MEMORANDUM REPORT NO. 150

ASSESSMENT OF CONFORMITY OF THE YEAR 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM AND YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN WITH RESPECT TO THE STATE OF WISCONSIN AIR QUALITY IMPLEMENTATION PLAN--SIX COUNTY SEVERE OZONE NONATTAINMENT AREA AND WALWORTH COUNTY OZONE MAINTENANCE AREA

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TABLE OF CONTENTS

List of Appendices

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ASSESSMENT OF CONFORMITY OF THE YEAR 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM AND YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN WITH RESPECT TO THE STATE OF WISCONSIN AIR QUALITY IMPLEMENTATION PLAN-- SIX COUNTY SEVERE OZONE NONATTAINMENT AREA AND WALWORTH COUNTY OZONE MAINTENANCE AREA

INTRODUCTION

This report is intended to provide the basis for a determination that the year 2002-2004 transportation improvement program, and also the year 2020 regional transportation system plan 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 (USEPA) by the Wisconsin Department of Natural Resources (WDNR) in November 1993, December 1995, December 1997, February 2000, and December 2000. The report is also intended to demonstrate that the year 2002-2004 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 maintenance area for ozone standards.

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 Southeastern Wisconsin. The U.S. Environmental Protection Agency (USEPA) approved Wisconsin's 15 percent plan in March 1996.

A maintenance plan for air quality was submitted for Walworth County by WDNR on December 15, 1995, and was approved by USEPA on August 26, 1996. The maintenance plan establishes year 2007 volatile organic compound and nitrogen oxides mobile source emissions budgets for Walworth County, as part of the State Implementation Plan for Air Quality. The WDNR requested a revision of the volatile organic compound emissions budget for transportation on September 8, 2000, to allocate 0.5 tons of volatile organic compound emissions from the safety margin to the year 2007 motor vehicle emissions budget, and this revised emissions budget and maintenance plan were approved by the USEPA, and made effective on December 26, 2000.

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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. *This plan was amended to remove the Park East Freeway and construct a new replacement surface arterial. The 2002-2004 Transportation Improvement Program is documented in a report entitled,* A Transportation Improvement Program for Southeastern Wisconsin: 2002-2004.

The 1990 Clean Air Act Amendments originally required Wisconsin to submit an attainment demonstration State Implementation Plan for the six county severe ozone nonattainment area 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 II 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 were actively involved in the study of long range ozone transport with the OTAG. Wisconsin submitted on December 11, 1997, to the USEPA a nine percent Rate-of-Progress Plan which provided for 3 percent per year ozone emission reductions through 1999. The USEPA approved this plan on November 3, 1999, including a 1999 mobile source emissions budget for volatile organic compounds. The WDNR also submitted in February 2000 an initial phase of an ozone attainment demonstration including state implementation plan transportation conformity budgets for volatile organic compounds and nitrogen oxides for the year 2007. The Wisconsin Department of Natural Resources submitted the attainment plan for ozone for the six county southeastern Wisconsin severe ozone nonattainment area to USEPA in December 2000, and this attainment plan with conformity budgets for the years 2002, 2005, and 2007 was approved by USEPA in August, 2001.

The U. S. Environmental Protection Agency and U. S. 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 identify the conformity criteria which should be applied at this time with respect to the six county severe ozone nonattainment area and to Walworth County as a maintenance area. 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 should be applied to the six county area with respect to volatile organic compounds and nitrogen oxides require the satisfaction of emission budget tests. With respect to Walworth County, the conformity criteria require satisfaction of the emission budget with respect to both volatile organic compounds and nitrogen oxide mobile source emissions. Appendix A provides a summary of the interagency agreement on the conformity criteria and tests which should be applied in this conformity determination. The principal agencies involved were the Southeastern Wisconsin Regional Planning Commission, Wisconsin Department of Transportation, Wisconsin Department of Natural Resources, U. S. Department of Transportation, Federal Highway Administration and Federal Transit Administration, and U. S. Environmental Protection Agency.

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 2002-2004 transportation improvement program which continues to implement the plan. The remaining sections of this report then identify the specific conformity procedure requirements and conformity determination 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 conformity analysis and the transportation improvement program, as well as the regional transportation system plan, meet each of these requirements and criteria. The assessment of conformity with respect to each requirement and criterion concludes that the year 2020 regional transportation system plan and the 2002-2004 transportation improvement program are in conformance with the State Implementation Plan for Air Quality in the six county severe ozone nonattainment area and in Walworth County.

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 forecasts of vehicle-miles of travel and air pollutant emissions utilized in the preparation of the regional transportation system plan were based on the official Commission intermediate growth forecasts, and the forecasts of emissions under the Phase III ozone attainment demonstration State Implementation Plan were based on alternative high growth vehicle miles of travel and emissions forecasts and increased by 7.5 percent to account for uncertainty in transportation emissions forecasts. 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 for this conformity analysis include the emission reduction benefits attendant to Tier 2 motor vehicle and low sulfur fuel regulations. The emission factors which were used to establish the transportation emission budgets in the Phase III Ozone Attainment Demonstration element of the State Implementation Plan also did account for the emission reduction benefits attendant to these more recent regulations. 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 was adopted by the Commission in December 1997. 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 seeks to preserve and enhance 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 design year 2020 regional transportation system plan was amended in the year 2000 to provide for the removal of the Park East Freeway and its replacement with a surface arterial. This plan amendment is documented in a SEWRPC Staff Memorandum entitled, *Amendment to the Year 2020 Regional Transportation System Plan and Year 2000-2002 Transportation Improvement Program for the Removal and Reconfiguration of the Park East Freeway.*

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 improvement proposals were placed into the plan to resolve many, 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 reaffirmation.

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 transportation plan, including both capital and operating costs, have been estimated and compared to existing available Federal, State, and local revenues. This comparison of estimated plan costs and revenues indicates that the plan may be funded largely within existing revenues, with a modest gap in estimated plan costs and available fund revenues of only about $29 million annually, or about 7 percent over the approximate 20 year plan design period. This finding is consistent with the substantial progress made during the last few years in plan implementation with respect to both public transit and arterial streets and highways. It is also consistent with the increased Federal highway and transit funding being provided to the State of Wisconsin and the Southeastern Wisconsin Region as a result of ISTEA and its reauthorization. All funding shortfalls were identified and proposed new revenue sources and strategies to obtain these new revenues were proposed. In addition, the funding attendant to implementing the plan through the transportation improvement program is consistent with existing available Federal, State and local revenues.

