT STUDY FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY (WI-90-X260 FUNDED)1997	TP	PE	0.0	0.0	0.0	0.0	LOCAL	84.0	0.0	0.0	84.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	16.0	0.0	0.0	16.0		
				OTHER	100.0	0.0	0.0	100.0	FTA 5307						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	619 *	ENGINE AND TRANSMISSION REBUILDS FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE	0.0	0.0	0.0	0.0	LOCAL	25.0	0.0	0.0	53.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	100.0	0.0	0.0	212.0		
				OTHER	125.0	0.0	0.0	265.0	FTA 5307						
				TOTAL	125.0	0.0	0.0	265.0	TOTAL	125.0	0.0	0.0	265.0		
	620 *	TIRE LEASE FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY: 1997-2002	TP	PE	0.0	0.0	0.0	0.0	LOCAL	4.8	5.0	5.2	31.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	19.2	20.0	20.8	127.2		
				OTHER	24.0	25.0	26.0	159.0	FTA 5307						
				TOTAL	24.0	25.0	26.0	159.0	TOTAL	24.0	25.0	26.0	159.0		
	621 *	CAPITAL MAINTENANCE OVERHAUL PROJECTS FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE	0.0	0.0	0.0	0.0	LOCAL	64.0	66.6	69.2	424.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	256.0	266.4	276.8	1,697.8		
				OTHER	320.0	333.0	346.0	2,122.3	FTA 5307						
				TOTAL	320.0	333.0	346.0	2,122.3	TOTAL	320.0	333.0	346.0	2,122.3		
	622 *	DESIGN AND ENGINEER DOWNTOWN TERMINAL FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE	0.0	0.0	0.0	0.0	LOCAL	16.0	0.0	0.0	16.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	64.0	0.0	0.0	64.0		
				OTHER	80.0	0.0	0.0	80.0	FTA 5307						
				TOTAL	80.0	0.0	0.0	80.0	TOTAL	80.0	0.0	0.0	80.0		
	623	VEHICLE LOCATOR SYSTEM USING GPS TECHNOLOGY FOR WAUKESHA METRO TRANSIT	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	60.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	240.0	0.0	240.0		
				OTHER	0.0	300.0	0.0	300.0	FTA 5307						
				TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0		
	624	DOWNTOWN TERMINAL PROPERTY AQUISITION AND CONSTRUCTION FOR WAUKESHA METRO TRANSIT	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	200.0	0.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	800.0	0.0	800.0		
				OTHER	0.0	1,000.0	0.0	1,000.0	FTA 5307						
				TOTAL	0.0	1,000.0	0.0	1,000.0	TOTAL	0.0	1,000.0	0.0	1,000.0		
	625	3 PARATRANSIT BUSES FOR WAUKESHA METRO TRANSIT	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	108.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	432.0		
				OTHER	0.0	0.0	0.0	540.0	FTA 5307						
				TOTAL	0.0	0.0	0.0	540.0	TOTAL	0.0	0.0	0.0	540.0		
	626 *	NIGHT TRANSIT SERVICE FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TE	PE	0.0	0.0	0.0	0.0	LOCAL	58.8	0.0	0.0	58.8	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	235.0	0.0	0.0	235.0		
				OTHER	293.8	0.0	0.0	293.8	CMAQ						
				TOTAL	293.8	0.0	0.0	293.8	TOTAL	293.8	0.0	0.0	293.8		
	627 *	RECONSTRUCTION OF THE INTERSECTION OF N. PRAIRIE AVE AND ST PAUL AVE IN THE CITY OF WAUKESHA	HS	PE	0.0	8.0	0.0	8.0	LOCAL	0.0	0.8	0.2	5.3	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	2.0	2.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	43.2	FED	0.0	7.2	1.8	47.9		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	8.0	2.0	53.2	TOTAL	0.0	8.0	2.0	53.2		

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/WAUKESHA	628 *	ELIMINATION OF 13 RAIL-ROAD GRADE CROSSINGS IN THE CITY OF WAUKESHA	HS	PE	0.0	0.0	0.0	0.0	LOCAL	320.0	0.0	0.0	320.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	320.0	0.0	0.0	320.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	320.0	0.0	0.0	320.0	TOTAL	320.0	0.0	0.0	320.0		
	629	FOX RIVER IMPROVEMENTS BETWEEN N BARSTOW STREET AND WISCONSIN AVENUE	EE	PE	0.0	100.0	100.0	350.0	LOCAL	0.0	200.0	1,000.0	2,700.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	900.0	900.0	3,150.0	FED	0.0	800.0	0.0	800.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	1,000.0	1,000.0	3,500.0	TOTAL	0.0	1,000.0	1,000.0	3,500.0		
	630 *	CONSTRUCTION OF A BICYCLE PATH ALONG MEADOWBROOK RD FROM THE GLACIAL DRUMLIN TRAIL TO THE LAKE COUNTRY TRAIL IN C\ WAUKESHA	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	17.6	17.6	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	70.4	70.4		
				OTHER	0.0	0.0	88.0	88.0	CMAQ						
				TOTAL	0.0	0.0	88.0	88.0	TOTAL	0.0	0.0	88.0	88.0		
	631 *	INSTALLATION OF BICYCLE TRAIL SIGNAGE LINKING GLACIAL DRUMLIN/NEW BERLIN TRAIL - WAUKESHA RIVERFRONT PARKS IN CITY OF WAUKESHA	EE	PE	0.0	0.0	0.0	0.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	50.0	0.0	0.0	50.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	632 *	INSTALLATION OF A TRAFFIC-RESPONSIVE SIGNAL SYSTEM ON GRANDVIEW BLVD IN THE CITY OF WAUKESHA	EE	PE	50.4	0.0	0.0	50.4	LOCAL	62.8	0.0	0.0	62.8	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	263.5	0.0	0.0	263.5	FED	251.1	0.0	0.0	251.1		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	313.9	0.0	0.0	313.9	TOTAL	313.9	0.0	0.0	313.9		

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	633 *	BRIDGE REHABILITATION VARIOUS LOCATIONS ON STH IN SOUTHEASTERN WISCONSIN	HP	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	0.0	0.0	100.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	634 *	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE INTERSTATE SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	100.0	100.0	400.0		
				CONST	1,000.0	1,000.0	1,000.0	4,000.0	FED	900.0	900.0	900.0	3,600.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	1,000.0	1,000.0	1,000.0	4,000.0	TOTAL	1,000.0	1,000.0	1,000.0	4,000.0		
	635 *	SERVICE PATROLS RELATED TO THE FREEWAY TRAFFIC MANAGEMENT SYSTEM IN KENOSHA COUNTY (GCM FUNDED)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	10.0	0.0	0.0	10.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	50.0	0.0	0.0	50.0	GCM FUND						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	636 *	MAINTENANCE PROJECTS--REPAIR--AT VARIOUS LOCATIONS ON THE INTERSTATE HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	50.0	50.0	50.0	300.0		
				CONST	500.0	500.0	500.0	3,000.0	FED	450.0	450.0	450.0	2,700.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	500.0	500.0	500.0	3,000.0	TOTAL	500.0	500.0	500.0	3,000.0		
	637 *	MAINTENANCE PROJECTS--REPAIR--AT VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	383.0	100.0	100.0	583.0		
				CONST	383.0	100.0	100.0	583.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	383.0	100.0	100.0	583.0	TOTAL	383.0	100.0	100.0	583.0		
	638 *	MAINTENANCE OF TRAFFIC DETECTING LOOPS AND ELECTRICAL SYSTEMS ON STATE TRUNK HIGHWAYS IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	50.0	50.0	50.0	150.0		
				CONST	50.0	50.0	50.0	150.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	50.0	50.0	50.0	150.0	TOTAL	50.0	50.0	50.0	150.0		
	639 *	RESURFACING OF IH 94 FROM NORTH KENOSHA COUNTY LINE TO ILLINOIS STATE LINE (12.13 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,330.0	0.0	0.0	1,330.0		
				CONST	13,300.0	0.0	0.0	13,300.0	FED	11,970.0	0.0	0.0	11,970.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	13,300.0	0.0	0.0	13,300.0	TOTAL	13,300.0	0.0	0.0	13,300.0		
	640 *	RECONSTRUCTION OF WEIGH STA 21 ON WB EAST-WEST FREEWAY (I-94) IN KENOSHA COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	515.0	0.0	0.0	515.0	STATE	515.0	0.0	0.0	515.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	515.0	0.0	0.0	515.0	TOTAL	515.0	0.0	0.0	515.0		
	641 *	RESURFACING OF USH 45 FROM ILLINOIS STATE LINE TO STH 50 IN KENOSHA COUNTY (5.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	N	EXEMPT
				ROW	0.0	0.0	0.0	63.0	STATE	0.0	0.0	0.0	303.6		
				CONST	0.0	0.0	0.0	1,203.0	FED	0.0	0.0	0.0	962.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	0.0	1,266.0	TOTAL	0.0	0.0	0.0	1,266.0		
	642 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF SHERIDAN RD. (STH 32) FROM 50TH ST. TO 60TH ST. IN THE CITY OF KENOSHA (0.90 MILES)	HP	PE	0.0	0.0	80.0	80.0	LOCAL	0.0	0.0	20.0	70.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	50.0		
				CONST	0.0	0.0	0.0	500.0	FED	0.0	0.0	60.0	460.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	0.0	580.0	TOTAL	0.0	0.0	80.0	580.0		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	643 *	RECONDITIONING OF STH 83 FROM STH 50 TO THE ILLINOIS STATE LINE IN THE TOWN OF SALEM (5.15 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	393.6		
				CONST	0.0	0.0	0.0	1,968.0	FED	0.0	0.0	0.0	1,574.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	0.0	1,968.0	TOTAL	0.0	0.0	0.0	1,968.0		
	644 *	REHABILITATION OF STH 83 FROM STH 50 TO CTH JB/KD IN THE TOWN OF WHEATLAND (1.53 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	114.3	0.0	114.3	STATE	0.0	114.3	307.0	421.3		
				CONST	0.0	0.0	1,451.0	1,451.0	FED	0.0	0.0	1,144.0	1,144.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	114.3	1,451.0	1,565.3	TOTAL	0.0	114.3	1,451.0	1,565.3		
	645 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE CTH ML BRIDGE OVER IH94 IN KENOSHA COUNTY	HP	PE	725.0	0.0	0.0	725.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	72.5	0.0	630.0	702.5		
				CONST	0.0	0.0	6,300.0	6,300.0	FED	652.5	0.0	5,670.0	6,322.5		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	725.0	0.0	6,300.0	7,025.0	TOTAL	725.0	0.0	6,300.0	7,025.0		
	646 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF ROOSEVELT RD (PROPOSED STH 50) FROM 63RD ST. TO 39TH AVE IN THE CITY OF KENOSHA (2.0 MI)	HP	PE	0.0	0.0	80.0	80.0	LOCAL	0.0	0.0	20.0	80.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	60.0		
				CONST	0.0	0.0	0.0	600.0	FED	0.0	0.0	60.0	540.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	80.0	680.0	TOTAL	0.0	0.0	80.0	680.0		
	647 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF 63RD ST. (PROPOSED STH 50) FROM 22ND AVE. TO SHERIDAN RD. (EXCL. RR STRUCTURE) (1.50 MI)	HP	PE	0.0	0.0	60.0	60.0	LOCAL	0.0	0.0	15.0	55.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	40.0		
				CONST	0.0	0.0	0.0	400.0	FED	0.0	0.0	45.0	365.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	60.0	460.0	TOTAL	0.0	0.0	60.0	460.0		
	648	RECONSTRUCTION OF STH 32 WITH ADDITIONAL LANES FROM 116TH STREET TO 91ST STREET	HI	PE	0.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	N	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	100.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	0.0	500.0	TOTAL	0.0	0.0	0.0	500.0		
	649	STH 50 CORRIDOR STUDY FROM IH94 TO 39TH AVE (4.72 MI) IN THE CITY OF KENOSHA AND VILLAGE OF PLEASANT PRAIRIE	HI	PE	700.0	0.0	0.0	700.0	LOCAL	175.0	0.0	0.0	175.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	525.0	0.0	0.0	525.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	700.0	0.0	0.0	700.0	TOTAL	700.0	0.0	0.0	700.0		
	650 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 31 FROM CTH S TO STH 11 IN THE TOWNS OF SOMERS AND MT. PLEASANT (6.30 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	3,000.0	0.0	0.0	3,000.0	STATE	3,000.0	12,400.0	5,855.0	28,093.0		
				CONST	0.0	12,400.0	5,855.0	25,093.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	3,000.0	12,400.0	5,855.0	28,093.0	TOTAL	3,000.0	12,400.0	5,855.0	28,093.0		
	651 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM LAKE GENEVA TO SLADES CORNERS IN KENOSHA AND WALWORTH COUNTIES (7.40 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	2,000.0	0.0	0.0	2,000.0	STATE	2,220.0	0.0	12,500.0	27,920.0		
				CONST	220.0	0.0	12,500.0	25,920.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,220.0	0.0	12,500.0	27,920.0	TOTAL	2,220.0	0.0	12,500.0	27,920.0		
	652	ELDERLY/ DISABLED TRANS SEC 5310 KENOSHA ACHIEV EMENT CENTER KENOSHA 1 MODIFIED BUS 14/2 1 MODIFIED BUS 28/2 2000	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	19.4	19.4	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	77.8	77.8		
				OTHER	0.0	0.0	97.2	97.2	FTA 5310						
				TOTAL	0.0	0.0	97.2	97.2	TOTAL	0.0	0.0	97.2	97.2		