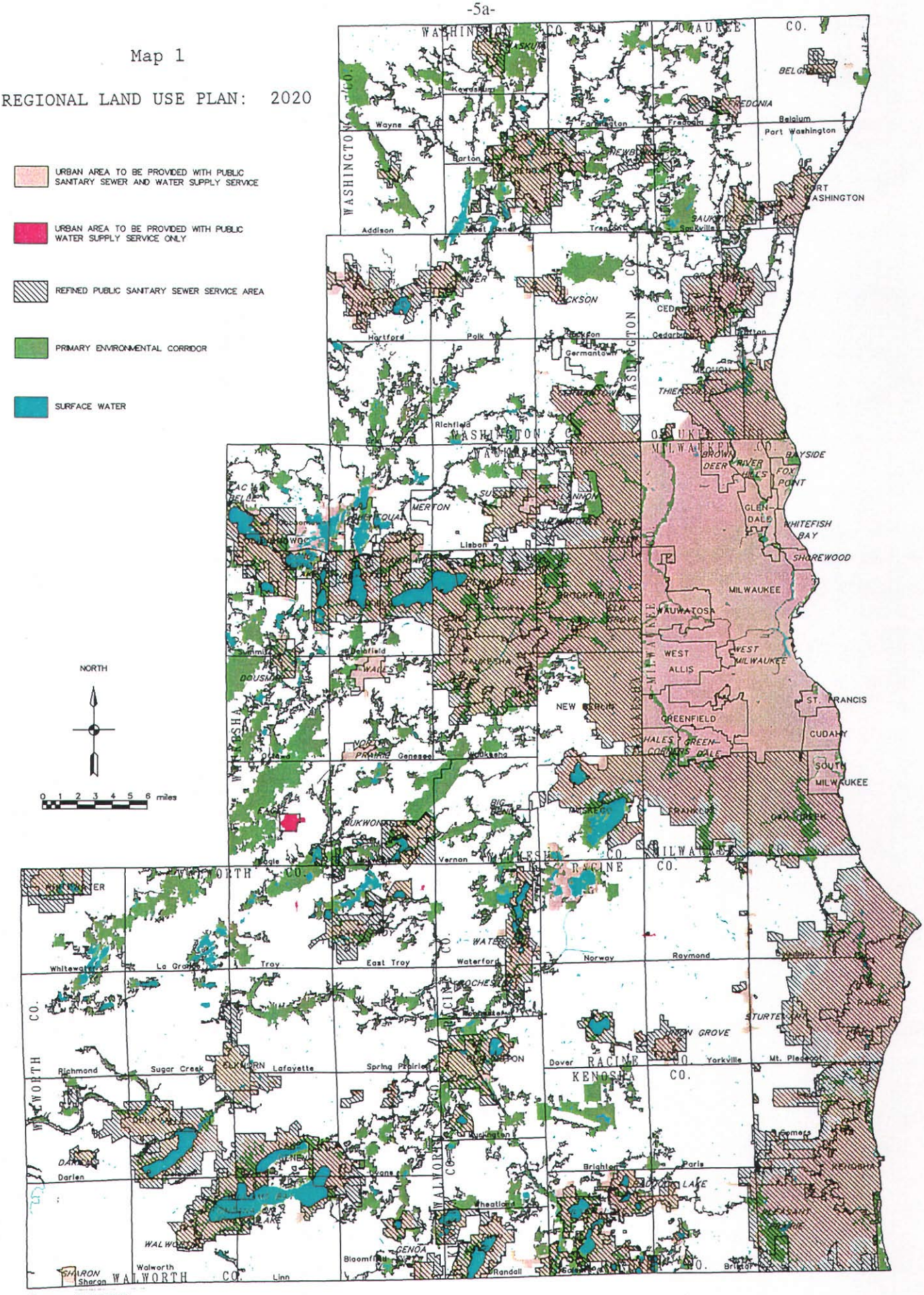
Land Use Plan

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*, which was adopted by the Commission in December 1997. 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

Map 1

REGIONAL LAND USE PLAN: 2020



Source: SEWRPC.

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 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 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

Table 1

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

Transit Service Characteristics	Existing 1995[b]	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

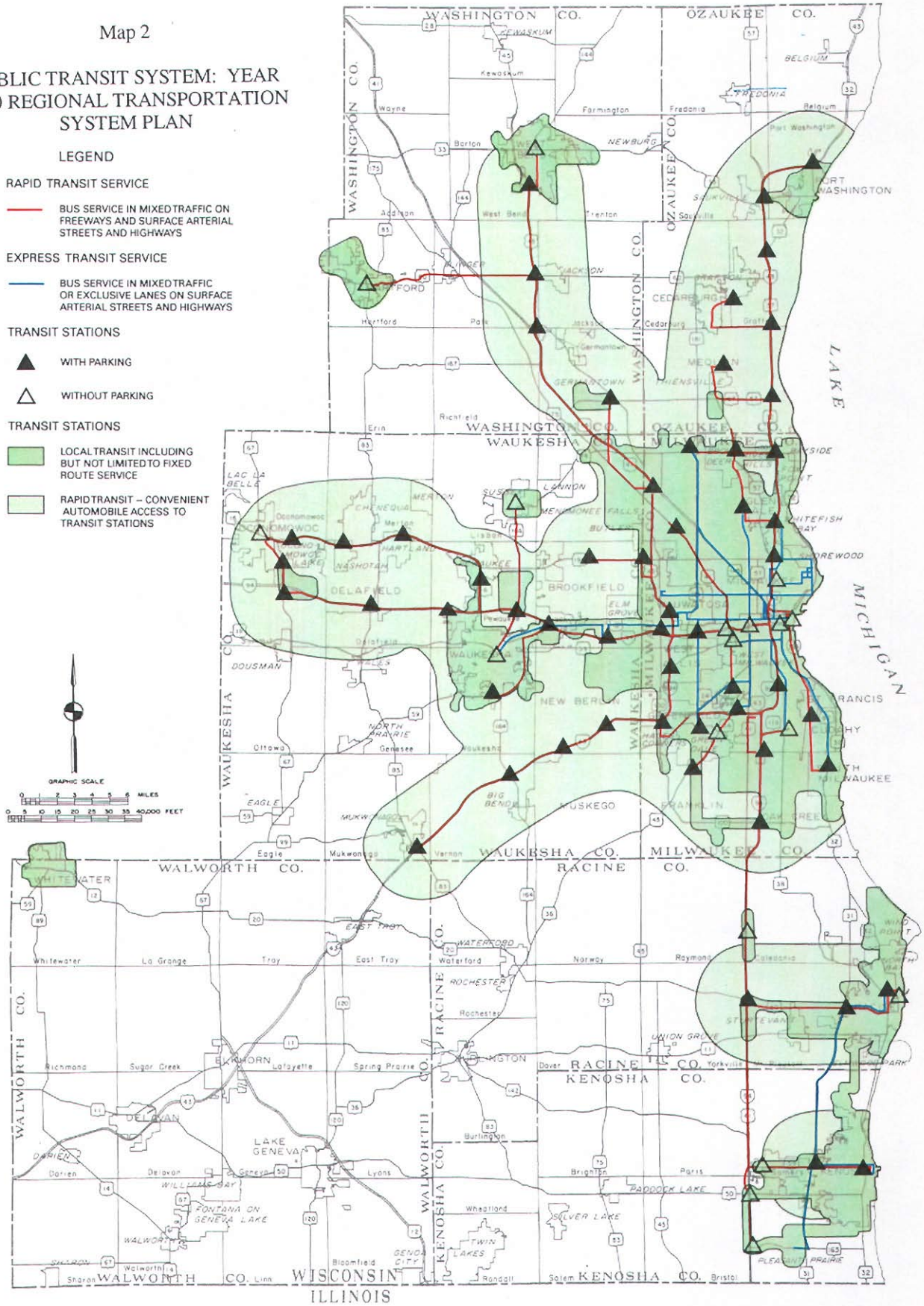
[a] *Represents only the vehicles required for daily system operation. Excludes vehicles needed as spare or backup.*

[b] *Existing 1991 regional levels of transit service were an estimated 63,300 vehicle-miles of service and 5220 vehicle-hours of service.*

Source: SEWRPC.

Map 2

PUBLIC TRANSIT SYSTEM: YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN



Under the regional transportation system plan, rapid transit busway/high-occupancy-vehicle facilities, rapid transit commuter rail facilities, and express transit light rail facilities would be considered as alternatives to motor-bus transit service over arterial street and highway lanes. Consideration of such fixed-guideway transit service facilities would be initiated as part of federally required detailed transit planning alternatives analysis studies for each of the corridors identified under the plan. The potential corridors for busway, commuter rail, and light rail facilities are shown on Maps 30 and 31 of SEWRPC Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020*, December 1997. The implementation of these fixed-guideway transit facilities would depend upon the outcome of the corridor studies. Upon completion of each study, the local units of government concerned—particularly, the potential transit operator involved—the Wisconsin Department of Transportation, and the Regional Planning Commission would have to affirm the study findings and, if necessary, amend the regional transportation system plan.

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.

Under the plan, the fares for rapid transit service would remain at the plan base year 1997 levels, adjusted only for future general price inflation. (Fares were increased in 2001 from $1.60 to $1.80, which was only slightly greater than the 10 percent general price inflation since 1997.) 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 facilities (see Map 31 of SEWRPC Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020*). 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 corridor alternatives analysis 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 conformity determination of the plan.

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 30 of SEWRPC Planning Report No. 46, *A Regional Transportation system Plan for Southeastern Wisconsin: 2020*). Corridor alternatives analysis 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. A transit alternatives analysis study is underway in the Milwaukee to Kenosha corridor.

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 CBD's of the Cities of Racine and Kenosha. The planned express routes are shown in blue on Map 2.

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 31 of SEWRPC Planning Report No. 46, *A Regional Transportation system Plan for Southeastern Wisconsin: 2020*). The ultimate decision concerning the provision of light-rail or express bus guideway facilities in these corridors would be determined in Federally required alternative analysis 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. 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. An alternatives analysis is underway in the Milwaukee CBD investigating bus, light rail, and historic trolley transit circulator system alternatives.

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. Under the plan, express transit fares would remain at the plan base year 1997 levels, $1.35 in Milwaukee County and $1.00 on the Racine-Kenosha route, with adjustments for general price inflation over the plan design period. (In Milwaukee County, fares were increased in 2001 from $1.35 to $1.50, an increase at about the same level as general price inflation from 1997 to 2001.)

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 plan base year 1997 levels, adjusted only for the effects of general price inflation. Plan base year 1997 fares within Milwaukee County $1.35; and within the Cities of Kenosha, Racine, and Waukesha, $1.00. (In Milwaukee County, fares were increased in 2001 from $1.35 to $1.50, an increase at about the same level as general price inflation from 1997 to 2001.) 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 2002, 2005, 2007, 2010, and 2020. The transit plan element implementation schedule anticipated 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 about 2.8 percent annually of the planned increase of 45,400 vehicle-miles of transit service.[2] Thus, compared to 1995 service levels, there would be about a 3 percent increase by 2002, a 12 percent increase by 2005, an 18 percent increase in service by 2007, and a 28 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 2020 is summarized in Table 4 including the proposed amendment to remove the Park East Freeway west of the current terminus at Jefferson Street and construct a new terminus west of the Milwaukee River. In 1995, the arterial street and highway system in the Region consisted of about 3,277 route-miles of facilities. Under the regional plan, the arterial system would be increased by about 336 route-miles, by the year 2020, to a total of 3,613 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.

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[2] *Estimated 1997 transit service levels represent approximately a 4 percent increase compared to estimated 1995 levels with respect to vehicle-miles of service. Estimated 2000 transit service levels represent approximately a 22 percent increase compared to estimated 1995 levels with respect to vehicle miles of service.*

Table 2

POTENTIAL STAGES OF TRANSIT PLAN ELEMENT: 2002, 2005, 2007, 2010, AND 2020

Transit Service Element	Year				
	2002	2005	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 5th Street and Main Street in the City of Racine via STH 20 and IH 94 • From 13th Avenue and 54th Street in the City of Kenosha via STH 158 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 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 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	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 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 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 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 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	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 • 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				
	2002	2005	2007	2010	2020
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 route 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 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	Expand Milwaukee urbanized area service by adding new routes including: • 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	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 South-ridge 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 Expand Milwaukee urbanized area service (continued) • 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 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

Table 2 (continued)

Transit Service Element	Year				
	2002	2005	2007	2010	2020
Local Transit[c]	Extend fixed-route service industrial areas in northern and southern Milwaukee County Add weekday and Saturday evening service until 10:00 p.m. in the Cities of Kenosha and Racine Continue existing fixed-route service within Ozaukee, Washington, and Waukesha Counties and in the City of Waukesha Continue existing shared-ride taxi services in the Ozaukee and Washington Counties and 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 Kenosha • The northwest side of the City of Waukesha 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 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 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: 2001, 2007, 2010, AND 2020

Transit Service Type	Existing Transit Vehicle-Miles of Revenue Service: 1995[a] (Average Weekday)	Proposed Transit Vehicle-Miles of Revenue Service (Average Weekday)									
		2002		2005		2007		2010		2020	
		Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Rapid	3,800	3,800	5.6	6,700	9.1	7,900	10.1	9,700	11.5	14,700	13.2
Express.....	5,500	5,500	8.1	6,700	9.1	9,200	11.8	10,300	12.2	21,500	19.3
Local	56,800	58,700	86.3	60,400	81.8	60,900	78.1	64,700	76.3	75,300	67.5
Total	66,100	68,000[b]	100.0	72,600[b]	100.0	78,000	100.0	84,700	100.0	111,500	100.0

[a] *Since 1995, transit vehicle-miles of service in Southeastern Wisconsin have increased by nearly 23 percent to 81,000 vehicle-miles of service in 2000, with the bulk of the expansion occurring since 1997. Service expansion has included the initiation of new service between Milwaukee County and Ozaukee and Washington Counties, new evening service in the Waukesha and Racine areas, and additional service in Milwaukee and Waukesha Counties including in the IH 94 East-West travel corridor. Thus, the transit service element of the plan may be considered to be ahead of the plan implementation schedule. (Public shared-ride taxi service was also increased from about 1,700 taxi-miles of service on an average weekday in 1995 to 2,100 taxi-miles of service in 1997 to 7,200 taxi-miles of service in 2000).*

[b] *The year 2020 plan anticipated that transit service may not be expected to be expanded until after the year 2001. However, by the end of 2000 transit service is estimated to have expanded to 81,000 vehicle miles of service on an average weekday approaching the level of service anticipated by the year 2010.*

Source: SEWRPC.

Table 4

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

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	68.5	0.0	0.0	68.5
Standard Arterial	678.2	40.3	10.3	728.8
Subtotal	746.7	40.3	10.3	797.3
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	271.2	1.0	22.4	294.6
Standard Arterial	2,812.1	404.3	101.6	3317.5
Total	3,083.3	405.3	124.0	3612.6

[a]*To date, since the completion of the year 2020 plan in 1997, an estimated 75.4 miles of the 529.3 miles of system improvement and expansion have been completed.*

Source: SEWRPC

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.

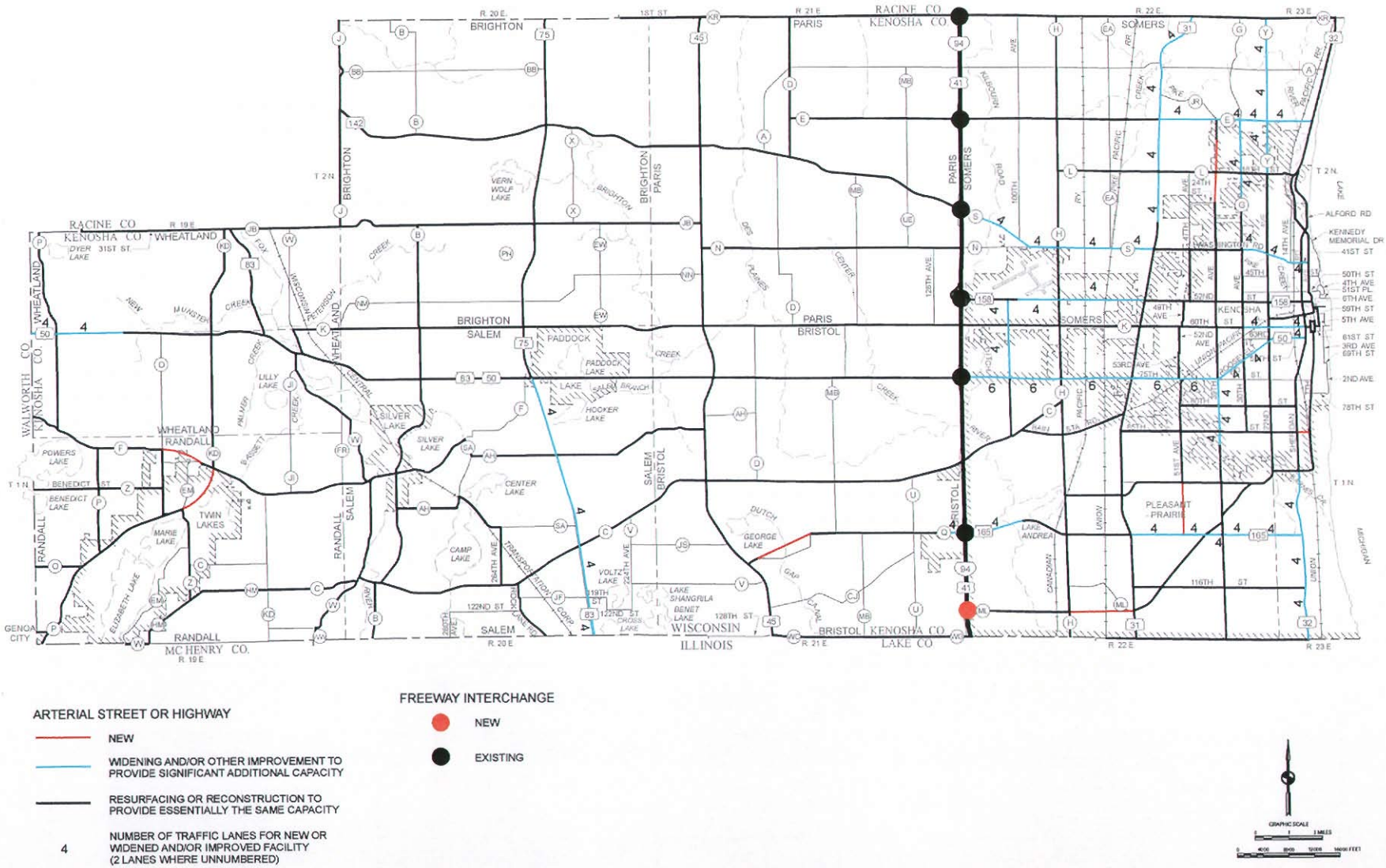
The plan recommended arterial street and highway system capacity improvement and expansion to add traffic lanes to the existing arterial street system are shown for each county on Maps 3 through 9 and are listed in Table 5. These arterial highway capacity improvement and expansion recommendations represent 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 2002, 2005, 2007, 2010, and 2020 are identified. Table 6 summarizes the mileage of system improvement and expansion anticipated to be implemented by 2002, 2005, 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 124 route-miles of new arterial facilities. These include such long-planned facilities as 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