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA RACINE WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	653	ELDERLY/ DISABLED TRANS SEC 5310 KENOSHA ACHIEV EMENT CENTER KENOSHA 1 MODIFIED VAN 7/1 1 MODIFIED BUS 14/2 1999	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	15.8	0.0	15.8	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	63.1	0.0	63.1		
				OTHER	0.0	78.9	0.0	78.9	FTA 5310						
				TOTAL	0.0	78.9	0.0	78.9	TOTAL	0.0	78.9	0.0	78.9		
	654	ELDERLY/ DISABLED TRANS SEC 5310 KENOSHA ACHIEV EMENT CENTER KENOSHA 1 MODIFIED BUS 14/2 1 MODIFIED BUS 28/2 1998	TP	PE	0.0	0.0	0.0	0.0	LOCAL	18.3	0.0	0.0	18.3	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	73.4	0.0	0.0	73.4		
				OTHER	91.7	0.0	0.0	91.7	FTA 5310						
				TOTAL	91.7	0.0	0.0	91.7	TOTAL	91.7	0.0	0.0	91.7		
	655 *	COMMUTER RAIL FEASIBILITY STUDY IN THE BURLINGTON TO ANTIOCH CORRIDOR	TI	PE	0.0	0.0	0.0	0.0	LOCAL	12.0	0.0	0.0	12.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	48.0	0.0	0.0	48.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	60.0	0.0	0.0	60.0							
				TOTAL	60.0	0.0	0.0	60.0	TOTAL	60.0	0.0	0.0	60.0		
	656 *	CONSTRUCTION OF A WELCOME TO WISCONSIN SIGN AT THE KENOSHA COUNTY SOUTH COUNTY LINE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	55.0	0.0	0.0	55.0		
				CONST	55.0	0.0	0.0	55.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	55.0	0.0	0.0	55.0	TOTAL	55.0	0.0	0.0	55.0		
KENOSHA COUNTY	657	RECONSTRUCTION WITH AUXILIARY LANES OF WILMOT RD (CTH C) FROM I-94 TO STH 50 IN THE V/ PLEASANT PRAIRIE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	85.8	1,245.8	A	EXEMPT
				ROW	0.0	0.0	429.0	429.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	5,800.0	FED	0.0	0.0	343.2	4,983.2		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	429.0	6,229.0	TOTAL	0.0	0.0	429.0	6,229.0		
	658 *	RECONSTRUCTION WITH NO ADDITIONAL LANES AND BRIDGE REPLACEMENT OF WILMOT RD (CTH C/H) FROM IH 94 TO STH 50 (2.7 MILES)	HP	PE	414.0	0.0	0.0	414.0	LOCAL	82.8	0.0	0.0	82.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	331.2	0.0	0.0	331.2		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	414.0	0.0	0.0	414.0	TOTAL	414.0	0.0	0.0	414.0		
	659 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE CTH G (30TH AVE.) BRIDGE OVER THE PIKE RIVER IN KENOSHA COUNTY	HP	PE	44.2	0.0	0.0	44.2	LOCAL	8.8	3.5	86.0	98.3	A	EXEMPT
				ROW	0.0	17.3	0.0	17.3	STATE	35.4	13.8	0.0	49.2		
				CONST	0.0	0.0	429.8	429.8	FED	0.0	0.0	343.8	343.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	44.2	17.3	429.8	491.3	TOTAL	44.2	17.3	429.8	491.3		
	660 *	RECONDITIONING OF 88TH AVE (CTH H) FROM BAIN STATION ROAD TO CTH C IN KENOSHA COUNTY (0.25 MILES)	HP	PE	15.0	0.0	0.0	15.0	LOCAL	11.0	24.0	0.0	35.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	120.0	0.0	120.0	FED	4.0	96.0	0.0	100.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	15.0	120.0	0.0	135.0	TOTAL	15.0	120.0	0.0	135.0		
	661 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE 60TH ST (CTH K) BRIDGE OVER THE KILBOURN ROAD DITCH IN KENOSHA COUNTY	HP	PE	25.0	0.0	0.0	25.0	LOCAL	67.9	0.0	0.0	67.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	171.4	0.0	0.0	171.4		
				CONST	214.3	0.0	0.0	214.3	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	239.3	0.0	0.0	239.3	TOTAL	239.3	0.0	0.0	239.3		
	662 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE 160TH AVE (CTH MB) BRIDGE OVER THE DES PLAINES RIVER IN KENOSHA COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	94.1	0.0	0.0	94.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	316.5	0.0	0.0	316.5		
				CONST	410.6	0.0	0.0	410.6	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	410.6	0.0	0.0	410.6	TOTAL	410.6	0.0	0.0	410.6		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)					SOURCE OF FUNDS ($000)					GEO 29 APVL	AIR QUALITY STATUS
					1998	1999	2000	TOTAL TIP		1998	1999	2000	TOTAL TIP		
KENOSHA COUNTY	663 *	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN KENOSHA COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	664 *	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN KENOSHA COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	665	CONSTRUCTION OF LANCE DRIVE EXTENSION (CTH KD/352ND AVE) FROM WILMOT AVE (CTH Z) TO BASSETT RD (CTH F) IN V/TWIN LKS & T/RANDALL	HE	PE	0.0	0.0	350.5	350.5	LOCAL	0.0	0.0	70.1	161.9	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	459.1	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	280.4	647.7		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	350.5	809.6	TOTAL	0.0	0.0	350.5	809.6		
	666 *	RECONSTRUCTION ON NEW ALIGNMENT OF CTH MI FROM CTH H TO STH 31 IN THE VILLAGE OF PLEASANT PRAIRIE	HE	PE	0.0	525.4	0.0	525.4	LOCAL	0.0	105.1	84.2	697.0	A	NON-EXEMPT
				ROW	0.0	0.0	420.9	420.9	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	2,538.3	FED	0.0	420.3	336.7	2,787.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	525.4	420.9	3,484.6	TOTAL	0.0	525.4	420.9	3,484.6		
	667 *	PROVISION OF SPECIAL-IZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY/DISABLED IN NON-URBANIZED KENOSHA COUNTY: 1998	TP	PE	0.0	0.0	0.0	0.0	LOCAL	28.6	0.0	0.0	28.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	143.3	0.0	0.0	143.3		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	171.9	0.0	0.0	171.9							
				TOTAL	171.9	0.0	0.0	171.9	TOTAL	171.9	0.0	0.0	171.9		
	668 *	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN KENOSHA COUNTY	HS	PE	10.0	0.0	0.0	10.0	LOCAL	1.0	0.0	0.0	1.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	9.0	0.0	0.0	9.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
	669	SIGNALIZATION OF THE CTH Y/ CTH KR INTERSECTION	HS	PE	0.0	0.0	0.0	0.0	LOCAL	9.2	0.0	0.0	9.2	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	92.0	0.0	0.0	92.0	FED	82.8	0.0	0.0	82.8		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	92.0	0.0	0.0	92.0	TOTAL	92.0	0.0	0.0	92.0		
	670 *	NATURAL GAS FUELING FACILITY SERVING THE KENOSHA COUNTY FLEET, TO BE LOCATED IN THE VILLAGE OF BRISTOL: 1995 (1996 FUNDS)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	72.4	0.0	0.0	72.4	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	292.4	0.0	0.0	292.4	FED	220.0	0.0	0.0	220.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	292.4	0.0	0.0	292.4	TOTAL	292.4	0.0	0.0	292.4		
	671 *	ACQUSITION OF ALTERNATIVE-FUEL (CNG) VEHICLES FOR KENOSHA COUNTY HIGHWAY DEPARTMENT TO REPLACE EXISTING VEHICLES: 1995	EE	PE	0.0	0.0	0.0	0.0	LOCAL	38.0	0.0	0.0	38.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	150.0	0.0	0.0	150.0		
				OTHER	188.0	0.0	0.0	188.0	CMAQ						
				TOTAL	188.0	0.0	0.0	188.0	TOTAL	188.0	0.0	0.0	188.0		
C/KENOSHA	672	RECONSTRUCTION WITH ADDITIONAL LANES OF 30TH AVENUE FROM 14TH PLACE TO 12TH STREET IN THE CITY OF KENOSHA	HI	PE	0.0	0.0	0.0	350.0	LOCAL	0.0	0.0	0.0	373.6	N	NON-EXEMPT
				ROW	0.0	0.0	0.0	60.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	1,458.0	FED	0.0	0.0	0.0	1,494.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	0.0	1,868.0	TOTAL	0.0	0.0	0.0	1,868.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/KENOSHA	673 *	RECONSTRUCTION WITH ADDITIONAL LANES OF 30TH AVE. FROM 23RD ST. TO 14TH ST. IN THE CITY OF KENOSHA (1.02 MILES)	HI	PE	500.0	0.0	0.0	500.0	LOCAL	130.0	0.0	0.0	1,136.2	A	NON-EXEMPT
				ROW	150.0	0.0	0.0	150.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	5,031.0	FED	520.0	0.0	0.0	4,544.8		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	650.0	0.0	0.0	5,681.0	TOTAL	650.0	0.0	0.0	5,681.0		
	674 *	REPLACE RADIO SYSTEM INCLUDING IVTS TRACKING FEATURES FOR THE KENOSHA TRANSIT SYSTEM (WI-03-0059 FUNDED)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	21.0	0.0	0.0	21.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	84.0	0.0	0.0	84.0		
				OTHER	105.0	0.0	0.0	105.0	FTA 5307						
				TOTAL	105.0	0.0	0.0	105.0	TOTAL	105.0	0.0	0.0	105.0		
	675 *	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM (INCLUDING PARATRANSIT SERVICE): 1997-2002	TP	PE	0.0	0.0	0.0	0.0	LOCAL	719.3	779.5	808.2	4,988.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,307.7	1,372.0	1,414.4	8,637.3		
				CONST	0.0	0.0	0.0	0.0	FED	375.0	375.0	375.0	2,250.0		
				OTHER	2,402.0	2,526.5	2,597.6	15,876.2	FTA 5307						
				TOTAL	2,402.0	2,526.5	2,597.6	15,876.2	TOTAL	2,402.0	2,526.5	2,597.6	15,876.2		
	676 *	CONSTRUCT NEW TRANSIT OPERATING AND MAINTENANCE FACILITY	TP	PE	500.0	0.0	0.0	500.0	LOCAL	100.0	1,050.0	0.0	1,150.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	5,000.0	0.0	5,000.0	FED	400.0	4,200.0	0.0	4,600.0		
				OTHER	0.0	250.0	0.0	250.0	FTA 5307						
				TOTAL	500.0	5,250.0	0.0	5,750.0	TOTAL	500.0	5,250.0	0.0	5,750.0		
	677 *	REHABILITATE AND EXPAND TRANSIT GARAGE FACILITY: 1994 (WI-03-0055 FUNDED)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	58.0	0.0	0.0	58.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	281.0	0.0	0.0	281.0	FED	223.0	0.0	0.0	223.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	281.0	0.0	0.0	281.0	TOTAL	281.0	0.0	0.0	281.0		
	678 *	NORTHWESTERN DEPOT ADA UPGRADES FOR THE KENOSHA TRANSIT SYSTEM (WI-03-0059 FUNDED)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	32.0	0.0	0.0	32.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	283.0	0.0	0.0	283.0		
				OTHER	315.0	0.0	0.0	315.0	FTA 5307						
				TOTAL	315.0	0.0	0.0	315.0	TOTAL	315.0	0.0	0.0	315.0		
	679 *	INSTALL NEW OR REMANUFACTURED ENGINES IN 1987 GMC BUSES (PARTIALLY WI-03-0056 FUNDED)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	30.0	0.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	120.0	0.0	120.0		
				OTHER	0.0	150.0	0.0	150.0	FTA 5307						
				TOTAL	0.0	150.0	0.0	150.0	TOTAL	0.0	150.0	0.0	150.0		
	680 *	REPLACE 5 BUSES WITH CNG BUSES: 1997	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	310.0	310.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	1,240.0	1,240.0		
				OTHER	0.0	0.0	1,550.0	1,550.0	FTA 5307						
				TOTAL	0.0	0.0	1,550.0	1,550.0	TOTAL	0.0	0.0	1,550.0	1,550.0		
	681 *	PURCHASE 9 REPLACEMENT CNG BUSES WITH LIFTS: 1998-1999	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	574.7	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	2,298.9		
				OTHER	0.0	0.0	0.0	2,873.6	FTA 5307						
				TOTAL	0.0	0.0	0.0	2,873.6	TOTAL	0.0	0.0	0.0	2,873.6		
	682 *	REPLACE SERVICE AND MAINTENANCE TRUCKS: 1996 AND 2000	TP	PE	0.0	0.0	0.0	0.0	LOCAL	5.6	0.0	0.0	12.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	22.4	0.0	0.0	48.8		
				OTHER	28.0	0.0	0.0	61.0	FTA 5307						
				TOTAL	28.0	0.0	0.0	61.0	TOTAL	28.0	0.0	0.0	61.0		

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/KENOSHA	683 *	PURCHASE MISCELLANEOUS SHOP EQUIPMENT FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	20.0	20.0	80.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	80.0	80.0	320.0		
				OTHER	0.0	100.0	100.0	400.0	FTA 5307						
				TOTAL	0.0	100.0	100.0	400.0	TOTAL	0.0	100.0	100.0	400.0		
	684 *	CONSTRUCT TRANSIT HUB FACILITIES AT GATEWAY AND DOWNTOWN LOCATIONS FOR THE KENOSHA TRANSIT SYSTEM (WI-90-2052 FUNDED)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	80.0	0.0	0.0	80.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	400.0	0.0	0.0	400.0	FED	320.0	0.0	0.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	685 *	EXPRESS BUS SERVICE OPERATED BY KENOSHA TRANSIT CONNECTING WITH RACINE BELLE URBAN SYSTEM:1995 (1996-97FUNDS) (WI-90-243 FUNDED)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	14.4	14.4	0.0	28.8	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	37.4	37.4	0.0	74.8		
				CONST	0.0	0.0	0.0	0.0	FED	57.7	57.7	0.0	115.4		
				OTHER	109.5	109.5	0.0	219.0	CMAQ						
				TOTAL	109.5	109.5	0.0	219.0	TOTAL	109.5	109.5	0.0	219.0		
	686 *	ALTERNATE FUELED DOWNTOWN CIRCULATOR (ELECTRIC)	TI	PE	100.0	0.0	0.0	100.0	LOCAL	686.5	0.0	0.0	686.5	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	135.1	0.0	0.0	135.1		
				CONST	3,908.0	0.0	0.0	3,908.0	FED	3,286.4	0.0	0.0	3,286.4		
				OTHER	100.0	0.0	0.0	100.0	FTA 5307						
				TOTAL	4,108.0	0.0	0.0	4,108.0	TOTAL	4,108.0	0.0	0.0	4,108.0		
	687 *	DOWNTOWN BUS CIRCULATOR FOR THE CITY OF KENOSHA 1995 (WI-90-X224)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	48.0	0.0	0.0	48.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	192.0	0.0	0.0	192.0		
				OTHER	240.0	0.0	0.0	240.0	CMAQ						
				TOTAL	240.0	0.0	0.0	240.0	TOTAL	240.0	0.0	0.0	240.0		
	688 *	EXPANDED PEAK-HOUR KENOSHA TRANSIT SERVICE 1995-96 (WI-90-X224 FUNDED)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	40.6	42.1	0.0	82.7	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	147.2	152.3	0.0	299.5		
				CONST	0.0	0.0	0.0	0.0	FED	162.6	168.3	0.0	330.9		
				OTHER	350.4	362.7	0.0	713.1	CMAQ						
				TOTAL	350.4	362.7	0.0	713.1	TOTAL	350.4	362.7	0.0	713.1		
	689 *	EXPANDED PEAK-HOUR KENOSHA TRANSIT SERVICE 1995-96 (WI-90-X224 FUNDED)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	40.6	42.1	43.7	126.4	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	147.2	152.3	158.4	457.9		
				CONST	0.0	0.0	0.0	0.0	FED	162.6	168.3	175.0	505.9		
				OTHER	350.4	362.7	377.1	1,090.2	CMAQ						
				TOTAL	350.4	362.7	377.1	1,090.2	TOTAL	350.4	362.7	377.1	1,090.2		
	690[h] *	WEST KENOSHA PARK AND RIDE FACILITY: 1994	EE	PE	30.0	0.0	0.0	30.0	LOCAL	6.0	55.4	0.0	61.4	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	276.7	0.0	276.7	FED	24.0	221.3	0.0	245.3		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	30.0	276.7	0.0	306.7	TOTAL	30.0	276.7	0.0	306.7		
	691	CONSTRUCT TRANSPORTATION MUSEUM IN HARBORPARK	EE	PE	0.0	100.0	0.0	100.0	LOCAL	0.0	20.0	800.0	820.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	4,000.0	4,000.0	FED	0.0	80.0	3,200.0	3,280.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	100.0	4,000.0	4,100.0	TOTAL	0.0	100.0	4,000.0	4,100.0		
	692 *	INSTALLATION OF BIKE LOCKERS IN SEVERAL AREAS IN THE CITY OF KENOSHA: 1993	EE	PE	0.0	0.0	0.0	0.0	LOCAL	2.0	0.0	0.0	2.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	9.8	0.0	0.0	9.8	FED	7.8	0.0	0.0	7.8		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	9.8	0.0	0.0	9.8	TOTAL	9.8	0.0	0.0	9.8		

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[h] It is anticipated that responsibility for implementation of this project will be transferred to the WisDOT if the project location is outside the City of Kensoha corporate limits.

Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/KENOSHA	693 *	PIKE BIKE TRAIL LOOP IMPROVEMENT IN THE CITY OF KENOSHA: 1993 AND 1995 FUNDS	EE	PE	86.3	0.0	0.0	86.3	LOCAL	517.3	0.0	0.0	517.3	P	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	500.0	0.0	0.0	500.0	FED	69.0	0.0	0.0	69.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	586.3	0.0	0.0	586.3	TOTAL	586.3	0.0	0.0	586.3		
V/PLEASANT PRAIRIE	694 *	RECONSTRUCTION OF 95TH ST. AND 93RD ST. INTERSECTION WITH GREEN BAY RD. IN THE VILLAGE OF PLEASANT PRAIRIE (0.31 MILES)	HP	PE	222.0	0.0	0.0	222.0	LOCAL	84.4	329.0	0.0	413.4	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	200.0	0.0	0.0	200.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,645.0	0.0	1,645.0	FED	337.6	1,316.0	0.0	1,653.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	422.0	1,645.0	0.0	2,067.0	TOTAL	422.0	1,645.0	0.0	2,067.0		
T/SALEM	695 *	IMPROVE VERTICAL ALIGNMENT OF 264TH AVE AT CANADIAN PACIFIC (SOO LINE) RR CROSSING IN THE TOWN OF SALEM (0.10 MI)	OH	PE	10.0	0.0	0.0	10.0	LOCAL	6.0	0.0	0.0	6.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	50.0	0.0	0.0	50.0	FED	54.0	0.0	0.0	54.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	60.0	0.0	0.0	60.0	TOTAL	60.0	0.0	0.0	60.0		
T/SOMERS	696	IMPROVE GEOMETRY OF THE SHERIDAN ROAD/ BIRCH ROAD INTERSECTION IN THE TOWN OF SOMERS	HP	PE	0.0	0.0	70.0	70.0	LOCAL	0.0	0.0	14.6	82.6	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	3.0	3.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	340.0	FED	0.0	0.0	58.4	330.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	73.0	413.0	TOTAL	0.0	0.0	73.0	413.0		
	697	CONSTRUCTION OF 39TH AVENUE FROM 18TH STREET TO 15TH STREET IN CITY OF KENOSHA & TOWN OF SOMERS (0.2 MILES)	HE	PE	75.0	0.0	0.0	75.0	LOCAL	15.0	15.0	120.0	150.0	A	NON-EXEMPT
				ROW	0.0	75.0	0.0	75.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	600.0	600.0	FED	60.0	60.0	480.0	600.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	75.0	75.0	600.0	750.0	TOTAL	75.0	75.0	600.0	750.0		

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
BY IMPLEMENTING AGENCY 1998-2000