Map 3

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



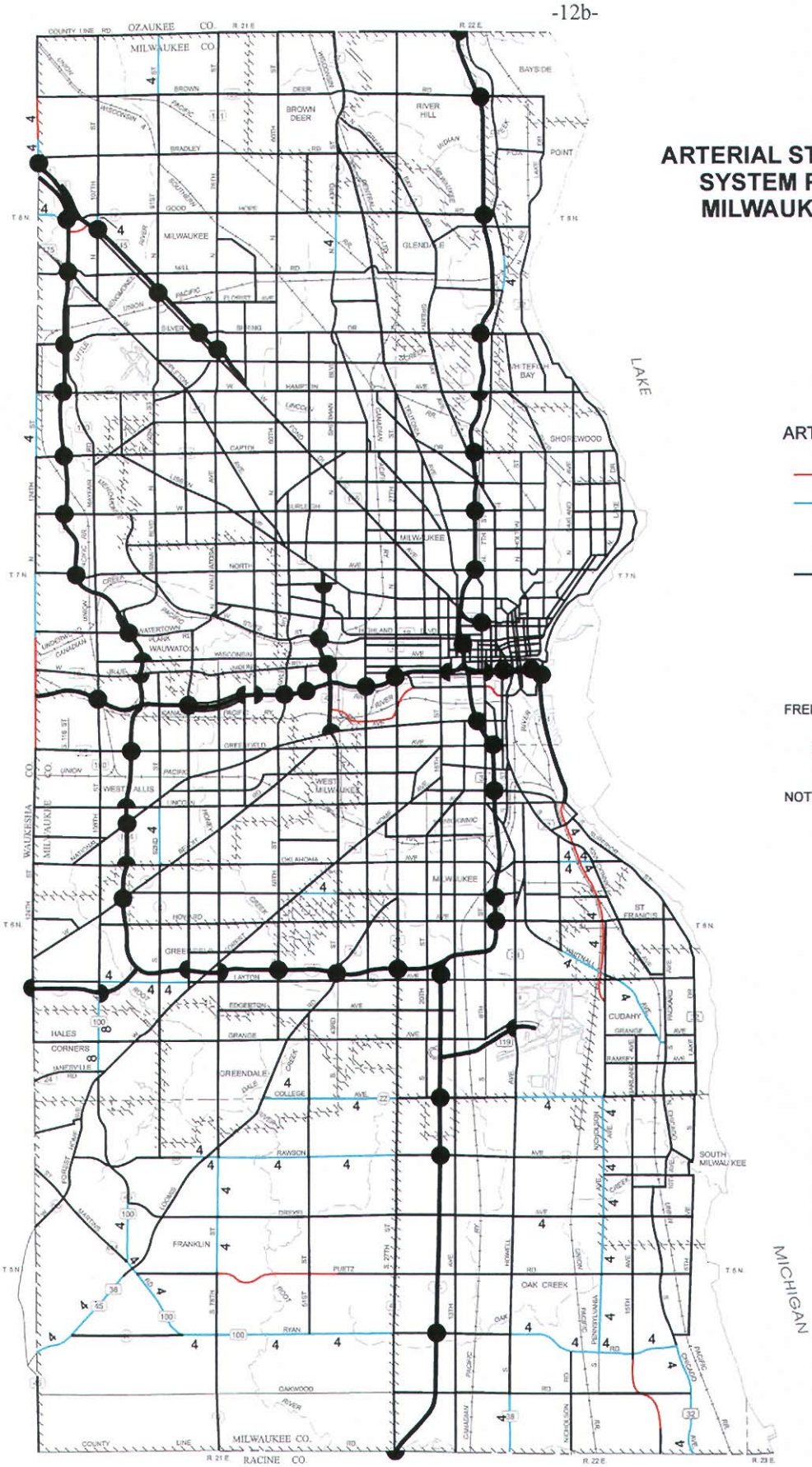
ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT 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

Source: SEWRPC.



Map 4

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

ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT 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

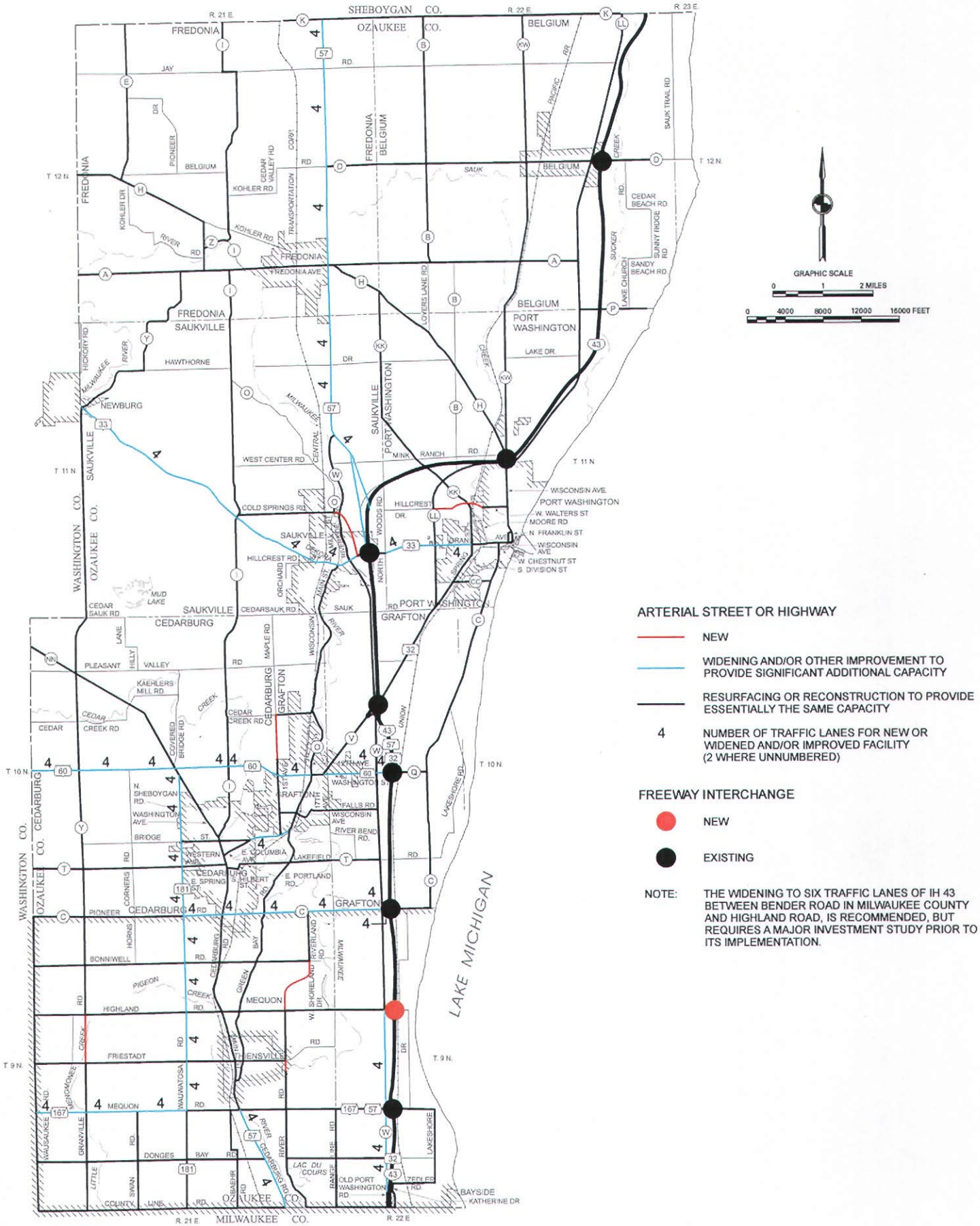
0 1 2 MILES

0 4000 8000 12000 16000 FEET

Source: SEWRPC.

Map 5

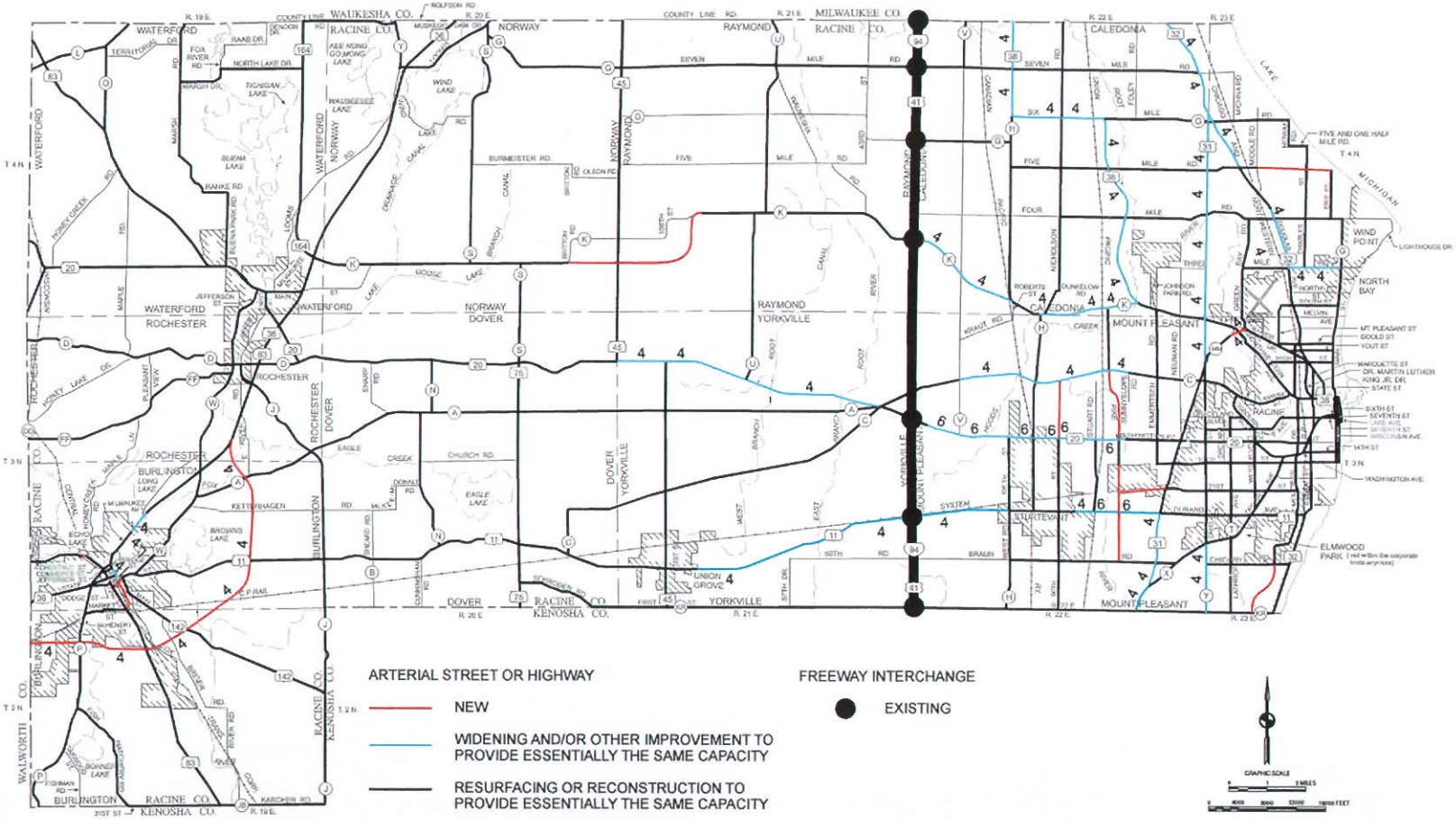
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN OZAUKEE COUNTY: 2020



Source: SEWRPC.

Map 6

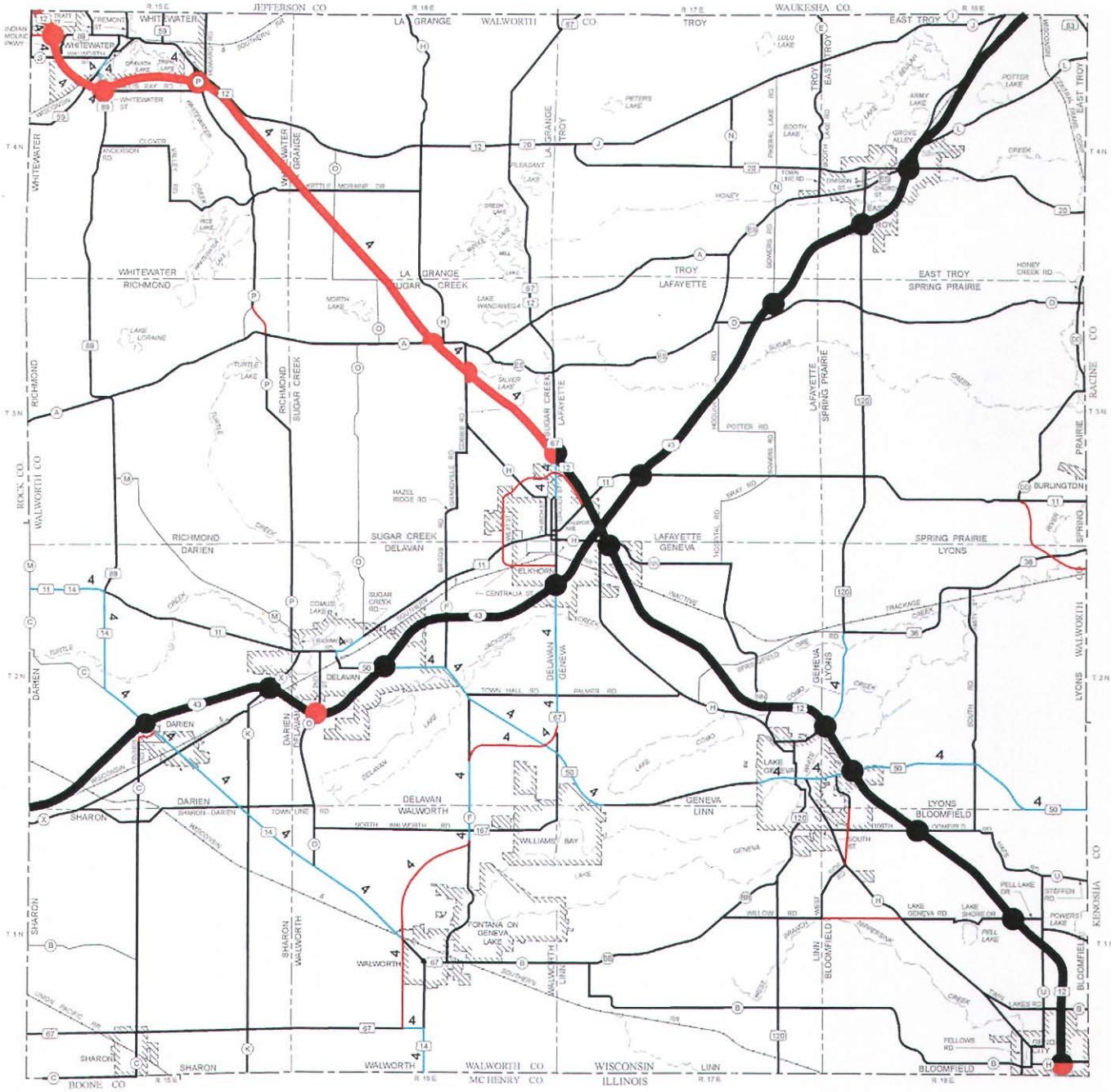
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN RACINE COUNTY: 2020



Source: SEWRPC

Map 7

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



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT 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)