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	698 *	RESURFACING OF STH 32 FROM 7TH ST. TO STATE ST. IN THE CITY OF RACINE (0.40 MILES)	HP	PE	0.0	0.0	80.0	80.0	LOCAL	0.0	0.0	20.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	40.0		
				CONST	0.0	0.0	0.0	400.0	FED	0.0	0.0	60.0	380.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	80.0	480.0	TOTAL	0.0	0.0	80.0	480.0		
	699	RESURFACING OF STH 38 FROM STH 31 TO CTH K IN RACINE COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	120.0		
				CONST	0.0	0.0	0.0	600.0	FED	0.0	0.0	0.0	480.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	0.0	600.0	TOTAL	0.0	0.0	0.0	600.0		
	700	RECONDITIONING OF STH 164 FROM STH 36 TO WOOD ROAD (1.54 MI)	HP	PE	30.0	0.0	0.0	30.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	6.0	0.0	0.0	82.0		
				CONST	0.0	0.0	0.0	379.0	FED	24.0	0.0	0.0	327.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	30.0	0.0	0.0	409.0	TOTAL	30.0	0.0	0.0	409.0		
	701	RESURFACING OF STH 36 FROM TEUT ROAD TO STH 20 IN THE TOWN OF ROCHESTER (4.89 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	288.0	0.0	0.0	288.0		
				CONST	1,440.0	0.0	0.0	1,440.0	FED	1,152.0	0.0	0.0	1,152.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,440.0	0.0	0.0	1,440.0	TOTAL	1,440.0	0.0	0.0	1,440.0		
	702	RESURFACING OF STH 11 DURAND AVE. FROM MADISON TO STH 32 IN THE CITY OF RACINE (0.4 MILES)	HP	PE	0.0	80.0	0.0	80.0	LOCAL	0.0	20.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	40.0		
				CONST	0.0	0.0	0.0	400.0	FED	0.0	60.0	0.0	380.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	80.0	0.0	480.0	TOTAL	0.0	80.0	0.0	480.0		
	703	RESURFACING OF STH 20 AND STH 32 BETWEEN WEST BLVD AND MARQUETTE ST CITY OF RACINE (1.6 MI)	HP	PE	0.0	200.0	0.0	200.0	LOCAL	0.0	50.0	0.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	150.0		
				CONST	0.0	0.0	0.0	1,500.0	FED	0.0	150.0	0.0	1,350.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	200.0	0.0	1,700.0	TOTAL	0.0	200.0	0.0	1,700.0		
	704	SERVICE PATROLS RELATED TO THE FREEWAY TRAFFIC MANAGEMENT SYSTEM IN RACINE COUNTY (GCM FUNDED)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	10.0	0.0	0.0	10.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	50.0	0.0	0.0	50.0	GCM FUND						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	705 *	RESUFACING OF IH 94 FROM NORTH RACINE COUNTY LINE TO TO NORTH KENOSHA COUNTY LINE (12.04 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	1,574.2	1,574.2		
				CONST	0.0	0.0	15,700.0	15,700.0	FED	0.0	0.0	14,125.8	14,125.8		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	0.0	0.0	15,700.0	15,700.0	TOTAL	0.0	0.0	15,700.0	15,700.0		
	706 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 11 FROM PINE ST. TO STATE ST. IN THE CITY OF BURLINGTON (0.39 MILES)	HP	PE	150.0	0.0	0.0	150.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	31.0	0.0	31.0	STATE	30.0	31.0	0.0	218.0		
				CONST	0.0	0.0	0.0	785.0	FED	120.0	0.0	0.0	748.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	150.0	31.0	0.0	966.0	TOTAL	150.0	31.0	0.0	966.0		
	707 *	REPLACEMENT WITH NO ADDITIONAL LANES OF THE STH 11 (JEFFERSON ST.) BRIDGE OVER THE FOX RIVER IN THE CITY OF BURLINGTON	HP	PE	90.0	0.0	0.0	90.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	18.0	0.0	0.0	153.0		
				CONST	0.0	0.0	0.0	675.0	FED	72.0	0.0	0.0	612.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	90.0	0.0	0.0	765.0	TOTAL	90.0	0.0	0.0	765.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	708 *	RECONDITIONING OF STH 11 FROM CTH J TO CTH C IN RACINE COUNTY (5.20 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	200.0	0.0	200.0	STATE	0.0	200.0	0.0	680.0		
				CONST	0.0	0.0	0.0	2,400.0	FED	0.0	0.0	0.0	1,920.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	200.0	0.0	2,600.0	TOTAL	0.0	200.0	0.0	2,600.0		
	709 *	RECONDITIONING OF STH 20 FROM CTH D TO STH 45 SOUTH IN RACINE COUNTY (7.64 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,070.6	0.0	0.0	1,070.6		
				CONST	5,353.0	0.0	0.0	5,353.0	FED	4,282.4	0.0	0.0	4,282.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	5,353.0	0.0	0.0	5,353.0	TOTAL	5,353.0	0.0	0.0	5,353.0		
	710 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 20 FROM OAKES RD TO ROOSEVELT AVE IN RACINE COUNTY (1.15 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	129.0	0.0	0.0	129.0	STATE	2,599.0	0.0	0.0	2,599.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	2,470.0	0.0	0.0	2,470.0							
				TOTAL	2,599.0	0.0	0.0	2,599.0	TOTAL	2,599.0	0.0	0.0	2,599.0		
	711 *	RECONDITIONING OF STH 20 FROM ROOSEVELT ST. TO WEST BLVD IN THE CITY OF RACINE (0.82 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	165.0	0.0	0.0	165.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	935.0	0.0	0.0	935.0		
				CONST	1,100.0	0.0	0.0	1,100.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,100.0	0.0	0.0	1,100.0	TOTAL	1,100.0	0.0	0.0	1,100.0		
	712 *	RECONDITIONING OF STH 31 FROM FOUR MILE RD TO STH 32 IN RACINE COUNTY (2.0 MILES)	HP	PE	70.0	0.0	0.0	70.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	14.0	0.0	0.0	105.8		
				CONST	0.0	0.0	0.0	459.0	FED	56.0	0.0	0.0	423.2		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	70.0	0.0	0.0	529.0	TOTAL	70.0	0.0	0.0	529.0		
	713 *	RECONDITIONING OF STH 32 FROM 4 MILE RD. TO 5 MILE RD. IN THE TOWN OF CALEDONIA (0.67 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	99.2	0.0	99.2		
				CONST	0.0	496.0	0.0	496.0	FED	0.0	396.8	0.0	396.8		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	496.0	0.0	496.0	TOTAL	0.0	496.0	0.0	496.0		
	714	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM 24TH ST. TO STH 20 IN THE CITY OF RACINE (1.40 MILES)	HP	PE	0.0	0.0	400.0	400.0	LOCAL	0.0	0.0	100.0	280.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	180.0		
				CONST	0.0	0.0	0.0	1,800.0	FED	0.0	0.0	300.0	1,740.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	400.0	2,200.0	TOTAL	0.0	0.0	400.0	2,200.0		
	715 *	RECONDITIONING OF STH 83 FROM THE SOUTH RACINE COUNTY LINE TO SEWERAGE TREATMENT PLANT S. LINE (3.55 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	125.7	0.0	125.7	STATE	0.0	125.7	779.0	904.7		
				CONST	0.0	0.0	2,799.0	2,799.0	FED	0.0	0.0	2,020.0	2,020.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	125.7	2,799.0	2,924.7	TOTAL	0.0	125.7	2,799.0	2,924.7		
	716 *	RECONDITIONING OF STH 142 FROM CTH J TO THE CITY OF BURLINGTON IN KENOSHA AND RACINE COUNTIES (6.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	101.0	0.0	0.0	101.0	STATE	101.0	925.0	0.0	1,026.0		
				CONST	0.0	925.0	0.0	925.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	101.0	925.0	0.0	1,026.0	TOTAL	101.0	925.0	0.0	1,026.0		
	717	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM 5-MI RD TO N. COUNTY LINE IN THE TOWN OF CALEDONIA (3.37 MI.)	HI	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	0.0	0.0	1,180.0		
				CONST	0.0	0.0	0.0	5,402.0	FED	400.0	0.0	0.0	4,722.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	500.0	0.0	0.0	5,902.0	TOTAL	500.0	0.0	0.0	5,902.0		

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	718	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 36 FROM WEGGE RD TO TEUT RD IN THE TOWN OF BURLINGTON (.72 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	388.0	388.0		
				CONST	0.0	0.0	1,940.0	1,940.0	FED	0.0	0.0	1,552.0	1,552.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	1,940.0	1,940.0	TOTAL	0.0	0.0	1,940.0	1,940.0		
	719 *	RECONSTRUCTION OF BRIDGE ON IH 94 OVER CTH K IN RACINE COUNTY	HI	PE	60.0	0.0	0.0	60.0	LOCAL	0.0	0.0	0.0	0.0	P	NON-EXEMPT
				ROW	0.0	0.0	0.0	676.0	STATE	12.0	0.0	0.0	688.0		
				CONST	0.0	0.0	0.0	0.0	FED	48.0	0.0	0.0	48.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	60.0	0.0	0.0	736.0	TOTAL	60.0	0.0	0.0	736.0		
	720 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 11 FROM IH 94 TO THE WEST VILLAGE OF STURTEVANT LINE (1.58 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	1,040.3	0.0	1,040.3	STATE	0.0	1,040.3	0.0	1,560.3		
				CONST	0.0	0.0	0.0	2,600.0	FED	0.0	0.0	0.0	2,080.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	1,040.3	0.0	3,640.3	TOTAL	0.0	1,040.3	0.0	3,640.3		
	721 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 20 FROM OAKS ROAD TO SUNNYSLOPE ROAD IN RACINE COUNTY (0.40 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,200.0	0.0	0.0	1,200.0		
				CONST	1,200.0	0.0	0.0	1,200.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,200.0	0.0	0.0	1,200.0	TOTAL	1,200.0	0.0	0.0	1,200.0		
	722 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 31 FROM CTH MM TO STH 38 IN THE TOWN OF MT. PLEASANT (0.60 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	643.4	0.0	0.0	643.4		
				CONST	3,197.0	0.0	0.0	3,197.0	FED	2,553.6	0.0	0.0	2,553.6		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	3,197.0	0.0	0.0	3,197.0	TOTAL	3,197.0	0.0	0.0	3,197.0		
	723 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 31 FROM STH 38 TO 4 MILE RD. IN THE TOWN OF CALEDONIA (2.16 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	P	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	911.6	0.0	0.0	911.6		
				CONST	4,538.0	0.0	0.0	4,538.0	FED	3,626.4	0.0	0.0	3,626.4		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	4,538.0	0.0	0.0	4,538.0	TOTAL	4,538.0	0.0	0.0	4,538.0		
	724 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM 3 MILE RD. TO 4 MILE RD. IN THE TOWN OF CALEDONIA (1.25 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	1,437.0	0.0	0.0	1,437.0	STATE	1,437.0	0.0	717.4	2,154.4		
				CONST	0.0	0.0	3,587.0	3,587.0	FED	0.0	0.0	2,869.6	2,869.6		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	1,437.0	0.0	3,587.0	5,024.0	TOTAL	1,437.0	0.0	3,587.0	5,024.0		
	725 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 36 BETWEEN STH 100 AND THE CITY OF BURLINGTON IN MILWAUKEE, RACINE, AND WAUKESHA CO.	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	9,653.0	0.0	0.0	9,653.0		
				CONST	9,653.0	0.0	0.0	9,653.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	9,653.0	0.0	0.0	9,653.0	TOTAL	9,653.0	0.0	0.0	9,653.0		
	726 *	CONSTRUCTION OF THE CITY OF BURLINGTON BYPASS OF STH 36 (6.0 MILES)	HE	PE	3,000.0	0.0	0.0	3,000.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	3,000.0	0.0	0.0	3,000.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	3,000.0	0.0	0.0	3,000.0	TOTAL	3,000.0	0.0	0.0	3,000.0		
RACINE COUNTY	727 *	RESURFACING OF THE CTH A BRIDGE OVER THE E. BRANCH OF THE ROOT RIVER CANAL IN THE TOWN OF YORKVILLE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	7.5	0.0	0.0	7.5	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	7.5	0.0	0.0	7.5		
				CONST	15.0	0.0	0.0	15.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	LRIP/CHIP						
				TOTAL	15.0	0.0	0.0	15.0	TOTAL	15.0	0.0	0.0	15.0		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
RACINE COUNTY	728 *	RESURFACING OF THE CTH D BRIDGE OVER THE FOX RIVER IN THE VILLAGE OF ROCHESTER	HP	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	0.0	0.0	20.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	20.0	0.0	0.0	20.0		
				CONST	40.0	0.0	0.0	40.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	LRIP/CHIP						
				TOTAL	40.0	0.0	0.0	40.0	TOTAL	40.0	0.0	0.0	40.0		
	729 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH H FROM STH 11 TO STH 20 IN RACINE COUNTY (0.62 MILE)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	112.4	0.0	0.0	112.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	42.6	0.0	0.0	42.6		
				CONST	155.0	0.0	0.0	155.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	LRIP/CHIP						
				TOTAL	155.0	0.0	0.0	155.0	TOTAL	155.0	0.0	0.0	155.0		
	730	RECONDITIONING OF CTH H FROM DUNKELOW RD TO STH 38 IN TOWN OF CALEDONIA	HP	PE	0.0	60.0	0.0	60.0	LOCAL	0.0	12.0	141.5	153.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	707.3	707.3	FED	0.0	48.0	565.8	613.8		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	60.0	707.3	767.3	TOTAL	0.0	60.0	707.3	767.3		
	731	RECONSTRUCTION WITH AUXILIARY LANES OF CTH H FROM CTH K TO DUNKELOW ROAD IN FRANKSVILLE (T/ CALEDONIA)	HP	PE	0.0	0.0	35.0	35.0	LOCAL	0.0	0.0	7.0	76.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	345.0	FED	0.0	0.0	28.0	304.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	35.0	380.0	TOTAL	0.0	0.0	35.0	380.0		
	732 *	RESURFACING AND INTERSECTION IMPROVEMENTS AT INTER-SECTION OF CTH K AND CTH S IN RACINE COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	40.0	0.0	0.0	40.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	40.0	0.0	0.0	40.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	40.0	0.0	0.0	40.0	TOTAL	40.0	0.0	0.0	40.0		
	733 *	RECONDITIONING OF CTH K FROM USH 45 TO CTH U IN RACINE COUNTY (3.35 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	82.0	0.0	0.0	82.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	410.0	0.0	0.0	410.0	FED	328.0	0.0	0.0	328.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	410.0	0.0	0.0	410.0	TOTAL	410.0	0.0	0.0	410.0		
	734 *	RECONDITIONING OF FOUR MILE RD (CTH K) FROM CTH U TO IH 94 IN RACINE COUNTY (3.25 MI)	HP	PE	60.0	0.0	0.0	60.0	LOCAL	134.0	0.0	0.0	134.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	610.0	0.0	0.0	610.0	FED	536.0	0.0	0.0	536.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	670.0	0.0	0.0	670.0	TOTAL	670.0	0.0	0.0	670.0		
	735 *	RECONDITIONING OF CTH S FROM S. WIND LAKE RD. TO CTH G IN RACINE COUNTY (1.91 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	94.0	0.0	94.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	470.0	0.0	470.0	FED	0.0	376.0	0.0	376.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	470.0	0.0	470.0	TOTAL	0.0	470.0	0.0	470.0		
	736 *	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN RACINE COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	737 *	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN RACINE COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)					SOURCE OF FUNDS ($000)					GEO 29 APVL	AIR QUALITY STATUS
					1998	1999	2000	TOTAL TIP		1998	1999	2000	TOTAL TIP		
RACINE COUNTY	738 *	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y FROM CTH KR TO CTH X IN RACINE COUNTY (1.40 MILES)	HI	PE	260.0	0.0	0.0	260.0	LOCAL	65.0	0.0	496.8	561.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,000.0	2,000.0	FED	195.0	0.0	1,503.2	1,698.2		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	260.0	0.0	2,000.0	2,260.0	TOTAL	260.0	0.0	2,000.0	2,260.0		
	739 *	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANS. SERVICES FOR ELDERLY & DISABLED PEOPLE IN RACINE COUNTY: 1998	TP	PE	0.0	0.0	0.0	0.0	LOCAL	38.6	0.0	0.0	38.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	193.0	0.0	0.0	193.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	231.6	0.0	0.0	231.6							
				TOTAL	231.6	0.0	0.0	231.6	TOTAL	231.6	0.0	0.0	231.6		
	740 *	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN RACINE COUNTY	HS	PE	10.0	0.0	0.0	10.0	LOCAL	1.0	0.0	0.0	1.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	9.0	0.0	0.0	9.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
	741 *	CONSTRUCTION OF A BICYCLE PATH FROM WILLOW RD TO WEST BLVD IN CITY OF RACINE AND TOWN OF MT PLEASANT IN RACINE COUNTY (3.20 MI)	EE	PE	54.0	0.0	0.0	54.0	LOCAL	72.0	0.0	0.0	72.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	306.0	0.0	0.0	306.0	FED	288.0	0.0	0.0	288.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	360.0	0.0	0.0	360.0	TOTAL	360.0	0.0	0.0	360.0		
	742 *	CONSTRUCTION OF OFF-ROAD BICYCLE TRAIL ON WEPCO RIGHT OF WAY IN THE TOWN OF NORWAY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	5.0	0.0	0.0	5.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	25.0	0.0	0.0	25.0	FED	20.0	0.0	0.0	20.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	25.0	0.0	0.0	25.0	TOTAL	25.0	0.0	0.0	25.0		
	743 *	CONSTRUCTION OF PARK & RIDE FACILITY IN RACINE COUNTY NEAR I-94 INTERCHANGE WITH STH 20: 1995	EE	PE	10.0	0.0	0.0	10.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	92.5	0.0	0.0	92.5	FED	102.5	0.0	0.0	102.5		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	102.5	0.0	0.0	102.5	TOTAL	102.5	0.0	0.0	102.5		
	744 *	ACQUISITION OF ALTERNATIVE FUEL (CNG) PICKUP TRUCKS AND VAN FOR RACINE COUNTY HIGHAY DEPARTMENT TO REPLACE EXISTING VEHICLES:1995	EE	PE	0.0	0.0	0.0	0.0	LOCAL	28.7	0.0	0.0	28.7	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	64.2	0.0	0.0	64.2		
				OTHER	92.9	0.0	0.0	92.9	CMAQ						
				TOTAL	92.9	0.0	0.0	92.9	TOTAL	92.9	0.0	0.0	92.9		
C/BURLINGTON	745 *	INSTALLATION OF TRAFFIC SIGNALS AT JEFFERSON ST AND PINE ST AND JEFFERSON ST AND DODGE ST AND INTERCONNECTION OF SIGNALS WITH WIS. SO. RR	HS	PE	0.0	0.0	0.0	0.0	LOCAL	50.0	0.0	0.0	50.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	250.0	0.0	0.0	250.0	FED	200.0	0.0	0.0	200.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	250.0	0.0	0.0	250.0	TOTAL	250.0	0.0	0.0	250.0		
	746 *	MODIFY GEOMETRY OF THE MILWAUKEE/ MCHENRY/ JEFFERSON/ AMANDA INTERSECTION IN BURLINGTON TO IMPROVE SAFETY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	39.0	39.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	150.0	150.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	240.0	240.0	FED	0.0	0.0	351.0	351.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	0.0	390.0	390.0	TOTAL	0.0	0.0	390.0	390.0		
T/CALEDONIA	747 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE FIVE MILE ROAD BRIDGE OVER THE ROOT RIVER IN THE TOWN OF CALEDONIA	HP	PE	50.0	0.0	0.0	50.0	LOCAL	12.0	96.6	0.0	108.6	A	EXEMPT
				ROW	10.0	0.0	0.0	10.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	483.0	0.0	483.0	FED	48.0	386.4	0.0	434.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	60.0	483.0	0.0	543.0	TOTAL	60.0	483.0	0.0	543.0		

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
T/MOUNT PLEASANT	748	RECONSTRUCTION WITH AUXILIARY LANES OF N EMMERTSEN RD FROM CTH C TO N TOWN LIMITS IN TOWN OF MT PLEASANT	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	1,000.0	0.0	1,000.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,000.0	0.0	1,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	1,000.0	0.0	1,000.0	TOTAL	0.0	1,000.0	0.0	1,000.0		
	749 *	RECONSTRUCTION WITH AUXILIARY LANES OF EMMERTSEN RD. FROM 16TH ST. TO STH 20 IN THE TOWN OF MT PLEASANT (0.42 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	400.0	400.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	400.0	400.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	400.0	400.0	TOTAL	0.0	0.0	400.0	400.0		
	750	RECONSTRUCTION WITH AUXILIARY LANES OF WILLOW ROAD FROM DURAND AVE TO STH 20 IN TOWN OF MT PLEASANT	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	1,440.0	0.0	1,440.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,440.0	0.0	1,440.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	1,440.0	0.0	1,440.0	TOTAL	0.0	1,440.0	0.0	1,440.0		
T/NORWAY	751	REPLACEMENT OF THE HANSON ROAD BRIDGE OVER THE GOOSE LAKE BRANCH CANAL IN THE TOWN OF NORWAY (NON-CAPACITY) (0.16 KM)	OH	PE	35.0	0.0	0.0	35.0	LOCAL	7.0	22.0	0.0	29.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	110.0	0.0	110.0	FED	28.0	88.0	0.0	116.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	35.0	110.0	0.0	145.0	TOTAL	35.0	110.0	0.0	145.0		
C/RACINE	752 *	RESURFACING OF STH 32 FROM DODGE ST. TO KEWAUNEE ST. IN THE CITY OF RACINE (0.35 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	60.0	0.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	240.0	0.0	0.0	240.0		
				CONST	300.0	0.0	0.0	300.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	753	RECONSTRUCTION WITH AUXILIARY LANES OF CHICKORY RD. FROM LATHROP AVE. TO STH 32 IN CITY OF RACINE & TN. MT. PLEASANT (1.2 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	620.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	3,100.0	FED	0.0	0.0	0.0	2,480.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	0.0	3,100.0	TOTAL	0.0	0.0	0.0	3,100.0		
	754 *	RESURFACING OF LATHROP AVE. FROM REPUBLIC AVE. TO KINZIES DR. IN THE CITY OF RACINE (1.10 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	150.0	0.0	150.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	150.0	0.0	150.0		
				CONST	0.0	300.0	0.0	300.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	LRIP/CHIP						
				TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0		
	755 *	RESURFACING OF MT. PLEASANT ST. FROM RAPIDS DR. TO ROMAYNE AVE. IN THE CITY OF RACINE (0.26 MI) (0.40 KM)	HP	PE	6.0	0.0	0.0	6.0	LOCAL	3.0	109.5	0.0	112.5	A	EXEMPT
				ROW	0.0	219.0	0.0	219.0	STATE	3.0	109.5	0.0	112.5		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	6.0	219.0	0.0	225.0	TOTAL	6.0	219.0	0.0	225.0		
	756 *	RECONSTRUCTION OF THE C&NW RR OVERPASS ON 6TH ST IN THE CITY OF RACINE	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	460.0	N	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	2,300.0	FED	0.0	0.0	0.0	1,840.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	0.0	2,300.0	TOTAL	0.0	0.0	0.0	2,300.0		
	757 *	RECONSTRUCTION WITH ADDITIONAL LANES OF THREE MILE RD FROM DOUGLAS AVE TO MAIN ST IN THE CITY OF RACINE (1.00 MILE)	HI	PE	160.0	0.0	0.0	160.0	LOCAL	172.0	262.0	0.0	434.0	A	NON-EXEMPT
				ROW	700.0	0.0	0.0	700.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,310.0	0.0	1,310.0	FED	688.0	1,048.0	0.0	1,736.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	860.0	1,310.0	0.0	2,170.0	TOTAL	860.0	1,310.0	0.0	2,170.0		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	DESCRIPTION	TYPE	ESTIMATED COST ($000)					SOURCE OF FUNDS ($000)					GEO 29 APVL	AIR QUALITY STATUS
					1998	1999	2000	TOTAL TIP		1998	1999	2000	TOTAL TIP		
C/RACINE	758	REPLACEMENT OF BUS STOP SIGNS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	8.0	0.0	0.0	8.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	32.0	0.0	0.0	32.0		
				OTHER	40.0	0.0	0.0	40.0	FTA 5309						
				TOTAL	40.0	0.0	0.0	40.0	TOTAL	40.0	0.0	0.0	40.0		
	759 *	REPLACE ENGINE HOIST FOR THE BELLE URBAN SYSTEM WI-03-0056 FUNDED	TP	PE	0.0	0.0	0.0	0.0	LOCAL	1.6	0.0	0.0	1.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	6.4	0.0	0.0	6.4		
				OTHER	8.0	0.0	0.0	8.0	FTA 5309						
				TOTAL	8.0	0.0	0.0	8.0	TOTAL	8.0	0.0	0.0	8.0		
	760 *	REPLACEMENT OF RIDING SWEEPER FOR MAINTENANCE AND STORAGE GARAGES FOR THE RACINE TRANSIT SYSTEM WI-03-0060 FUNDING PENDING	TP	PE	0.0	0.0	0.0	0.0	LOCAL	4.0	0.0	0.0	4.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	16.0	0.0	0.0	16.0		
				OTHER	20.0	0.0	0.0	20.0	FTA 5309						
				TOTAL	20.0	0.0	0.0	20.0	TOTAL	20.0	0.0	0.0	20.0		
	761 *	REPLACE MAINTENANCE GARAGE LIGHTING FOR THE BELLE URBAN SYSTEM WI-03-0056 FUNDED	TP	PE	0.0	0.0	0.0	0.0	LOCAL	4.0	0.0	0.0	4.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	16.0	0.0	0.0	16.0		
				OTHER	20.0	0.0	0.0	20.0	FTA 5309						
				TOTAL	20.0	0.0	0.0	20.0	TOTAL	20.0	0.0	0.0	20.0		
	762 *	REPLACE ALL LIGHTING IN STORAGE GARAGE FOR THE BELLE URBAN SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	7.0	0.0	0.0	7.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	28.0	0.0	0.0	28.0		
				OTHER	35.0	0.0	0.0	35.0	FTA 5309						
				TOTAL	35.0	0.0	0.0	35.0	TOTAL	35.0	0.0	0.0	35.0		
	763 *	REPLACE BUS HOIST FOR THE BELLE URBAN SYSTEM WI-03-0059 FUNDED	TP	PE	0.0	0.0	0.0	0.0	LOCAL	12.0	0.0	0.0	12.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	48.0	0.0	0.0	48.0		
				OTHER	60.0	0.0	0.0	60.0	FTA 5309						
				TOTAL	60.0	0.0	0.0	60.0	TOTAL	60.0	0.0	0.0	60.0		
	764 *	REPLACE SUPERVISORY AUTO FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	3.6	3.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	14.4	14.4		
				OTHER	0.0	0.0	18.0	18.0	FTA 5309						
				TOTAL	0.0	0.0	18.0	18.0	TOTAL	0.0	0.0	18.0	18.0		
	765 *	REPLACEMENT OF TELEPHONE AND TELEPHONE INFORMATION SYSTEM FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	3.0	0.0	0.0	3.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	12.0	0.0	0.0	12.0		
				OTHER	15.0	0.0	0.0	15.0	FTA 5309						
				TOTAL	15.0	0.0	0.0	15.0	TOTAL	15.0	0.0	0.0	15.0		
	766 *	REPLACE AND RELOCATE TWO-WAY RADIO ANTENNA AND TOWER FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	10.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	40.0	0.0	40.0		
				OTHER	0.0	50.0	0.0	50.0	FTA 5309						
				TOTAL	0.0	50.0	0.0	50.0	TOTAL	0.0	50.0	0.0	50.0		
	767 *	REPLACEMENT OF BUSES 9 IN 2000, 8 IN 2001, FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	1,208.1	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	4,832.4		
				OTHER	0.0	0.0	0.0	6,040.5	FTA 5309						
				TOTAL	0.0	0.0	0.0	6,040.5	TOTAL	0.0	0.0	0.0	6,040.5		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/RACINE	768 *	REPLACE BUS WASHER AT THE CITY TRANSIT GARAGE FOR THE RACINE TRANSIT SYSTEM WI-03-0060 FUNDING PENDING	TP	PE	0.0	0.0	0.0	0.0	LOCAL	16.0	0.0	0.0	16.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	64.0	0.0	0.0	64.0		
				OTHER	80.0	0.0	0.0	80.0	FTA 5309						
				TOTAL	80.0	0.0	0.0	80.0	TOTAL	80.0	0.0	0.0	80.0		
	769 *	REPLACE SERVICE TRUCK FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	9.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	36.0		
				OTHER	0.0	0.0	0.0	45.0	FTA 5309						
				TOTAL	0.0	0.0	0.0	45.0	TOTAL	0.0	0.0	0.0	45.0		
	770 *	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM: 1998-2003	TP	PE	0.0	0.0	0.0	0.0	LOCAL	645.0	693.0	744.0	4,637.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	2,371.0	2,466.0	2,565.0	15,729.0		
				CONST	0.0	0.0	0.0	0.0	FED	570.0	570.0	570.0	3,420.0		
				OTHER	3,586.0	3,729.0	3,879.0	23,786.0	FTA 5307						
				TOTAL	3,586.0	3,729.0	3,879.0	23,786.0	TOTAL	3,586.0	3,729.0	3,879.0	23,786.0		
	771 *	OPERATING ASSISTANCE FOR THE WISCONSIN COACH LINES KENOSHA/RACINE/ MILWAUKEE BUS SERVICE: 1998-2003	TP	PE	0.0	0.0	0.0	0.0	LOCAL	166.4	173.8	180.6	1,106.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	364.6	379.2	394.4	2,418.4		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	531.0	553.0	575.0	3,525.0							
				TOTAL	531.0	553.0	575.0	3,525.0	TOTAL	531.0	553.0	575.0	3,525.0		
	772 *	PURCHASE 4,000 WATT PORTABLE GENERATOR FOR THE BELLE URBAN SYSTEM WI-03-0059 FUNDED	TP	PE	0.0	0.0	0.0	0.0	LOCAL	1.2	0.0	0.0	1.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	4.8	0.0	0.0	4.8		
				OTHER	6.0	0.0	0.0	6.0	FTA 5309						
				TOTAL	6.0	0.0	0.0	6.0	TOTAL	6.0	0.0	0.0	6.0		
	773 *	PURCHASE RTS TRANSMISSION JACKS FOR THE BELLE URBAN SYSTEM WI-03-0059 FUNDED	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.8	0.0	0.0	0.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	3.2	0.0	0.0	3.2		
				OTHER	4.0	0.0	0.0	4.0	FTA 5309						
				TOTAL	4.0	0.0	0.0	4.0	TOTAL	4.0	0.0	0.0	4.0		
	774 *	PURCHASE TIRE CHANGING UNIT FOR THE BELLE URBAN SYSTEM WI-03-0059 FUNDED	TP	PE	0.0	0.0	0.0	0.0	LOCAL	1.9	0.0	0.0	1.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	7.6	0.0	0.0	7.6		
				OTHER	9.5	0.0	0.0	9.5	FTA 5309						
				TOTAL	9.5	0.0	0.0	9.5	TOTAL	9.5	0.0	0.0	9.5		
	775 *	MODIFICATIONS TO FARE COLLECTION SYSTEM TO PROVIDE FOR PASSENGER COUNTING/RECONCILIATION FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	12.0	0.0	12.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	48.0	0.0	48.0		
				OTHER	0.0	60.0	0.0	60.0	FTA 5309						
				TOTAL	0.0	60.0	0.0	60.0	TOTAL	0.0	60.0	0.0	60.0		
	776 *	INSTALLATION OF SECURITY ALARM SYSTEM FOR BOTH BUS GARAGE BUILDINGS FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	5.0	0.0	5.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	20.0	0.0	20.0		
				OTHER	0.0	25.0	0.0	25.0	FTA 5309						
				TOTAL	0.0	25.0	0.0	25.0	TOTAL	0.0	25.0	0.0	25.0		
	777 *	BUILDING IMPROVEMENTS AND REPAIRS INCLUDING ELECTRICAL WORK, ROOF REPAIRS,AND MAINTENANCE AREA IMPROVEMENTS FOR RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	18.0	0.0	0.0	18.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	90.0	0.0	0.0	90.0	FED	72.0	0.0	0.0	72.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5309						
				TOTAL	90.0	0.0	0.0	90.0	TOTAL	90.0	0.0	0.0	90.0		