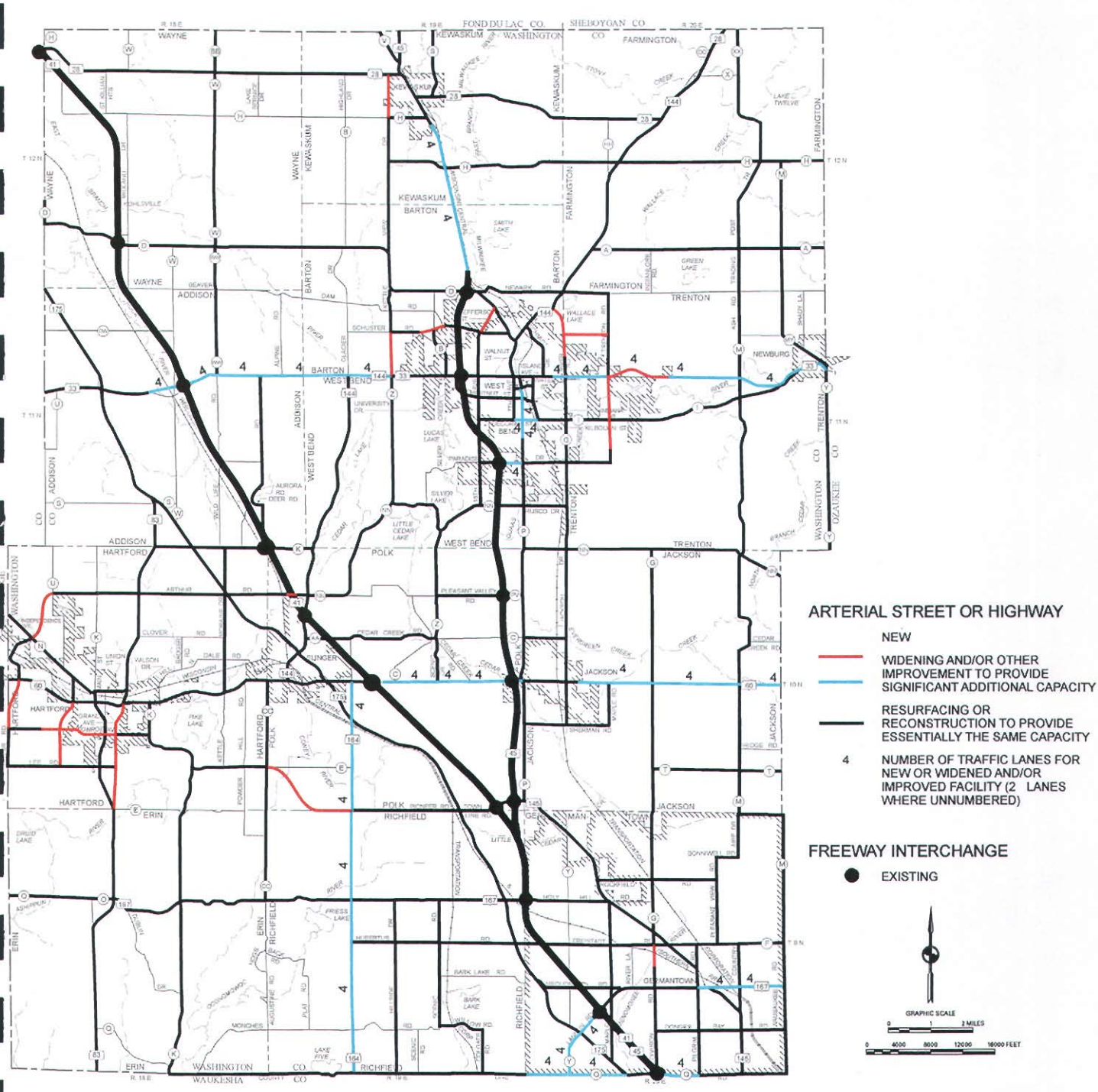
FREEWAY INTERCHANGE

- NEW INTERCHANGE
- NEW HALF INTERCHANGE
- EXISTING

Source: SEWRPC.

Map 8

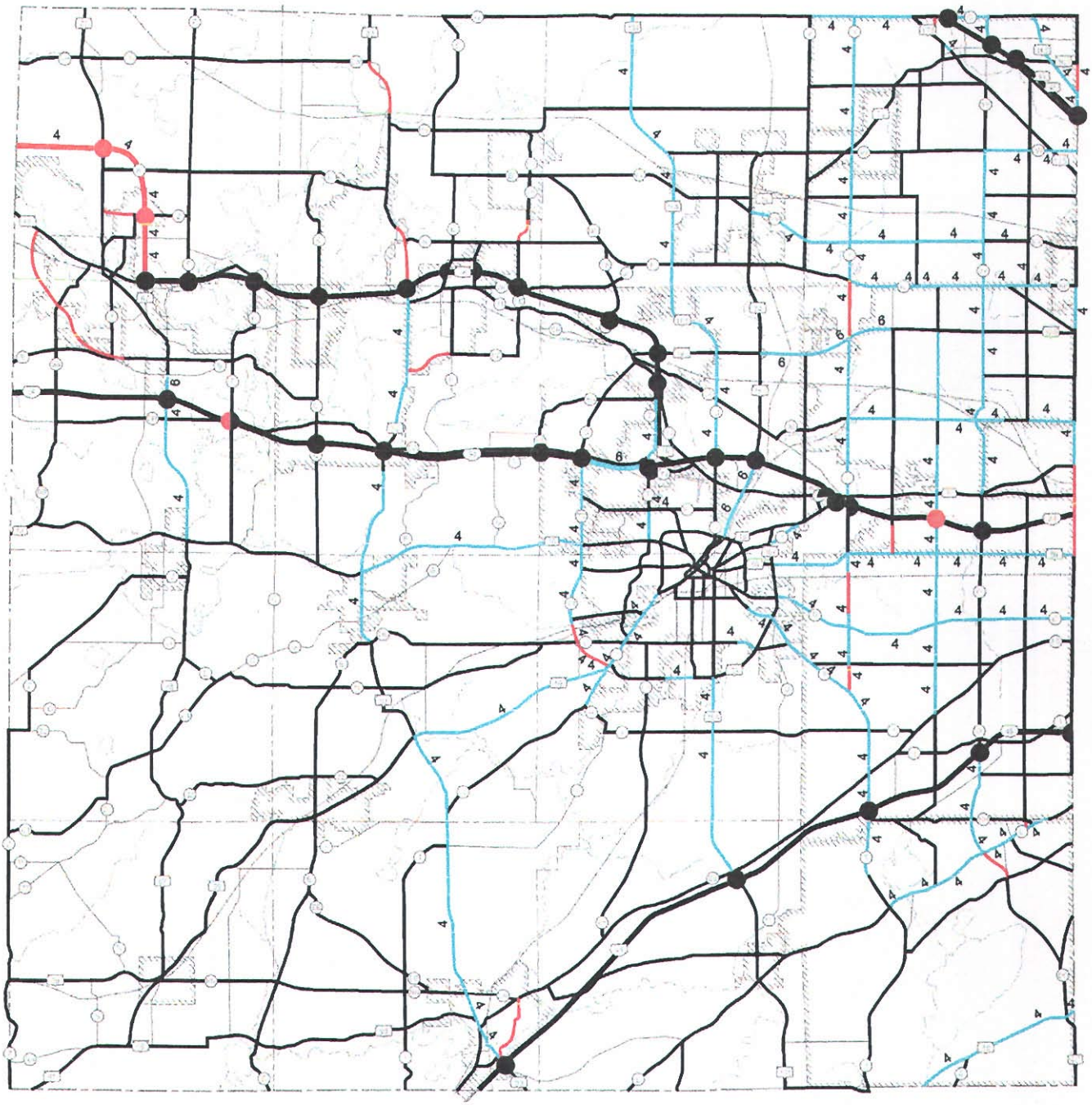
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WASHINGTON COUNTY: 2020



Source: SEWRPC.

Map 9

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



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY[a]
- 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)

GRAPHIC SCALE
0 1 2 MILES
0 4000 8000 12000 16000 FEET

[a] *The six lanes shown on IH 94 between CTH G and CTH SS have been implemented and operate as auxiliary lanes.*

Source: SEWRPC.

Table 5

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

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2002[a]	Milwaukee	Widening	Whitnall Avenue	CTH Y to Nicholson Avenue	Widen from two to four traffic lanes
2002[a]	Racine	Widening	STH 32	A point about 0.3 mile north of CTH G to Three Mile Road	Widen from two to four traffic lanes
2002[a]			STH 36/STH 83	Wegge Road to Tuet Road	Widen from two to four traffic lanes
2002[a]			CTH Y	CTH KR to CTH X	Widen from two to four traffic lanes
2002[a]	Waukesha	Widening	STH 83	IH 43 to CTH NN	Widen from two to four traffic lanes
2002[a]			CTH YY	Lisbon Road to CTH VV	Widen from two to four traffic lanes
2002[a]			Old Orchard Road	W. Brown Deer Road to appoint 3000 feet south	Widen from two to four traffic lanes
2005	Kenosha	Widening	22nd Avenue	CTH L to CTH E	Widen from two to four traffic lanes
2005[a]	Milwaukee	Widening	CTH U	Rawson Avenue to Puetz Road	Widen from two to four traffic lanes
2005[a]			CTH ZZ	STH 38 to Pennsylvania Avenue	Widen from two to four traffic lanes
2005[a]		Expansion	Lake Parkway	Layton Avenue to Pennsylvania Avenue	Construct four lanes on new alignment
2005[a]			Park East Freeway Removal/Reconstruction[d]	Jefferson Street to N-6th Street	Remove Freeway/Construct 4/6 lane arterial
2005[a]	Ozaukee	Widening	STH 57	IH 43 to Sheboygan County line	Widen from two to four traffic lanes
2005[a]			CTH W	STH 167 to Glen Oaks Lane	Widen from two to four traffic lanes
2005[a]	Racine	Widening	STH 11	IH 94 to CTH H	Widen from two to four traffic lanes
2005[a]		Expansion	State Street/Adams Street	Calumet Street to STH 11	Construct two lanes on new alignment
2005[a]	Walworth	Expansion	STH 120 bypass	Townline Road to existing STH 120 at Willow Road	Construct two lanes on existing and new
2005[a]	Washington	Widening	USH 45	CTH D to Prospect Drive	Widen from two to four traffic lanes
2005[a]			STH 164	STH 175 to STH 60	Widen from two to four traffic lanes
2005[a]			CTH Q	Division Road to Pilgrim Road	Widen from two to four traffic lanes
2005[a]	Waukesha	Widening	STH 59	STH 164 to Poplar Creek	Widen from two to four traffic lanes
2005[a]			STH 59	Johnson Road to Calhoun Road	Widen from two to four traffic lanes
2005[a]			STH 83	Mariner Drive to STH 16	Widen from two to four traffic lanes
2005[a]			STH 164	STH 190 to Jay Lane	Widen from two to four traffic lanes
2005[a]			CTH J	Rockwood Drive to STH 190	Widen from two to four traffic lanes
2005[a]			CTH L	CTH O to Milwaukee County line	Widen from two to four traffic lanes
2005[a]			Pilgrim Road	USH 41/USH 45 to Washington County Line	Widen from two to four traffic lanes
2005[a]			Sunset Drive	Tenny Avenue to STH 59/STH 164	Widen from two to four traffic lanes
2005[a]	Waukesha	Expansion	Brookfield Road extension	Davidson Road to STH 59	Construct two lanes on new alignment
2007	Kenosha	Widening	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 about one mile west of CTH H	Widen from two to four traffic lanes
2007			Washington Road	39th Avenue to STH 32	Widen from two to four traffic lanes
2007			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[a]			CTH KD extension	CTH EM to CTH F	Construct two lanes on new alignment
2007			52nd 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			Port Washington Road	Bender Road to W. Daphne Road	Widen from two to four traffic lanes
2007			Whitnall Avenue	Nicholson Avenue to Packard 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 190 to Hampton Avenue	Widen from two to four traffic lanes
2007[a]		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	Ozaukee	Widening	STH 33	Progress Drive to Foster Street	Widen from two to four traffic lanes
2007			STH 33	IH 43 to Spring Street	Widen from two to four traffic lanes
2007			STH 60	Wisconsin Avenue to IH 43	Widen from two to four traffic lanes
2007			CTH W	Glen Oaks Road to Highland Road	Widen from two to four traffic lanes
2007			Columbia Road	Bridge Street to Chateau Drive	Widen from two to four traffic lanes
2007			Pioneer Road (CTH C)	STH 181 to Green Bay Road	Widen from two to four traffic lanes
2007			Pioneer Road (CTH C)	Green Bay Road to IH 43	Widen from two to four traffic lanes
2007			Wauwatosa Road (STH 181)	STH 167 to CTH C	Widen from two to four traffic lanes
2007[a]	Racine	Widening	STH 11	86th Street in the Village of Sturtevant to Willow Road	Widen from two to four traffic lanes
2007[a]			STH 11	Willow Road to STH 31	Widen from four to six traffic lanes
2007			STH 20	Oakes Road to Sunnyslope Road	Widen from four to six traffic lanes