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/RACINE	778 *	UPDATE FIRE SPRINKLER SYSTEM IN BUS STORAGE AND MAINTENANCE GARAGES FOR THE RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	15.0	0.0	0.0	15.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	60.0	0.0	0.0	60.0		
				OTHER	75.0	0.0	0.0	75.0	FTA 5309						
				TOTAL	75.0	0.0	0.0	75.0	TOTAL	75.0	0.0	0.0	75.0		
	779 *	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICE FOR ELDERLY & DISABLED IN THE RACINE URBANIZED AREA: 1998-2003	TP	PE	0.0	0.0	0.0	0.0	LOCAL	30.2	30.2	30.2	187.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	111.1	111.1	111.1	690.4		
				CONST	0.0	0.0	0.0	0.0	FED	26.7	26.7	26.7	165.9		
				OTHER	168.0	168.0	168.0	1,044.0	FTA 5307						
				TOTAL	168.0	168.0	168.0	1,044.0	TOTAL	168.0	168.0	168.0	1,044.0		
	780	IMPLEMENTATION OF SUNDAY SERVICE IN THE CITY OF RACINE 1998-2000	TI	PE	0.0	0.0	0.0	0.0	LOCAL	22.5	23.4	24.3	70.2	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	20.4	21.2	22.0	63.6		
				CONST	0.0	0.0	0.0	0.0	FED	171.4	178.2	185.4	535.0		
				OTHER	214.3	222.8	231.7	668.8	CMAQ						
				TOTAL	214.3	222.8	231.7	668.8	TOTAL	214.3	222.8	231.7	668.8		
	781 *	IMPLEMENTATION OF EVENING BUS SERVICE IN THE CITY OF RACINE 1998-2000	TI	PE	0.0	0.0	0.0	0.0	LOCAL	57.8	60.2	62.6	180.6	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	52.3	54.4	56.6	163.3		
				CONST	0.0	0.0	0.0	0.0	FED	440.7	458.3	476.6	1,375.6		
				OTHER	550.8	572.9	595.8	1,719.5	CMAQ						
				TOTAL	550.8	572.9	595.8	1,719.5	TOTAL	550.8	572.9	595.8	1,719.5		
	782 *	EXPANDED BUS SERVICE TO TOWN OF CALEDONIA OPERATED BY BELLE URBAN SYSTEM: 1995-96	TI	PE	0.0	0.0	0.0	0.0	LOCAL	4.9	5.2	5.4	15.5	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	18.1	18.8	19.9	56.8		
				CONST	0.0	0.0	0.0	0.0	FED	20.0	20.8	22.0	62.8		
				OTHER	43.0	44.8	47.3	135.1	CMAQ						
				TOTAL	43.0	44.8	47.3	135.1	TOTAL	43.0	44.8	47.3	135.1		
	783	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE HORLICK BRIDGE OVER THE ROOT RIVER IN THE CITY OF RACINE	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	27.6	0.0	27.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	138.0	0.0	138.0	FED	0.0	110.4	0.0	110.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	138.0	0.0	138.0	TOTAL	0.0	138.0	0.0	138.0		
	784	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE HORLICK DR. SOUTH BRIDGE OVER THE ROOT RIVER IN THE CITY OF RACINE (P-51-0702)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	295.0	0.0	295.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	295.0	0.0	295.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	295.0	0.0	295.0	TOTAL	0.0	295.0	0.0	295.0		
	785	REHABILITATION OF HORLICK DRIVE/LIBERTY STREET NORTH BRIDGE (P-51-0708) OVER ROOT RIVER IN CITY OF RACINE	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	39.8	0.0	39.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	199.0	0.0	199.0	FED	0.0	159.2	0.0	159.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	199.0	0.0	199.0	TOTAL	0.0	199.0	0.0	199.0		
	786 *	REMOVAL OF LEUDTKE COURT BRIDGE OVER ROOT RIVER IN CITY OF RACINE	OH	PE	20.0	0.0	0.0	20.0	LOCAL	21.4	0.0	0.0	21.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	85.6	0.0	0.0	85.6		
				CONST	87.0	0.0	0.0	87.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	107.0	0.0	0.0	107.0	TOTAL	107.0	0.0	0.0	107.0		
	787 *	RELOCATION OF MOUND AVE NORTH OF W.6TH STREET IN THE CITY OF RACINE	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	160.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	160.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	160.0	TOTAL	0.0	0.0	0.0	160.0		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/RACINE	788 *	COMPRESSED NATURAL GAS FUELING FACILITY SERVING THE CITY OF RACINE MUNICIPAL FLEET	EE	PE	31.5	0.0	0.0	31.5	LOCAL	53.0	0.0	0.0	53.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	233.5	0.0	0.0	233.5	FED	212.0	0.0	0.0	212.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	265.0	0.0	0.0	265.0	TOTAL	265.0	0.0	0.0	265.0		
T/RAYMOND	789 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE THREE MILE ROAD BRIDGE OVER THE WEST BRANCH OF THE ROOT RIVER CANAL IN THE TOWN OF RAYMOND	OH	PE	28.1	0.0	0.0	28.1	LOCAL	32.6	0.0	0.0	32.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	130.5	0.0	0.0	130.5		
				CONST	135.0	0.0	0.0	135.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	163.1	0.0	0.0	163.1	TOTAL	163.1	0.0	0.0	163.1		
V/STURTEVANT	790 *	RECONSTRUCTION WITH AUXILIARY LANES OF 90TH ST. FROM THE NO. LINE OF SECTION 21 TO SOO LINE TRACKS IN THE V. OF STURTEVANT (1.2M)	HP	PE	178.0	0.0	0.0	178.0	LOCAL	35.6	210.6	0.0	246.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,053.0	0.0	1,053.0	FED	142.4	842.4	0.0	984.8		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	178.0	1,053.0	0.0	1,231.0	TOTAL	178.0	1,053.0	0.0	1,231.0		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY
BY IMPLEMENTING AGENCY 1998-2000

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	791	RECONDITIONING OF STH 120 FROM STH 36 TO EAST TROY (10.0 MILES)	HP	PE	200.0	0.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	40.0	0.0	0.0	556.0		EXEMPT
				CONST	0.0	0.0	0.0	2,580.0	FED	160.0	0.0	0.0	2,224.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	200.0	0.0	0.0	2,780.0	TOTAL	200.0	0.0	0.0	2,780.0		
	792	RESURFACING OF USH 12 FROM ILLINOIS STATE LINE TO STH 50 IN WALWORTH COUNTY (8.69 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	5,500.0	0.0	5,500.0		EXEMPT
				CONST	0.0	5,500.0	0.0	5,500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	5,500.0	0.0	5,500.0	TOTAL	0.0	5,500.0	0.0	5,500.0		
	793 *	RECONDITIONING OF STH 11 FROM WISCONSIN ST TO EAST CONST LIMIT IN THE CITY OF ELKHORN (0.56 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	130.0	0.0	130.0	A	
				ROW	100.0	0.0	0.0	100.0	STATE	100.0	0.0	0.0	100.0		EXEMPT
				CONST	0.0	650.0	0.0	650.0	FED	0.0	520.0	0.0	520.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	100.0	650.0	0.0	750.0	TOTAL	100.0	650.0	0.0	750.0		
	794 *	RESURFACING OF STH 11 FROM IH 43 TO STH 120 IN WALWORTH COUNTY (6.7 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	1,100.0	0.0	0.0	1,100.0		EXEMPT
				CONST	1,100.0	0.0	0.0	1,100.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,100.0	0.0	0.0	1,100.0	TOTAL	1,100.0	0.0	0.0	1,100.0		
	795	RECONDITIONING OF WALWORTH AVE. (STH 11) FROM TURTLE CREEK DRIVE TO CUMMINGS STREET IN THE CITY OF DELAVAN (0.77 MILES)	HP	PE	40.0	0.0	0.0	40.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	16.0	0.0	16.0	STATE	8.0	16.0	0.0	92.2		EXEMPT
				CONST	0.0	0.0	0.0	341.0	FED	32.0	0.0	0.0	304.8		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	40.0	16.0	0.0	397.0	TOTAL	40.0	16.0	0.0	397.0		
	796 *	RECONDITIONING OF NORTH ST (STH 20) FROM W VILLAGE LIMIT TO EAST OF THOMAS WITH NO ADDITIONAL LANES (1.26 MILES)	HP	PE	51.0	0.0	0.0	51.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	50.0	0.0	50.0	STATE	10.2	50.0	0.0	410.2		EXEMPT
				CONST	0.0	0.0	0.0	1,750.0	FED	40.8	0.0	0.0	1,440.8		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	51.0	50.0	0.0	1,851.0	TOTAL	51.0	50.0	0.0	1,851.0		
	797 *	RESURFACING OF SEVENTH STREET (STH 50) FROM WALWORTH AVE TO WISCONSIN STREET IN THE CITY OF DELAVAN (.13 MILES)	HP	PE	20.0	0.0	0.0	20.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	4.0	0.0	0.0	27.6		EXEMPT
				CONST	0.0	0.0	0.0	118.0	FED	16.0	0.0	0.0	110.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	20.0	0.0	0.0	138.0	TOTAL	20.0	0.0	0.0	138.0		
	798 *	REPLACE BRIDGE DECK ON STH 67 NB AND SB BRIDGES OVER USH 12 IN WALWORTH COUNTY	HP	PE	164.0	0.0	0.0	164.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	32.8	0.0	0.0	370.8		EXEMPT
				CONST	0.0	0.0	0.0	1,690.0	FED	131.2	0.0	0.0	1,483.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	164.0	0.0	0.0	1,854.0	TOTAL	164.0	0.0	0.0	1,854.0		
	799 *	RECONDITIONING OF STH 67 FROM USH 14 TO THE VILLAGE OF WILLIAMS BAY IN WALWORTH COUNTY (4.80 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	143.0	0.0	354.0		EXEMPT
				CONST	0.0	715.0	0.0	1,770.0	FED	0.0	572.0	0.0	1,416.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	715.0	0.0	1,770.0	TOTAL	0.0	715.0	0.0	1,770.0		
	800 *	RECONSTRUCTION OF STH 50 FROM WELLS ST TO STH 50 WB IN THE CITY OF LAKE GENEVA (0.80 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	N	
				ROW	0.0	0.0	0.0	427.4	STATE	0.0	0.0	0.0	532.9		NON-EXEMPT
				CONST	0.0	0.0	0.0	2,237.0	FED	0.0	0.0	0.0	2,131.5		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	0.0	2,664.4	TOTAL	0.0	0.0	0.0	2,664.4		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	801 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM STH 67 EAST TO THE EXISTING DIVIDED SECTION IN THE TOWN OF GENEVA (1.70 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	123.0	0.0	123.0	STATE	0.0	123.0	0.0	971.8		
				CONST	0.0	0.0	0.0	4,244.0	FED	0.0	0.0	0.0	3,395.2		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	123.0	0.0	4,367.0	TOTAL	0.0	123.0	0.0	4,367.0		
	802 *	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 67 FROM LINCOLN ST. TO USH 12 IN WALWORTH COUNTY (0.90 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	93.7	450.0	0.0	543.7	A	NON-EXEMPT
				ROW	375.0	0.0	0.0	375.0	STATE	48.5	232.8	0.0	281.3		
				CONST	0.0	1,800.0	0.0	1,800.0	FED	232.8	1,117.2	0.0	1,350.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	375.0	1,800.0	0.0	2,175.0	TOTAL	375.0	1,800.0	0.0	2,175.0		
	803 *	CONSTRUCTION OF THE CITY OF WHITEWATER BYPASS (STH 12) (5.30 MILES)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	P	NON-EXEMPT
				ROW	2,130.0	1,093.0	0.0	3,223.0	STATE	2,130.0	1,093.0	4,871.9	13,113.4		
				CONST	0.0	0.0	4,871.9	9,890.4	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,130.0	1,093.0	4,871.9	13,113.4	TOTAL	2,130.0	1,093.0	4,871.9	13,113.4		
	804 *	CONSTRUCT A RELOCATED STH 120 ALONG THE EAST SIDE OF THE CITY OF LAKE GENEVA FROM WILLOW ROAD TO STH 50 (4.40 MI)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	318.2	0.0	1,657.2	P	NON-EXEMPT
				ROW	0.0	1,273.0	0.0	1,273.0	STATE	0.0	954.8	0.0	4,971.8		
				CONST	0.0	0.0	0.0	5,356.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	1,273.0	0.0	6,629.0	TOTAL	0.0	1,273.0	0.0	6,629.0		
	805 *	ELDERLY/DISABLED TRANS. FOR VOCATIONAL SBC 5310 INDUSTRIES ELKHORN 2 MODIFIED BUSES 28/2 1998	TP	PE	0.0	0.0	0.0	0.0	LOCAL	20.6	0.0	0.0	20.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	82.2	0.0	0.0	82.2		
				OTHER	102.8	0.0	0.0	102.8	FTA 5310						
				TOTAL	102.8	0.0	0.0	102.8	TOTAL	102.8	0.0	0.0	102.8		
	806	ELDERLY/ DISABLED TRANS VOCATIONAL INDUSTRIES ELKHORN 2 MODIFIED BUSES 28/2 2000	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	21.8	21.8	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	87.2	87.2		
				OTHER	0.0	0.0	109.0	109.0	FTA 5310						
				TOTAL	0.0	0.0	109.0	109.0	TOTAL	0.0	0.0	109.0	109.0		
	807	ELDERLY/ DISABLED TRANS VOCATIONAL INDUSTRIES ELKHORN 1 STANDARD VAN 14/0 1 MODIFIED VAN 7/1 1999	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	11.6	0.0	11.6	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	46.3	0.0	46.3		
				OTHER	0.0	57.9	0.0	57.9	FTA 5310						
				TOTAL	0.0	57.9	0.0	57.9	TOTAL	0.0	57.9	0.0	57.9		
	808 *	COMMUTER RAIL FEASIBILITY STUDY IN THE WALWORTH TO FOX LAKE RAPID TRANSIT TRAVEL CORRIDOR	TI	PE	0.0	0.0	0.0	0.0	LOCAL	7.6	0.0	0.0	7.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	30.4	0.0	0.0	30.4		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	38.0	0.0	0.0	38.0							
				TOTAL	38.0	0.0	0.0	38.0	TOTAL	38.0	0.0	0.0	38.0		
	809 *	ELDERLY/DISABLED TRANS-PORTATION,SECTION 16 COMMUNITY LIVING AR-RANGEMENTS (ELKHORN) 1997: 3 MODIFIED VAN/LIFT 7/1	TE	PE	0.0	0.0	0.0	0.0	LOCAL	16.2	0.0	0.0	16.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	64.8	0.0	0.0	64.8		
				OTHER	81.0	0.0	0.0	81.0	FTA 5310						
				TOTAL	81.0	0.0	0.0	81.0	TOTAL	81.0	0.0	0.0	81.0		
	810	CONVERSION OF THE FORMER ELKHORN WEIGH STATION AT USH 12 & LINCOLN ST (STH 67) TO A PARK & RIDE LOT	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	15.0	15.0		
				CONST	0.0	0.0	75.0	75.0	FED	0.0	0.0	60.0	60.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	75.0	75.0	TOTAL	0.0	0.0	75.0	75.0		

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Action Key: N=Project presented for information only, no activity in three year program period; A=Approved; P=Approval Pending More Detailed Project Definition.

Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
STATE OF WISCONSIN	811[i]	CONSTRUCTION OF A 50 SPACE PARK/RIDE LOT AT IH 43 AND CTH L TOWN OF EAST TROY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	P	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	12.5	0.0	0.0	12.5		
				CONST	62.5	0.0	0.0	62.5	FED	50.0	0.0	0.0	50.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	62.5	0.0	0.0	62.5	TOTAL	62.5	0.0	0.0	62.5		
	812[i,j]	CONSTRUCTION OF A 50 SPACE PARK/RIDE LOT AT USH 12 AND CTH B VILLAGE OF GENOA CITY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	P	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	14.0	0.0	0.0	14.0		
				CONST	70.1	0.0	0.0	70.1	FED	56.1	0.0	0.0	56.1		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	70.1	0.0	0.0	70.1	TOTAL	70.1	0.0	0.0	70.1		
WALWORTH COUNTY	813	RECONSTRUCTION WITH AUXILIARY LANES OF WALWORTH STREET (CTH S) FROM ROCK COUNTY LINE TO WOODLAND DRIVE IN C/ & T/ OF WHITEWATER	HP	PE	0.0	0.0	19.5	19.5	LOCAL	0.0	0.0	3.9	406.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	2,012.5	FED	0.0	0.0	15.6	1,625.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	19.5	2,032.0	TOTAL	0.0	0.0	19.5	2,032.0		
	814 *	RECONSTRUCTION WITH AUXILIARY LANES OF CTH NN FROM USH 12 TO LAKELAND COMPLEX IN WALWORTH COUNTY (1.0 MILES)	HP	PE	0.0	20.0	0.0	20.0	LOCAL	0.0	4.0	632.4	636.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	3,162.0	3,162.0	FED	0.0	16.0	2,529.6	2,545.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	20.0	3,162.0	3,182.0	TOTAL	0.0	20.0	3,162.0	3,182.0		
	815	RECONDITIONING OF WILLOW ROAD FROM S LAKESHORE DRIVE TO STH 120 IN TOWN OF LINN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	279.4	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	1,397.0	FED	0.0	0.0	0.0	1,117.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	0.0	1,397.0	TOTAL	0.0	0.0	0.0	1,397.0		
	816 *	RESURFACING OF CTH B FROM CTH BB TO STH 120 IN WALWORTH COUNTY (5.6 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	315.0	0.0	0.0	315.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	315.0	0.0	0.0	315.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	315.0	0.0	0.0	315.0	TOTAL	315.0	0.0	0.0	315.0		
	817	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MARTIN STREET (CTH C) FROM STATE LINE RD TO STH 67 IN TOWN OF SHARON	HP	PE	0.0	0.0	0.0	148.4	LOCAL	0.0	0.0	0.0	436.6	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	2,034.4	FED	0.0	0.0	0.0	1,746.2		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	0.0	2,182.8	TOTAL	0.0	0.0	0.0	2,182.8		
	818	REPLACEMENT OF CTH ES BRIDGE OVER SUGAR CREEK (P-64-0041) IN THE TOWN OF SUGAR CREEK	HP	PE	0.0	34.5	0.0	34.5	LOCAL	0.0	6.9	37.5	44.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	187.5	187.5	FED	0.0	27.6	150.0	177.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	34.5	187.5	222.0	TOTAL	0.0	34.5	187.5	222.0		
	819	RECONSTRUCTION WITH AUXILIARY LANES OF E GENEVA STREET (CTH H) FROM STH 67 TO ELKHORN AREA HIGH SCHOOL	HP	PE	0.0	0.0	22.0	22.0	LOCAL	0.0	0.0	4.4	234.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	1,149.9	FED	0.0	0.0	17.6	937.5		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	22.0	1,171.9	TOTAL	0.0	0.0	22.0	1,171.9		
	820 *	RESURFACING OF CTH H FROM CTH A TO THE ELKHORN CITY LIMITS IN WALWORTH COUNTY (6.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	304.0	0.0	304.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	304.0	0.0	304.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	304.0	0.0	304.0	TOTAL	0.0	304.0	0.0	304.0		

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[i] The site selection process should maximize the provision of bicycle, pedestrian, and transit access. Air quality analysis of the final site should demonstrate a reduction in ozone precursor emissions.

[j] Approval of this project is predicated on its construction not precluding the construction of the USH 12 Freeway south into Illinois.

Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA,RACINE,WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY
BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
WALWORTH COUNTY	821 *	RESURFACING OF CTH P FROM USH 12 TO CTH A IN WALWORTH COUNTY (6.7 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	415.0	0.0	0.0	415.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	415.0	0.0	0.0	415.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	415.0	0.0	0.0	415.0	TOTAL	415.0	0.0	0.0	415.0		
	822 *	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN WALWORTH COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	823 *	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN WALWORTH COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	824 *	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN WALWORTH COUNTY:1998	TP	PE	0.0	0.0	0.0	0.0	LOCAL	18.6	0.0	0.0	18.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	93.0	0.0	0.0	93.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	111.6	0.0	0.0	111.6							
				TOTAL	111.6	0.0	0.0	111.6	TOTAL	111.6	0.0	0.0	111.6		
	825 *	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN WALWORTH COUNTY	HS	PE	10.0	0.0	0.0	10.0	LOCAL	1.0	0.0	0.0	1.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	9.0	0.0	0.0	9.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
C/ELKHORN	826 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 11 (COURT, WISCONSIN, AND WALWORTH STREETS) FROM CHURCH ST TO EX-CMSTP&P RR	HP	PE	0.0	0.0	0.0	0.0	LOCAL	603.0	0.0	0.0	603.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	114.0	0.0	0.0	114.0		
				CONST	850.0	0.0	0.0	850.0	FED	133.0	0.0	0.0	133.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	850.0	0.0	0.0	850.0	TOTAL	850.0	0.0	0.0	850.0		
T/SPRING PRAIRIE	827 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE POTTER ROAD BRIDGE OVER SUGAR CREEK IN THE TOWN OF SPRING PRAIRIE	HP	PE	50.0	0.0	0.0	50.0	LOCAL	53.6	0.0	0.0	53.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	214.4	0.0	0.0	214.4		
				CONST	218.0	0.0	0.0	218.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	268.0	0.0	0.0	268.0	TOTAL	268.0	0.0	0.0	268.0		
T/TROY	828 *	INSTALL BEAM GUARD ON TOWNLINE RD, BETWEEN CTH J AND STH 120 IN THE TOWN OF TROY (0.10 MILES)	HS	PE	0.0	0.0	3.0	3.0	LOCAL	0.0	0.0	1.0	1.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	7.0	7.0	FED	0.0	0.0	9.0	9.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	0.0	10.0	10.0	TOTAL	0.0	0.0	10.0	10.0		
C/WHITEWATER (PART)	829 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N FREEMONT ST FROM NORTH ST TO STARIN RD IN CITY OF WHITEWATER (0.34 MILES)	HP	PE	0.0	0.0	0.0	63.0	LOCAL	0.0	0.0	0.0	416.6	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	353.6	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	416.6	TOTAL	0.0	0.0	0.0	416.6		
	830 *	OPERATING ASSISTANCE FOR THE CITY OF WHITEWATER TAXI BASED TRANSIT SYSTEM: 1998-1999	TI	PE	0.0	0.0	0.0	0.0	LOCAL	3.1	3.3	0.0	6.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	81.8	85.9	0.0	167.7		
				CONST	0.0	0.0	0.0	0.0	FED	69.8	73.3	0.0	143.1		
				OTHER	154.7	162.5	0.0	317.2	FTA 5311						
				TOTAL	154.7	162.5	0.0	317.2	TOTAL	154.7	162.5	0.0	317.2		

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BY IMPLEMENTING AGENCY 1998-2000
(continued)

PROJECT SPONSOR	PROJECT NO.	PROJECT DESCRIPTION	PROJECT TYPE	ESTIMATED COST ($000)	1998	1999	2000	TOTAL TIP	SOURCE OF FUNDS ($000)	1998	1999	2000	TOTAL TIP	GEO 29 APVL	AIR QUALITY STATUS
C/WHITEWATER (PART)	831 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF ELIZABETH STREET FROM HIGHLAND ST TO COURT ST IN CITY OF WHITEWATER (0.22 MILES)	OH	PE	0.0	0.0	0.0	19.5	LOCAL	0.0	0.0	0.0	130.0	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	110.5	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	130.0	TOTAL	0.0	0.0	0.0	130.0		
	832 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF ELIZABETH ST FROM COURT ST TO WALWORTH ST IN THE CITY OF WHITEWATER	OH	PE	0.0	30.0	0.0	30.0	LOCAL	0.0	206.0	0.0	206.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	176.0	0.0	176.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	206.0	0.0	206.0	TOTAL	0.0	206.0	0.0	206.0		
	833 *	RECONSTRUCTION WITH NO ADDITIONAL LANES OF NORTH ST FROM W MAIN ST TO GEORGE ST IN THE CITY OF WHITEWATER (0.23 MILES)	OH	PE	0.0	0.0	0.0	25.0	LOCAL	0.0	0.0	0.0	221.7	N	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	196.7	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	221.7	TOTAL	0.0	0.0	0.0	221.7		
	834 *	CONSTRUCTION OF STARIN RD FROM FREEMONT ST TO JEFFERSON ST IN CITY OF WHITEWATER (0.27 MILES)	OH	PE	0.0	0.0	0.0	37.7	LOCAL	0.0	0.0	0.0	249.7	N	EXEMPT
				ROW	0.0	0.0	0.0	212.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	249.7	TOTAL	0.0	0.0	0.0	249.7		

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Action Key: N=Project presented for information only, no activity in three year program period; A=Approved; P=Approval Pending More Detailed Project Definition.

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Appendix B

U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION
REPORT ON REVIEW OF TRAVEL MODELING AS CONDUCTED BY THE
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
AND
COMMISSION MEMORANDUM ON TRAVEL MODELING
REQUIREMENTS FOR OZONE NON-ATTAINMENT AREAS

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

Subject: Report on Review of Travel Demand Forecasting Process in Milwaukee

Date: May 21, 1997

From: Director
Office of Planning & Program Development
Olympia Fields, Illinois

Reply to Attn. of: HPP-05

To: Mr. William K. Fung, Division Administrator
Madison, Wisconsin

Attached is the final version of the Washington Office's report on the process review performed on Milwaukee's conformity-related travel demand modeling process. Brian Gardner (HEP-20) performed the review with the collaboration of Samuel Herrera and Tom Frank.

The issuance of this report was delayed by travel and other work scheduling conflicts that Brian Gardner experienced after the site review date of December 18, 1996. However, a copy of the draft report was provided to the MPO, Southeastern Wisconsin Regional Planning Commission (SEWRPC) in March.

The report concludes that the Milwaukee MPO's travel demand forecasting process substantially meets the requirements of the Air Quality Conformity Rule, section 51.452(b). However, technical weaknesses were identified in the current procedures used for speed monitoring and for peak period speed estimation. Based on SEWRPC's input, the report recommends a May 1, 1997, date for designing the work scope, and a May 1, 1998, date for completing the planning work necessary to correct these deficiencies. Given that we are late in formally notifying the MPO of these recommendations, we concur with Tom Frank's suggestion that the transmittal letter to the MPO will not specify completion dates for the recommended model enhancements, but will emphasize that any model improvements that the MPO may be able to accomplish in the near term should be incorporated in the next conformity analysis of the TP, which is now scheduled for the Fall of 1997.

Samuel Herrera

For: Philip E. Miller

Attachment

Memorandum

U.S. Department
of Transportation
Federal Highway
Administration

Subject: INFORMATION: Transmittal of Review of Conformity Related Travel Demand Procedures in the Milwaukee Area

Date: APR 25 1997

From: Chief, Metropolitan Planning Division

Reply to
Attn. of: HEP-20

To: Mr. Dale E. Wilken
Regional Administrator (HRA-05)
Olympia Fields, IL

The subject report is attached for your information and use. The review was initiated at the request of your staff, who also provided substantial input and guidance on the final report. I appreciate the contributions of Samuel Herrera-Diaz and Tom Frank in completing this team effort.

If you have questions or concerns regarding this report, please contact me or Brian Gardner (202) 366-4061 of my staff. I look forward to our continued collaboration.

Barna Juhasz

Attachment

Review of Conformity Related Travel Demand Procedures in the Milwaukee Area

Executive Summary

The purpose of this review was to examine the travel demand modeling issues specifically relating to conformity prior to updating the transportation plan. The scope of the review follows the current regulatory requirements: land-use and transportation interactions, speed monitoring, peak-period travel and speed estimation, adequacy of HPMS data in the conformity and model processes, consistency of travel speeds between sub-models, and consistency with the current SIP. Except for the speed monitoring and peak-period procedures, the travel demand procedures currently in place are adequate or better for meeting the conformity requirements.

The use of observed free flow speeds appears adequate. The MPO has maintained use of free flow speeds in its network databases for 35 years. The free flow network speeds are used in other planning programs to measure accessibility, for example, to parks and airports. However, documentation of the sampling method used to check and verify speeds is recommended. Support of the data collection method is needed in case of a challenge.

The adequacy of the peak period methodology could be questioned. To provide a peak period capability, the methods use a daily assignment and estimate peak hour speeds and volumes based upon the ratio of AWDT to average-weekday design capacity. The estimates are derived from relationships calibrated from existing and historic traffic volumes, congestion and speed data. Additional documentation of this somewhat unique method and its validation is recommended in case of a challenge.

The land use and transportation interactions are adequately captured within the long range transportation and land-use plans. Consistency between the two is formally provided for in the design and analysis of both plans. The agency is congratulated for its work in this regard.

Adequacy of the HPMS data in the conformity and model process is provided by the stated interchange of traffic and model data with the State and the regularity of the extensive traffic monitoring program in the region. This ensures that the HPMS estimates are current and consistent with the MPO estimates.

Consistency of travel speeds is adequate given that congested skims are used iteratively for the HBW purpose. The requirement is for consistency, not equilibrium, and the feedback and closure-checking technically meets the requirement. Additional technical information, provided separately, will allow consideration of methods with better closure behaviors. It is recommended that refinement of this model aspect be considered only if incorporating combined impedance into trip distribution is not feasible.

The Employee Commute Option was eliminated from the federal regulation and the State Department of Natural Resources withdrew this option from the current State Implementation Plan in May, 1996. No other transportation control measures are currently in force and this section of the requirement is not currently relevant.[1]

In summary the identified weaknesses in the current procedures are the speed monitoring procedures and the peak period speed estimation procedure based upon a daily assignment and estimated daily volume to design capacity ratios. The Southeastern Wisconsin Regional Planning Commission (SEWRPC) should develop and implement a work program to verify, and if needed, refine the free-flow arterial street and highway speeds in its existing arterial system network. The results of the verification should be documented in a memorandum report. The SEWRPC should also develop and implement a work program to validate its peak hour speed estimation procedure (which is based on the ratio of facility average weekday traffic volume to average weekday design capacity), and to review potential enhancements of this peak hour estimation procedure (including different speed estimation equations for freeways and surface arterials, and for different types of surface arterials). The results of this validation and review should be documented in a memorandum report. The work program design should be completed by May 1, 1997, and implemented by May 1, 1998. The SEWRPC's next transportation plan conformity is anticipated in Fall 1997. Any interim refinements completed by that time should be incorporated in that conformity analysis. Subsequent conformity analyses should use the results of the model validation and refinement to be conducted and completed by May 1, 1998.

Background

On December 18, 1996, a joint meeting was held to review the modeling practices used in the Milwaukee area. The purpose of the meeting was to foster cooperation in updating the air quality conformity analyses for the region. This session focused on the travel forecasting procedures. Present were representatives of the Southeastern Wisconsin Regional Planning Commission (SEWRPC), Wisconsin Department of Transportation, Wisconsin Department of Natural Resources, FHWA Division, FHWA Region, and FHWA Headquarters offices.

Synopsis of Analysis Procedures

Available Data: Three survey years, 1963, 1972 and 1991 along with census data are available[2]. Note that the survey tools were kept as consistent as possible to keep the survey results comparable. Land use data at the parcel level is also available within the agency. Traffic counts cover all highway facilities functionally classified as collectors and above in the metropolitan area, and are updated on a 3-year cycle. It was also noted in the meeting that free flow and peak hour travel time data are routinely used in other MPO planning programs, and collected for staff work-related trips in the region.

Land-Use Planning: The current method as described follows a traditional Delphi process involving the local governments in the area[3]. As discussed in the Long Range Plan and at the 12/18 meeting, transportation impacts are integrated into the land use plan design by using thematic maps showing regional accessibility changes derived from elements of the trip distribution model. Transportation impacts are also considered through explicit design standards[4]. While this approach is only as strong as the underlying Delphi method, the land use controls available to the region and the consensus approach used provide substantial reinforcements to the final design.

Travel Demand Forecasting: Current[2] and near term[5] methods use a traditional four step model chain. The regional transportation model is currently in its third generation. Standard practices for trip generation, trip distribution, and mode split are employed. An atypical approach is used for trip assignment.

Different daily person-trip production rates are estimated by purpose for each of the three distinct urban areas and one set of rates by purpose for all rural areas. Home-based work, shopping and other are cross classified by vehicle availability and household size. Home based school trips are estimated each for K-12 and university primarily through growth factored trip tables. Non-home based productions are estimated by subregion and allocated to zones by households, retail employees, and other employees. Truck and taxi trips are estimated from inventory data using linear regression. Person trip attraction rates are estimated by single variable regression and specified by subarea (ie central Milwaukee County vs. the remainder of Milwaukee County vs. remainder of the region).

Trip distribution uses a standard gravity model formula for allocating trips with peak hour travel times used for home based work trip distribution and free flow travel times used for home based shop and other and non home base trips. Home based trips and non-home based trips are allocated by both total highway trip time and highway trip out-of-pocket costs. Also for the East-West corridor study, zero car households were distributed separately. No K-factors are used

within the gravity model. Trucks, nonresident, and external trips are distributed using Fratar. During the 12/18 discussion, it was noted that home based work trips are distributed using peak hour travel time skims in a simple, iterative fashion.

Mode split uses a straightforward, multi-variate logit approach for allocating home-based work, other, shopping, college, and non-home based. Mode shares for transit, drive alone, and shared ride are estimated for home based work while only transit and highway shares are estimated for the remaining trip purposes.

Assignment uses a daily method with post-assignment link-based factors based upon the ratio of AWDT to daily capacity to estimate peak travel by direction for each highway link and trip-based factors to estimate transit demand by time period. The relationship between AWDT and daily capacity is also used to estimate peak hour speed and average daily speed.

Conclusions

Explicit documentation validating the free flow network speeds and use of daily volume-capacity ratios for estimating hourly speeds is needed. Highway speeds are a key element for demand forecasting and air quality assessment. As the current SEWRPC practices use a somewhat unique approach, additional information is needed to defend their validity if challenged. This is especially true since experience with hourly speed estimation using AADT/capacity based methods has been mixed for arterial facilities. If the speed estimation procedures are not readily defensible, it is recommended that the procedures be changed to reflect an hourly assignment using BPR, or a similar approach, with appropriately calibrated coefficients by facility type, good estimates of maximum service flow rates (ie LOS E capacity), and current estimates of link free flow speeds. This approach has been shown to provide reasonable estimates of travel speeds if current data are used. More accurate speed estimation techniques require additional traffic control and geometric data to be meaningful, but they should also be considered if these data are available. Note that moving to an hourly or peak period assignment has implications for the distribution and mode split models. At a minimum, this would require factoring trip tables before assignment to reflect peak period trip patterns.

For trip distribution, it is suggested that in the next model update a composite impedance based on modal utilities as the separation variable should be considered instead of highway travel times and costs. Given the mode share in the region, destination choice may be sensitive to transit service levels. The additional iteration should not be difficult as the current model stream is already iterated at least once for estimating HBW trip distribution. This approach would require recalibrating the friction factors for the trip purposes involved and revalidating the trip distribution model. Also, if the mode split model is scheduled to be updated in the future, examining composite impedance within trip distribution should be postponed until the mode split work is complete.

The data resources available to SEWRPC are extraordinary. The agency is congratulated for their monitoring work within the region. In addition to a stronger, more defensible, analytic planning process, the benefits of providing current, meaningful information to the jurisdictions and the public are immeasurable.

The current process effectively considers the transportation and land-use relationships using shared design goals and quantitative thematic mapping. An additional benefit is the consensus achieved within the region for supporting implementation of the land use plan. SEWRPC is one of the few agencies achieving both of these important goals and is again congratulated for their success in this regard.

References

1. "Assessment of Conformity of the 1997-1999 Transportation Improvement Program With Respect to the State of Wisconsin Air Quality Implementation Plan", Memorandum Report #116, SEWRPC October 1996.

2. "A Regional Transportation System Plan for Southeastern Wisconsin-2010", Planning Report #41 SEWRPC December 1994.

3. "A Regional Land Use Plan for Southeastern Wisconsin-2010", Planning Report #40, SEWRPC January 1992.

4. Ibid, p 303.

5. "Methods Report: Service and Patronage Forecasting. Milwaukee East-West Corridor Transit Study", Deliverable #12, SEWRPC for Wisconsin DOT (et al) May 1993.

TRAVEL MODELLING REQUIREMENTS FOR SERIOUS, SEVERE, AND EXTREME OZONE NONATTAINMENT AREAS AND SERIOUS CARBON MONOXIDE AREAS

REQUIREMENT

1. A network-based transportation demand model or models relating travel demand and transportation system performance to land-use patterns, population demographics, employment, transportation infrastructure, and transportation policies must be used to estimate travel within the metropolitan planning area of the nonattainment area.

RESPONSE

The travel simulation models used to estimate travel and traffic for the regional transportation system plan and transportation improvement program and attendant air pollutant emissions, are network-based models which forecast travel demand and highway traffic and transit ridership volumes based upon forecasts of regional population and economic activity levels and characteristics, based upon planned regional land use patterns, and based upon the characteristics of the transportation system. The travel models are fully described in Chapter VII, "Travel Simulation Models," of SEWRPC Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010.