Table 5 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2007[a]	Racine (continued)	Widening (continued)	STH 32	Milwaukee County to Five Mile Road	Widen from two to four traffic lanes
2007			CTH K	Union Pacific Railway to STH 38	Widen from two to four traffic lanes
2007			Calumet Street	Robert Street to Bridge Street	Widen from two to four traffic lanes
2007			Three Mile Road	STH 32 to CTH G	Widen from two to four traffic lanes
2007[a]	Racine	Expansion	Burlington bypass	(STH 36) Milwaukee Avenue to Walworth County line	Construct four lanes on new alignment
2007			Calumet Street extension	Market Street to Robert Street	Construct four lanes on new alignment
2007			Commerce Street/Pine Street	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	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]		Expansion	USH 12 freeway	Cold Spring Road to Howard Road[b]	Construct four lanes on new alignment
2007[a]			Burlington bypass	STH 11 Racine-Walworth County Line	Construct four lanes on new alignment
2007[a]	Washington	Widening	STH 60	USH 41 to CTH P	Widen from two to four traffic lanes
2007			CTH Y	CTH Q to USH 41/45	Widen from two to four traffic lanes
2007			Decorah Road	7th Avenue to Indiana Avenue	Widen from two to four traffic lanes
2007			Main Street	Decorah Street to Walnut Street	Widen from two to four traffic lanes
2007[a]			STH 33	East Branch of the Rock River to USH 41	Widen from two to four traffic lanes
2007[a]		Expansion	STH 33	Trenton Road to Oak Road	Construct four lanes on new alignment
2007			STH 83	CTH E to Monroe Avenue	Construct two lanes on new alignment
2007			STH 83	Monroe Avenue to Lincoln Avenue	Construct two lanes on new alignment
2007			Arthur Road extension	CTH N to Arthur Road	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[a]	Waukesha	Widening	STH 83	IH 94 to USH 18	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 164	Jay Lane to Washington County line	Widen from two to four 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 O	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[a]			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
2007			CTH TT	MacArthur Road to USH 18	Widen from two to four traffic lanes
2007[a]			CTH VV	CTH Y to Bette Drive	Widen from two to four traffic lanes
2007			Calhoun Road	IH 94 to USH 18	Widen from two to four traffic lanes
2007			Calhoun Road	USH 18 to Gebhardt Road	Widen from two to four traffic lanes
2007[a]			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		Expansion	IH 94	CTH P	Construct new interchange
2007[a]			STH 16/STH 67 bypass	Wisconsin Avenue to Jefferson County line	Construct four lanes on new alignment
2007			Lake Drive extension	Lapham Street to STH 67	Construct two lanes on new alignment
2007			Mukwonago bypass	IH 43 to CTH ES	Construct two lanes on new alignment
2007			Valley Road	STH 67 to CTH P	Construct two lanes on new alignment
2010	Kenosha	Widening	STH 32	128th Street to CTH T	Widen from two to four traffic lanes
2010			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 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			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 57	Milwaukee County line to STH 167	Widen from two to four traffic lanes
2010			STH 60	Washington County line to STH 181	Widen from two to four traffic lanes
2010			STH 60	STH 181 to Wisconsin Avenue	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 (STH 181)	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

Table 5 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2010	Ozaukee (continued)	Expansion (continued)	Maple Road extension	Cedar Creek Road to Rose Street in the Village of Grafton north corporate limits	Construct two lanes on new alignment
2010	Racine	Widening	STH 20	IH 94/USH 41 to Oakes Road	Widen from four to six 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	CTH H to Union Pacific Railway	Widen from two to four traffic lanes
2010		Expansion	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			STH 33	USH 41 to CTH Z	Widen from two to four traffic lanes
2010			STH 60	Wilshire Drive to Ozaukee County line	Widen from two to four traffic lanes
2010			STH 167	Pilgrim Road to Ozaukee County line	Widen from two to four traffic lanes
2010		Expansion	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 67	CTH B to IH 94	Widen from four to six traffic lanes
2010			STH 83	CTH NN to STH 59	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 CTH SS	Widen from two to four traffic lanes
2010[a]			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			Calhoun Road	STH 59 to IH 94	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[a]			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			Old Orchard Road	W. Brown Deer Road to Washington County line	Widen from two to four traffic lanes
2010			Pilgrim Road	North Avenue to Lisbon Road	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	Waukesha	Expansion	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
2010			124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes
2020	Kenosha	Widening	Roosevelt Road	39th Avenue to 63rd Street	Widen from two to four traffic lanes
2020			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	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	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			River Road extension	Freistadt Road to Grace Avenue	Construct two lanes on new alignment
2020			Walters Street extension	CTH LL to Grant Street	Construct two lanes on new alignment

Table 5 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
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			STH 31	Four Mile Road to STH 32	Widen from two to four traffic lanes
2020		Expansion	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			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 164	CTH Q to STH 175	Widen from two to four traffic lanes
2020		Expansion	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
2020			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		Expansion	STH 83	STH 16 to Thompson Lane	Construct two lanes on new alignment
2020			STH 83	Kilbourne Road to CTH CW	Construct two lanes on new alignment
2020			CTH Y extension	STH 190 to CTH K	Construct four lanes on new alignment
2020			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			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 amended 2002-2004 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 lanes of four lane freeway proposed to be constructed and open to traffic by the year 2020.*

[d] *Project includes removal of Park East Freeway west of existing terminus at Jefferson Street; construction of new terminus west of Milwaukee River; and construction of connecting 4/6 lane arterial to intersection of E. Knapp Street and N. Water Street, including new E. Knapp Street bridge over the Milwaukee River.*

Source: SEWRPC.

Table 6

IMPLEMENTATION SCHEDULE FOR ARTERIAL STREET SYSTEM PLAN ELEMENT CAPACITY IMPROVEMENT AND EXPANSION: 2002, 2005, 2007, 2010, AND 2020

Southeastern Wisconsin Region	Proposed Incremental Arterial System Improvement and Expansion Route Miles					
	2002[a]	2005	2007	2010	2020	Total
State Trunk Highway	2	32	85	97	58	274
County and Local Trunk Highway	5	12	59	59	50	185
Total Regional Arterial System	7	44	144	156	108	459

[a] *Since the completion of the plan in 1997, approximately 75 miles of the proposed arterial improvement and expansion have been implemented.*

Source: SEWRPC

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 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 3,083 route-miles of the arterial system representing about 85 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.

2002 THROUGH 2004 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR SOUTHEASTERN WISCONSIN

The proposed 2002 through 2004 transportation improvement program for Southeastern Wisconsin is documented in the SEWRPC report entitled, *A Transportation Improvement Program for Southeastern Wisconsin: 2002-2004*. The 2002 through 2004 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 2002 through 2004. A listing of all projects in the transportation improvement program is referenced in Appendix B of this report.