Among the demographic and economic characteristics which are considered in the models are the number of households and jobs; the characteristics of the households, including household size, household income, household vehicle availability, and household residential density; and the characteristics of jobs including type of industry, such as retail and non-retail commercial and industrial.

The travel models forecast travel demand based upon the planned allocation of regional growth and change in population, households, and jobs to 10,800 U. S. Public Land Survey System quarter-sections and approximately 1,400 traffic analysis zones. The former have areas of about 160 acres; the later ranges in size down to six acres. The regional land use plan and alternative regional growth scenarios are fully described in SEWRPC Planning Report No. 40, A Regional Land Use Plan for Southeastern Wisconsin: 2010.

The transportation network incorporated in the models includes the entire over 3,600 mile arterial street system of the region. This arterial system comprises about one-third of the total street system within the Region, and includes all Federal and State functionally classified arterials within the urban areas and all arterials and major collectors within the rural areas of the Region. The transportation network also includes the entire public transit system, including the local, express, and rapid transit system components.

The regional transportation system plan and improvement program thus include all proposed additions to transportation system capacity within the Region, including with respect to arterial streets and highways, all widenings to provide additional traffic lanes; all conversions of non-arterial facilities to arterials; and all construction of new arterial facilities. With respect to the transit system, the plan and program includes all new routes and service frequency changes. Thus, the transportation system plan, the simulation of the performance of that plan and the implementing improvement program all go well beyond the Federally required consideration of Federally defined regionally significant projects, that is, principal arterials and transit fixed guideway facilities.

REQUIREMENT

(i) The modeling methods and the functional relationships used in the model(s) shall in all respects be in accordance with acceptable professional practice and reasonable for purposes of emission-estimation.

RESPONSE

The battery of Commission travel and traffic simulation models were calibrated with 1991 large-scale travel survey data, 1991 transportation system inventory data, 1990 U. S. Bureau of Census data, and 1990 land use inventory data, and represent state-of-the-art professional practice. The model structure and calibration were approved by the Commission Technical and Intergovernmental Coordinating and Advisory Committee on Regional Transportation System Planning, which Committee includes representation from Federal, State, and local governments. The models were also recently approved for use in a Federal Transit Administration transit fixed-guideway alternatives analysis, and are also documented in a methods report prepared for the east-west corridor transit study, entitled Travel Simulation Models for the East-West Corridor Transit Study. It should be noted that the first generation of the Commission travel and traffic simulation models were developed in 1963 and were validated and recalibrated and refined as necessary in 1972 and 1992 utilizing three generations of Commission large scale travel survey data as well as census and land use data.

REQUIREMENT

(ii) The network-based model(s) must be validated against ground counts for a base year that is not more than 10 years prior to the date of the conformity determination. Land use, population, and other inputs must be based on the best available information and appropriate to the validation base year.

RESPONSE

As already noted, Commission travel and traffic simulation models were extensively and intensively calibrated and recalibrated, validated, and refined as necessary over a period of more than 30 years. The latest travel model validation was completed for the year 1990, using 1990 U. S. Bureau of Census data, 1990 land use inventory data, 1991 travel survey data, and 1990 and 1991 transportation system inventory data. The model validation included comparisons of observed and model-estimated trip generation, trip distribution, transit ridership, and arterial street and highway traffic volume. The model validation is fully documented in Chapter VII, "Travel Simulation Models," of SEWRPC Planning Report No. 41, A Regional Transportation Plan for Southeastern Wisconsin: 2010.

REQUIREMENT

(iii) For peak-hour or peak-period traffic assignments, a capacity sensitive assignment methodology must be used.

RESPONSE

The Commission travel and traffic simulation models incorporate sensitivity to peak hour traffic congestion and travel time through a capacity restrained average weekday traffic assignment. Based upon that average weekday capacity restrained assignment, estimates of peak hour traffic speeds and volumes are prepared. The peak hour volumes and speeds are related to the total weekday travel volume and design capacity on the facility, and incorporate the potential for the spreading of total weekday traffic to hours of the day adjacent to the peak hour. The models use the estimated peak-hour congestion and travel times as determined from the capacity restrained traffic assignment in the trip distribution model to determine travel patterns and mode choice model to determine transit ridership.

REQUIREMENT

(iv) Zone-to-zone travel times used to distribute trips between origin and destination pairs must be in reasonable agreement with the travel times which result from the process of assignment of trips to network links. Where use of transit currently is anticipated to be a significant factor in satisfying transportation demand, these times should also be used for modeling mode splits.

RESPONSE

The Commission travel and traffic and simulation modelling is conducted in the classic four step procedure, beginning with trip generation, and followed in order by trip distribution, mode choice, and traffic assignment. Zone-to-zone highway travel times are used in the modelling of trip distribution, and zone-to-zone highway travel times and transit travel times are used in the modelling of mode choice. The final modelling step of traffic and transit assignment establishes the final estimated highway and transit travel times for each land use-transportation alternative. It is Commission practice to re-estimate trip distribution and mode choice with traffic and transit assignment-estimated travel times until the travel times used to estimate trip distribution and mode choice are in agreement with those estimated in traffic and transit assignment.

REQUIREMENT

(v) Free-flow speeds on network links shall be based on empirical observations.

RESPONSE

Free-flow speeds incorporated in the highway network are estimates of the typical speeds which would be experienced on the arterial street and highway system during off-peak periods which are not affected by

traffic congestion. The free-flow speeds were determined by, and are verified by, actual field surveys.

REQUIREMENT

(vi) Peak and off-peak travel demand and travel times must be provided.

RESPONSE

Capacity constrained peak hour, and free flow, or off-peak, travel speeds are incorporated in, estimated by, and are available from the Commission models. The models estimate peak hour and off-peak travel times and utilize the peak hour travel times in trip distribution and modal choice of peak travel (work and school travel). Off-peak travel times are used in trip distribution and mode choice for off-peak travel (shopping and other travel).

REQUIREMENT

(vii) Trip distribution and mode choice must be sensitive to pricing, where pricing is a significant factor, if the network model is capable of such determinations and the necessary information is available.

RESPONSE

The Commission mode choice model estimates mode choice in part based upon the out-of-pocket costs of both public transit and automobile travel. The Commission trip distribution model estimates trip distribution based upon the travel time and travel cost of the automobile.

REQUIREMENT

(viii) The model(s) must utilize and document a logical correspondence between the assumed scenario of land development and use and the future

transportation system for which emissions are being estimated. Reliance on a formal land-use model is not specifically required but is encouraged.

RESPONSE

Land use and transportation system planning have been carried on in a fully integrated fashion for over 30 years. The consistency of the transportation system plan and the underlying land use plan is directly established, tested, and documented. First, the transportation system plan is designed to serve the regional land use plan, which is an agreed upon desirable pattern of future land use and not a projected pattern of likely future land use. The regional land use plan has been adopted by all seven counties of Southeastern Wisconsin, as well as by many of the major cities, including the City of Milwaukee, as the desirable pattern of future land use. The transportation system plan includes only such arterial street and highway and transit improvements which address existing travel needs and demands and those probable future needs and demands which are generated by the regional land use plan.

Second, to test this consistency of the regional land use and transportation system plans, all transportation improvements are mapped and compared to areas of existing and planned development under the land use plan, and areas which are to be protected under the plan from development. The Commission's Advisory Committee on Regional Transportation System Planning concluded that this test established a consistency between the regional transportation system plan and underlying land use plan.

Third, an additional test of the consistency of the regional land use and transportation system plans was the preparation of estimates of the probable future level of accessibility provided by the transportation system plan to each subarea of the Region, as defined by traffic analysis zones. The total level of accessibility provided

by the transportation system plan, and, as well, the incremental level of accessibility compared to a "no-build" transportation system plan was compared to areas of existing and planned development under the regional land use plan, and areas under the plan which are to be protected from development. The Commission's Advisory Committee on Regional Transportation System Planning concluded that this comparison established that the transportation system plan was consistent with the regional land use plan as it provided significantly higher levels of accessibility to areas planned for urban development, and lower levels of accessibility to areas planned to be protected from such development.

REQUIREMENT

(ix) A dependence of trip generation, on the accessibility of destinations via the transportation system (including pricing) is strongly encouraged but not specifically required, unless the network model is capable of such determinations and the necessary information is available.

RESPONSE

The Commission model estimation of trip generation is dependent on household income, household size, residential density, vehicle availability, and accessibility provided by public transit.

REQUIREMENT

(x) A dependence of regional economic and population growth on the accessibility of destinations via the transportation system is strongly encouraged but not specifically required, unless the network model is capable of such determinations and the necessary information is available.

RESPONSE

Regional population and employment growth levels are forecast by Commission staff under the guidance of the Commission's Technical Advisory Committee on Socio-economic Studies. The population and employment forecasts are prepared concurrently and independently, but are also coordinated to assure consistency of the population and employment forecasts. The population forecast considers projections prepared from cohort-survival techniques, with analysis of alternate fertility, mortality, and migration conditions. Also considered are independent demographic projections prepared by other public and private agencies. The employment forecasts utilize projections from a dominant-subdominant industry technique, wherein in-depth analyses are prepared for the major industries with 2 percent or more of regional employment within Southeastern Wisconsin. Also considered are independent projections of employment by State, Federal, and private agencies.

The regional forecasts of population and employment are allocated to geographic subareas of the Region, in the preparation of the regional land use plan and alternative growth futures. The methodology applied in the preparation of the regional land use plan is a design-oriented mapping activity concerned primarily with the spatial distribution of the various land uses within the Region, carefully relating these to existing development and to the natural resource base through application of well-established physical planning and engineering principles. A great deal more information about the physical features of the Region, important to plan design, is available to the Commission in the preparation of the plan than is normally the case in such land use planning activities. This plan design process is supported by a highly developed automated geographic and parcel based land information system.

As noted, the information used in land use plan design and evaluation is summarized in a series of Commission planning and technical

reports, and contained in the Commission geographic and land information system, includes definitive data on the following natural features of the Region: topography and drainage patterns; soils; surface waters; floodlands; wetlands; woodlands; wildlife habitat; sites having historic, scientific, and other cultural value; existing and potential park and related open space sites; and groundwater recharge areas. Particularly important with respect to the relationship of these natural features to regional development is the concept of the environmental corridor as an elongated area which encompasses elements of the natural resource base of the most significance and highest quality, including the best remaining surface waters and associated floodlands and shorelands; the best remaining woodlands, wetlands, prairies, and wildlife habitat areas; and valuable historic, scenic, scientific, and cultural sites. One of the basic concepts embodied in the design of the regional land use plan was the preservation of these environmental corridors in essentially natural open uses. This concept recognized that failure to protect these corridors from improper development would ultimately result in the loss of the best remaining potential park and related open space sites, deterioration or destruction of the best remaining wildlife habitat, further encroachment of urban development on the natural floodlands of perennial streams and watercourses, loss of water impoundment areas and reduction of groundwater recharge, loss of the largest and best remaining woodlands and wetlands, and continued deterioration of surface water quality within the Region.

In addition to the natural resource data, the information base for the physical planning techniques also included definite data on the extent and location of existing development within the Region, including data on the existing distribution of population and economic activity, existing land use, existing highway and transit facilities, and existing public utility facilities. The information base also included data on local proposals for future development within the Region, including data provided in local community plans and zoning ordinances and locally proposed utility service areas and

system plans. In addition, the data base included information on prime agricultural areas delineated on the basis of soil capabilities and size of the farm units.

The data on natural floodlands includes data developed under the Commission's watershed planning programs, additional data pertaining to the delineation of prime agricultural lands developed in conjunction with county farmland preservation planning programs, data pertaining to future sewer service areas developed as part of local planning programs aimed at refining the sewer service area recommendations of the regional water quality management plan, additional data concerning airport system development and land use planning in and around airports developed in the preparation of the second-generation regional airport system plan, additional data concerning outdoor recreation and open space needs developed in conjunction with county and local park and open space plans prepared as refinements of the regional park and open space plan, and additional planning data made available through continuing community assistance programs of the Commission, including data developed in the preparation of community-level land use plans and neighborhood development plans.

The regional land use plan recommends a relatively compact, centralized regional settlement pattern, with urban development occurring generally in concentric rings along the full periphery of, and outward from, existing urban centers. The plan places heavy emphasis on the continued impact of the urban land market on determining the location, intensity, and character of future development. The plan seeks to influence the operation of the urban land market in several important ways, in order to achieve a more healthful, attractive, and efficient settlement pattern. In this regard, the new plan recommends that new urban development occur at medium densities with new residential development in planned neighborhood units. The plan further recommends new development occur primarily in those areas of the Region, which are covered by

soils suitable for such development, which are not subject to special hazards such as flooding and erosion, and which can be readily served by essential municipal facilities and services, including public sanitary sewerage, water supply, and mass transit. The plan recommends the preservation in essentially natural, open uses of the identified environmental corridors and the preservation in agricultural and related use of most of the remaining prime agricultural lands in the Region.

REQUIREMENT

(xi) Consideration of emissions increases from construction-related congestion is not specifically required.

RESPONSE

The Commission travel simulation model forecasts for the regional transportation plan and improvement program have not considered the impacts of construction-related congestion, but such forecasts can be prepared--and, indeed, are prepared for plan implementation agencies such as the Wisconsin Department of Transportation--for alternative scenarios of construction activity which may reduce highway and transit capacity and level of service.

REQUIREMENT

2. Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled shall be considered the primary measure of vehicle miles traveled within the portion of the nonattainment or maintenance area and for the functional classes of roadways included in HPMS for urban areas which are sampled on a separate urban area basis. A factor (or factors) shall be developed to reconcile and calibrate the network-based model estimates of vehicle miles traveled in the base year of its validation to the HPMS estimates for the same period, and these factors shall be applied to model estimates of future vehicle miles traveled. In this

factoring process, consideration will be given to differences in the facility coverage of the HPMS and the modeled network description. Departure from these procedures is permitted with the concurrence of DOT and EPA.

RESPONSE

The vehicle-miles of travel estimated by the Commission travel simulation models in the base year of its validation (1990) have been compared to estimates prepared for the State Implementation Plan with Highway Performance Monitoring System (HPMS) estimates, and it has been determined that the 1990 model estimate is consistent with the 1990 inventory estimate, being within 1 percent.

REQUIREMENT

3. Reasonable methods shall be used to estimate nonattainment area vehicle travel on off-network roadways within the urban transportation planning area, and on roadways outside the urban transportation planning area.

RESPONSE

The Commission has maintained for over 15 years procedures to estimate off-network roadway travel. The procedures have been periodically reevaluated and validated. Such procedures were developed as part of the first statewide implementation plan for air quality prepared by the Regional Planning Commission in 1978, and provide estimates for use in regional transportation system plan and State Implementation Plan preparation and conformity determination. The method is based on analyses which estimate off-network travel by calculating total intrazonal travel and trip lengths, based upon zone size and development distribution. The analyses indicate off-network travel represents about 9 percent of total travel. This is consistent with independent highway performance monitoring system

estimates. Off-network travel is estimated for each alternative by factoring network travel forecasts by approximately 10 percent.

REQUIREMENT

4. Reasonable methods in accordance with good practice must be used to estimate traffic speeds and delays in a manner that is sensitive to the estimated volume of travel on each roadway segment represented in the network model.

RESPONSE

For use in capacity restrained traffic assignment, as well as in trip distribution and mode choice, the Commission simulation models estimate traffic speeds sensitive to the forecast traffic volume on each roadway segment for both peak hour and average 24-hour conditions, the latter based upon the proportion of traffic travelling under peak-hour and congested conditions and the proportion of traffic travelling under off-peak conditions. The estimated peak hour congested traffic speeds are calculated on the basis of a model calibrated using inventoried speeds and congestion which relates reductions in peak hour speed to the ratio of total average weekday traffic volume to estimated total design capacity. The model was calibrated and validated through comparison of model-estimated peak hour speeds to actual arterial street and highway segment peak hour operating speeds.

REQUIREMENT

5. Ambient temperatures shall be consistent with those used to establish the emissions budget in the applicable implementation plan. Factors other than temperatures, for example the fraction of travel in a hot stabilized engine mode, may be modified after interagency consultation according to §51.402 if the newer estimates incorporate additional or more geographically specific information or represent a logically estimated

trend in such factors beyond the period considered in the applicable implementation plan.

RESPONSE

The emissions model factors and all attendant assumptions utilized in this conformity determination are identical to those used in the preparation of the State Implementation Plan, and are provided to the Commission by the State of Wisconsin Department of Natural Resources.

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Appendix C

RECOMMENDED ARTERIAL HIGHWAY CAPACITY IMPROVEMENT AND EXPANSION PROJECTS IN THE REGIONAL TRANSPORTATION SYSTEM PLAN IN THE 2000, 2007, AND 2010 BASELINE TRANSPORTATION SYSTEMS

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2000	Kenosha	Widening	STH 31	CTH S to CTH KR	Widen from two to four traffic lanes
2000	Milwaukee	Widening	USH 45/STH 36	Waukesha County line to STH 100	Widen from two to four traffic lanes
2000			CTH G	Mill Road to Good Hope Road	Widen from two to four traffic lanes
2000			CTH BB	Hawthorne Lane to USH 41	Widen from two to four traffic lanes
2000			Good Hope Road	Waukesha County line to USH 41/USH 45	Widen from two to four traffic lanes
2000			Layton Avenue	108th Street to 84th Street	Widen from two to four traffic lanes
2000		Expansion	Lake Arterial	Lincoln Avenue to CTH Y	Construct four lanes on new alignment
2000			Puetz Road extension	CTH U to Hunting Park Drive	Construct two lanes on new alignment
2000	Racine	Widening	STH 31	CTH KR to STH 11	Widen from two to four traffic lanes
2000			Three Mile Road	STH 32 to CTH G	Widen from two to four traffic lanes
2000	Walworth	Widening	STH 67	USH 12 to Lincoln Avenue	Widen from two to four traffic lanes
2000	Washington	Widening	USH 41	STH 33	Reconstruct interchange
2000			STH 33	Schmidt Road to Trenton Road	Widen from two to four traffic lanes
2000			Main Street	Vine Street to Decorah Street	Widen from two to four traffic lanes
2000	Waukesha	Widening	STH 36	Racine County line to Milwaukee County line	Widen from two to four traffic lanes
2000			STH 59	Calhoun Road to Milwaukee County Line	Widen from two to four traffic lanes
2000			STH 59	Center Road to Grand Avenue	Widen from two to four traffic lanes
2000			STH 164	STH 59 to CTH ES	Widen from two to four traffic lanes
2000			STH 175	Roosevelt Drive to Shady Lane	Widen from two to four traffic lanes
2000			CTH W	Pilgrim Road to STH 175	Widen from two to four traffic lanes
2000			CTH W	STH 175 to Milwaukee County line	Widen from two to four traffic lanes
2000			Main Street	STH 164 to USH 18	Widen from two to four traffic lanes
2000			Sunset Drive	Tenny Avenue to Grambling Lane	Widen from two to four traffic lanes
2000		Expansion	CTH KE extension	CTH E to STH 83	Construct two lanes on new alignment
2000			Brookfield Road extension	Davidson Road to STH 59	Construct two lanes on new alignment
2007	Kenosha	Widening	STH 50	Walworth County line to 381st Avenue	Widen from two to four traffic lanes
2007			30th Avenue	27th Street to CTH E	Widen from two to four traffic lanes
2007	Milwaukee	Widening	STH 100	STH 38 to STH 32	Widen from two to four traffic lanes
2007			CTH ZZ	STH 38 to Pennsylvania Avenue	Widen from two to four traffic lanes
2007	Ozaukee	Widening	STH 60	STH 57 to IH 43	Widen from two to four traffic lanes
2007			CTH W	Port Washington Lane to a point about 0.5 mile north of Donges Bay Road	Widen from two to four traffic lanes
2007	Racine	Widening	STH 11	IH 94 to CTH H	Widen from two to four traffic lanes
2007			STH 31	CTH MM to STH 32	Widen from two to four traffic lanes
2007			STH 32	A point about 0.3 mile north of CTH G to Three Mile Road	Widen from two to four traffic lanes
2007	Walworth	Widening	STH 50	USH 12 to the Kenosha County line	Widen from two to four traffic lanes
2007		Expansion	USH 12 freeway	Cold Spring Road to Howard Road[a]	Construct four lanes on new alignment
2007			STH 120 bypass	Townline Road to existing STH 120 at Willow Road	Construct two lanes on existing and new alignment
2007	Washington	Widening	USH 45	CTH D to Prospect Drive	Widen from two to four traffic lanes
2007	Waukesha	Widening	CTH YY	CTH VV to CTH W	Widen from two to four traffic lanes
2007			Pilgrim Road	USH 41/USH 45 to Washington County Line	Widen from two to four traffic lanes
2010	Waukesha	Expansion	STH 16/STH 67 bypass	Wisconsin Avenue to Jefferson County line	Construct four lanes on new alignment

[a]*The initial segment of the USH 12 freeway between the City of Whitewater and the City of Elkhorn is anticipated to be the segment bypassing the City of Whitewater from existing USH 12 at approximately Howard Road southeast of the City to existing USH 12 at approximately Cold Spring Road northwest of the City. Initially, only two travel lanes are anticipated to be constructed and are anticipated to be open to traffic by the year 2007.*

Source: SEWRPC.

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12/02/97
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Appendix D

1998 FEDERAL CONGESTION MITIGATION AND AIR QUALITY PROGRAM PROJECTS WITH ATTENDANT AIR POLLUTION EMISSION REDUCTIONS: 1998 AND 2020

Project Sponsor	Type	Project Description	Reduction in Volatile Organic Compounds Emissions (pounds per day)		Reduction in Nitrogen Oxide Emissions (pounds per day)	
			1998	2020	1998	2020
City of Kenosha	Transit	Expanded Peak Hour Transit Service--3rd Year	5.47	2.53	6.66	5.76
Ozaukee County Board of Supervisors	Transit	Ozaukee County Transportation Partnership Program--3rd Year	3.24	1.54	4.69	4.05
City of Racine	Transit	Expanded Caledonia Bus Service--3rd Year	0.24	0.11	0.29	0.25
Transit Consortium	*Transit*	Southeastern Wisconsin Marketing Partnership--3rd Year	17.68	8.19	21.53	18.62
City of Waukesha	Transit	Waukesha Metro Transit Night Service--3rd Year	18.22	8.44	22.17	19.18
Milwaukee County	Transportation demand management	Employer Trip Reduction Response Program--3rd Year	3.10	1.41	4.27	3.69
Wisconsin Department of Transportation--District 2	Transportation demand management	Park/Ride Lot in East Troy Town	1.84	1.35	2.88	2.39
Wisconsin Department of Transportation--District 2	Transportation demand management	Park/Ride Lot in Genoa City	0.07	0.05	0.07	0.06

Source: SEWRPC

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Appendix E

REVIEW AGENCY CORRESPONDENCE REGARDING THE CONFORMITY OF THE YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN AND THE 1998-2020 TRANSPORTATION IMPROVEMENT PROGRAM WITH THE STATE IMPLEMENTATION PLAN FOR AIR QUALITY

State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Tommy G. Thompson, Governor
George E. Meyer, Secretary

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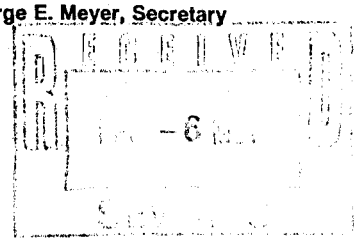

December 3, 1997

IN REPLY REFER TO: 4516-18

Mr. Carlton T. Nash
USEPA-Region V
77 W. Jackson Blvd.
Chicago, IL 60604

SUBJECT: Review of Southeastern Wisconsin Regional Planning Commission's Transportation Conformity Findings for Year 2020 RTP and 1998-2000 TIP

Dear Mr. Nash:

We are writing to acknowledge the Wisconsin Department of Natural Resources-Bureau of Air Management's review and approval of the Southeastern Wisconsin Regional Planning Commissions's (SEWRPC) Transportation Conformity findings for their year 2020 Regional Transportation System Plan (RTP) and their 1998-2000 Transportation Improvement Program (TIP). Our department has reviewed SEWRPC's documentation and found it to meet the various federal Transportation Conformity requirements. We have worked cooperatively with SEWRPC in providing the appropriate Mobile Model emission factors used in their transportation and air quality modeling process for the Transportation Conformity findings. We have been participants in the committee which reviews their TIP development process and we also participated in the Technical Coordinating and Advisory Committee for the development of the region's Regional Transportation Plan.

The results of SEWRPC's assumptions and analysis indicate that the transportation plan and TIP for the region achieve mobile source emissions that are below those allowed for in the 15% Reasonable Further Progress (RFP) plan our department submitted for the southeastern Wisconsin ozone nonattainment area on November 15, 1993 and which was approved by EPA March 1996. SEWRPC has incorporated a Vehicle Miles Traveled (VMT) growth rate of approximately 1.9% per year to the year 2000 and 1.0% per year from the year 2001 to the year 2020. The growth rate represents the official anticipated intermediate economic and demographic growth forecasts for the region and the implementation of various public transit and other Transportation Control Measure (TCM) activities. As indicated in SEWRPC's regional plan documentation, their VMT growth rate represents a long term trend. Our November 15, 1993 air quality plan submittal incorporated a somewhat higher VMT growth rate of 2% per year for 1990 to 1996. The Wisconsin 1993 RFP plan incorporated the higher 2% VMT growth rate for 1990 to 1996 to reflect the high growth rates of the 1980s and the possibility that in the near term planning horizon southeastern Wisconsin could continue to experience economic and social trends which would keep VMT growth rates close to 2% per year for much of the 1990s and that the major transit improvements in SEWRPC's recommended regional plan are not expected to begin implementation until 1998. This 2% per year annual growth rate for 1990 to 1996 was incorporated prior to the December 1994 release of SEWRPC's 2010 RTP. Under this RTP, SEWRPC forecasted a VMT growth rate for the 7-county region from 1991 to 2010 of 1.4% per year under a scenario of intermediate economic and

demographic growth and 1.9% per year under a scenario of high economic and demographic growth. For future State Implementation Plans (SIPs), we believe it will be important to maintain a consistent set of assumptions for air quality and transportation planning. Therefore, we will initiate a public dialogue to assist DNR in determining the appropriate VMT growth forecasts (and any TCM analyses incorporated in those assumptions) to include in future SIPs for air quality. As the official RTP for the year 2020 projects lower VMT growth estimates for the future we anticipate the need to decrease VMT growth estimates used in future SIPs to more accurately reflect potential emissions from the mobile source sector.

Our 1993 RFP air quality plan included an expected 2% VMT decrease to occur in 1996 as a result of implementing the then required Employee Commute Option (ECO) program. As you are probably aware, Wisconsin formally withdrew the ECO program SIP element May 1996 (after formal EPA approval of the 15% Plan SIP in March 1996) in response to a change in federal law approved in December 1995. We further indicated that Wisconsin would be substituting the Wisconsin Partners for Clean Air program for the ECO program. The Partners program requests that large employers and other interested parties continue with any previously applicable mandated ECO related trip reduction activities, sign a pledge to encourage trip reduction and transit promotion activities, promote Ozone Action Day efforts or make point and area source emission reductions beyond current federal and state requirements. The transit improvements and other TCM activities in SEWRPC's plan will assist in areawide trip reduction efforts that are a key component of the Partners program.

We note that SEWRPC's analysis indicates that the 2020 RTP and 1998-2000 TIP Volatile Organic Compounds (VOC) emissions remain within the mobile source budget included in our 15% RFP Plan in spite of a very slight increase in emissions resulting from speed limits being increased to 65 mph on some portions of the region's highway system. The assumed implementation of the ECO program by 1996 allowed for an annual VMT growth rate of approximately 1.7% per year in the region for 1990 to 1996 compared to the current 1.9% rate through 2000 and 1.0% rate from 2001 to 2020 used for SEWRPC's planning assumptions. In the case of Walworth county, which was recently redesignated from marginal nonattainment to attainment status, SEWRPC's analysis indicates that VOC and NOx emissions are within the budgets included in our Walworth county maintenance plan. The mobile source emission budgets in that plan assumed an annual VMT growth rate of 2.7% per year through 1999 and 2.2% from 2000 to 2007. The forecasts were developed by SEWRPC and reflect high and then intermediate travel growth trends for the county.

SEWRPC conducted a "Build/No-Build" test in response to the absence of an attainment emissions budget for the region. Although the emission reductions are not large under this test, SEWRPC's RTP and TIP projects result in emission reductions.

We would like to indicate our appreciation for the considerable SEWRPC staff time, expertise and cooperation that have gone into the development of their Transportation Conformity documentation. We also want to acknowledge the importance of continuing federal and state funding for TCM projects (such as those funded under the Congestion Mitigation and Air Quality program) and providing sufficient future public funding resources needed to ensure the successful implementation of SEWRPC's recommended transportation plan. The successful funding of the public transit and other TCMs included in the plan will assist in meeting our SIP mobile source emission goals.

Sincerely,

Lloyd L Eagan

Lloyd L. Eagan, Director
Bureau of Air Management

cc: Philip Evenson/SEWRPC
Thomas Frank/FHWA-Madison
Douglas Gerleman-FTA-Region V-Chicago
Joel Ettinger/FTA-Region V-Chicago
Samuel Herrera-Diaz/FHWA-Chicago
Michael Leslie/USEPA-Region V-Chicago
Ken Leonard/WISDOT
Carol Cutshall/WISDOT
Dale Darrow/DNR-SER

Federal Highway Administration
567 D'Onofrio Drive
Madison, WI 53719-2814

Federal Transit Administration
55 East Monroe St., Room 1415
Chicago, IL 60603-5704

Mr. Charles H. Thompson
Secretary, Executive Division
Wisconsin Department of Transportation
Post Office Box 7910
Madison, WI 53707-7910

JAN 14 1998

Subject: Conformity of the SEWRPC 2020 Regional Transportation Systems Plan (RTP) and the 1998-2000 Transportation Improvement Program (TIP) with the Wisconsin State Implementation Plan (SIP)

Dear Mr. Thompson:

The Federal Transit and Federal Highway Administrations have jointly reviewed the subject SEWRPC 2020 RTP and TIP and companion air quality conformity analysis for the seven counties in Southeast Wisconsin. Our review compared the RTP and TIP with the requirements of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), the 1990 Clean Air Act Amendments (CAAA), and their related implementing regulations. The air quality conformity portion of our review for both the six county Milwaukee TMA and Walworth County was coordinated with the U.S. Environmental Protection Agency (EPA), WisDOT, and WisDNR.

We jointly find the Plan and Improvement Program for Southeast Wisconsin to be in conformance with the transportation related requirements of both ISTEA and the 1990 CAAA and their related regulations including those for determining conformity with the Wisconsin Air Quality State Implementation Plan. We hereby jointly find the Plan and Improvement Program to be in conformity with the State Implementation Plans (SIP) for air quality as required in 40 CFR Part 93 as amended. This conformity finding is valid for a period of three years. A new air quality conformity determination will be required if either the Plan or Improvement Program are modified by adding, removing and/or changing the implementation schedule of a non-exempt project, or if any other triggering events specified in 40 CFR 93.104(e) occur.

In summary, we have determined that the new Regional Transportation Plan and Improvement Program were developed in accordance with the requirements of the 1991 ISTEA and the 1990 CAAA. With this determination and our joint air quality conformity finding, the projects in the SEWRPC TIP can be incorporated into the WisDOT Statewide Transportation Improvement Program (STIP).

Sincerely yours,

Thomas L. Frank Date: 12/10/97
For the Division Administrator

Sincerely yours,

(for) Joel P. Ettinger Date: 1/14/98
Regional Administrator

cc: Phil Evenson, SEWRPC Executive Director
Lloyd Eagan, WisDNR Burea of Air Management
Ken Leonard, WisDOT
Carol Cutshall, WisDOT
Rod Clark, WisDOT

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

REPLY TO THE ATTENTION OF:

(AR-18J)

DEC 0 8 1997

Samuel Herrera, Transportation Planning Engineer
Federal Highway Administration
19900 Governors Drive
Olympia Fields, Illinois 60461

Dear Mr. Herrera:

The United States Environmental Protection Agency (USEPA) has completed its review of the 2020 Regional Transportation Plan (Plan) for the Milwaukee urbanized area. The Plan was prepared by the Southeastern Wisconsin Regional Planning Commission (SEWRPC). Conformity determinations for the Milwaukee severe ozone nonattainment area and the Walworth County ozone maintenance area were included as part of the Plan documentation. This letter provides the results of our review of the two conformity determinations.

The Milwaukee severe ozone nonattainment area is operating under the control strategy period for the 15 percent Rate-of-Progress (ROP) plan. The regional analysis for the Milwaukee area must satisfy the budget test with the ROP plan, an Action/Baseline test, and a demonstration that the Action scenario achieves emissions reductions from 1990 mobile source emissions levels. The Walworth County ozone maintenance area is operating under the maintenance control strategy period. The regional analysis for the Walworth county must demonstrate consistency with the maintenance budget.

The Wisconsin Department of Natural Resources (WDNR) provided SEWRPC with Emissions Factors (EF) generated by USEPA's EF model MOBILE5a for the Plan regional analyses for Volatile Organic Compounds (VOC) and Oxides of Nitrogen (NOx) for the years 2000, 2007 (Milwaukee's attainment year), 2010 and 2020 (the horizon year of the Plan). These EF are consistent with the EF used in the ROP and the maintenance plan. The conformity analysis for the Milwaukee ozone nonattainment area demonstrated consistency with the ROP VOC budget, a net reduction in VOC and NOx in the Action/Baseline test, and the Action scenario emissions were less

than 1990 levels. The conformity analysis for the Walworth County maintenance area was consistent with the maintenance budget for VOC and NOx.

At this point in time, the WDNR is reviewing the Milwaukee Metropolitan area Plan for overall consistency with the State Implementation Plan (SIP). The USEPA would like to stress the importance of the interagency consultation process, especially in the development of SIP control strategies, so that accurate forecasts of future mobile source emissions can be incorporated in the SIPs.

If you have any questions, feel free to contact Michael Leslie, of my staff, at (312) 353-6680.

Sincerely yours,

Stephen Rothblatt, Chief
Air Programs Branch

cc: Thomas Frank, Systems & Planning Engineer
Federal Highway Administration
Wisconsin Division

Lloyd Eagan, Director
Bureau of Air Management
Wisconsin Department of Natural Resources

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL # of pages ▶ 1

To Tom Frank	From Michael Leslie
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NSN 7540-01-317-7368 5099-101 GENERAL SERVICES ADMINISTRATION