The transportation improvement program 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

The transportation improvement program 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 2002 through 2004 transportation improvement program as amended includes 850 projects. The transportation improvement program for the seven-county Southeastern Wisconsin Region for the years 2002, 2003, and 2004 represents a total programmed investment in transportation improvements of about $1.82 billion. Of this total, about $1.02 billion, or about 56 percent, is proposed to be provided in Federal aids; $514 million, or about 28 percent, in State aids; and $280 million, or about 16 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 $608 million. Of this total, about $340 million, or about 56 percent, is proposed to be provided in Federal aids; $169 million, or about 28 percent, in State aids; and $99 million, or about 16 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.

[3] *All transportation improvement program projects with potential impact on air quality, that is, "nonexempt" projects, are listed later in this report in Table 10.*

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.

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.

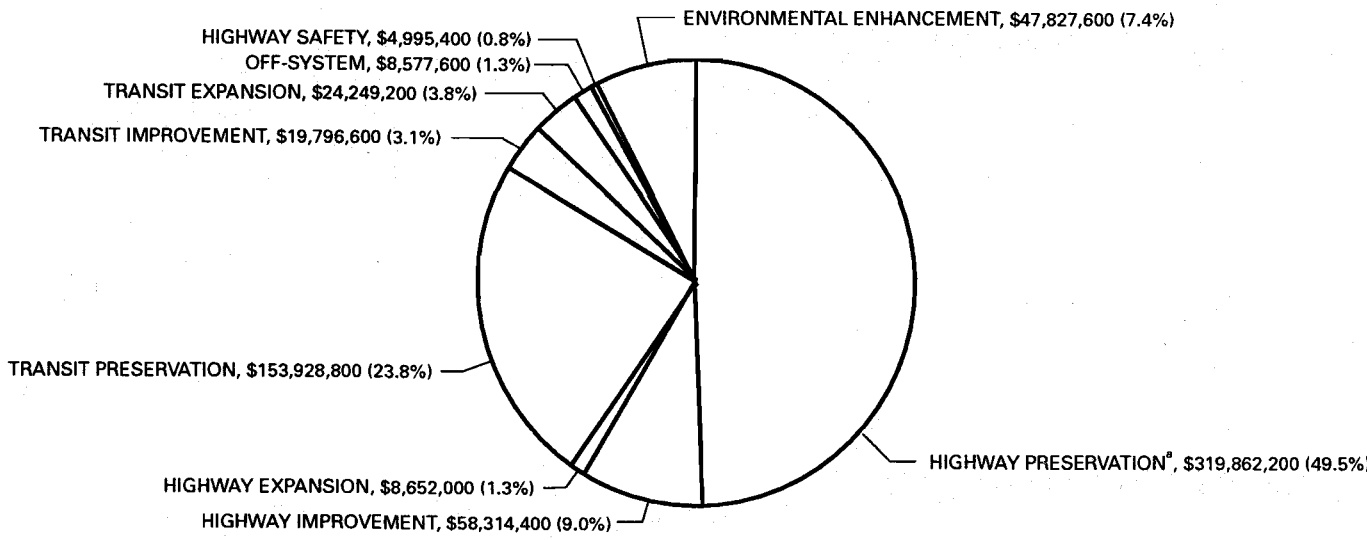
Figure 1 graphically presents the proposed expenditures in the first year of the TIP by each of the nine project categories for Walworth County and for Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties combined. Certain expenditure patterns are apparent from an examination of Figure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

1. A significant portion of financial resources, about 73 percent, are to be devoted to the preservation of existing transportation facilities and services in the Region.

Figure 1

DISTRIBUTION OF EXPENDITURES IN 2002 OF THE 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM BY CATEGORY

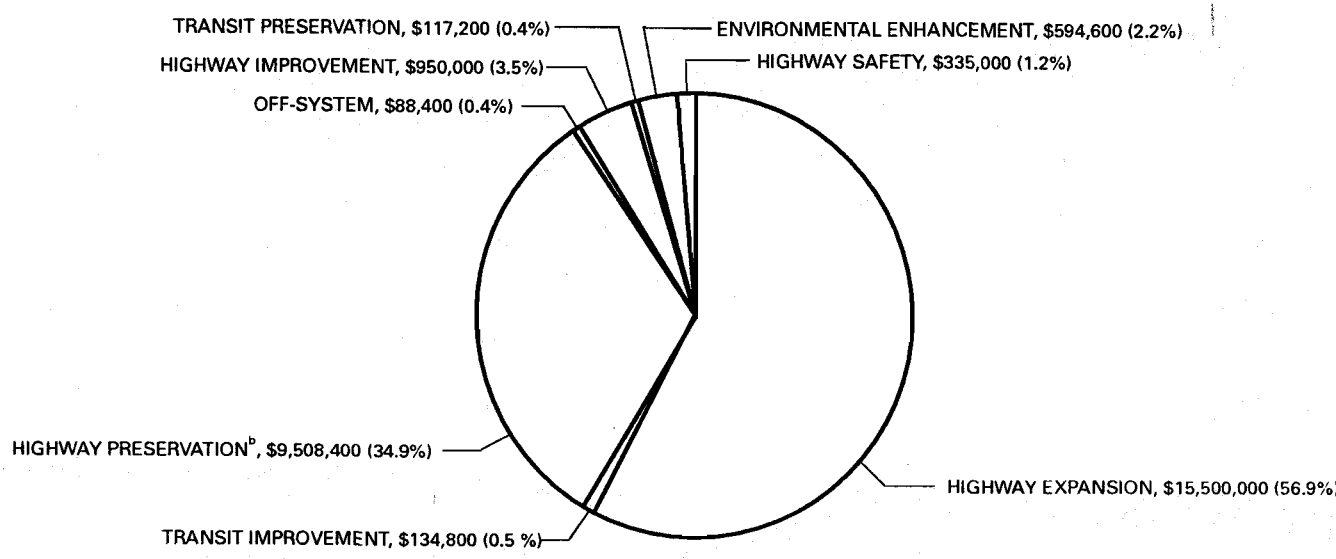
KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WASHINGTON, AND WAUKESHA COUNTIES



TOTAL $646,203,800[a]

([a] INCLUDES ESTIMATED $60 MILLION FOR ARTERIAL HIGHWAY OPERATIONS AND MAINTENANCE)

WALWORTH



TOTAL $27,228,400[b]

([b] INCLUDES ESTIMATED $5 MILLION FOR ARTERIAL HIGHWAY OPERATIONS AND MAINTENANCE)

2. The expenditure of funds for highway expansion is about $24 million, or less than 4 percent of total programmed expenditures in the Region. The expenditures for highway improvement are approximately $59 million, or 9 percent of total expenditures. This compares to the $329 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 29 percent of the programmed resources. Of the total programmed resources for public transit, 78 percent is for preservation, only 10 percent and 12 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 2002 THROUGH 2004 TRANSPORTATION IMPROVEMENT PROGRAM

This section of the report demonstrates the conformity of the year 2020 regional transportation system plan and the year 2002 through 2004 transportation improvement program for Southeastern Wisconsin with respect to each of the conformity criteria, as well as with respect to the procedures to be used to demonstrate conformity as established by the U. S. Environmental Protection Agency for such conformity assessment. This conformity demonstration is for the six county ozone severe nonattainment area, including Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties, and for the ozone maintenance area for Walworth County.

Conformity Determination Procedural Requirements

The procedures to determine conformity set forth in the August 15, 1997, *Federal Register* (40CFR Parts 51 and 93), 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) transportation plan content, and 6) procedures for determining regional transportation plan related emissions.

Use of Latest Planning Assumptions

This conformity determination procedural requirement (40 CFR, Part 93.110) 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 models used in this conformity analysis are the same as used by the Commission in its regional planning efforts, and as well in support of air quality planning by the Wisconsin Department of Natural Resources. The Phase III Ozone Attainment Demonstration State Implementation Plan includes a motor vehicle emissions budget (MVEB) that was considered adequate by the EPA for the purposes of transportation conformity. This MVEB was predicated on a high growth scenario with attendant growth in vehicle-miles of travel of 2% per year for 1990 – 2000, 1.7% per year for 2000-2007, and 1.2% per year for 2007 – 2020 and a 7.5 percent additional emissions to account for uncertainty in transportation emission forecasts. This conformity assessment assumes the Commission official intermediate growth year 2020 forecasts with attendant 2% annual increase in vehicles miles travel to the year 2000, 1.2% annual increase from 2000-2007, and 0.7% annual increase from 2007-2020.

The determination of conformity of the transportation system plan and transportation improvement program requires specific travel and emission forecasts for the years 2002, 2005, 2007, 2010, and 2020. The population, household, and employment data at regional and subregional levels for the years 2002, 2005, 2007, and 2010 have been projected by interpolation between existing 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 2020 forecasts for population, households, and employment are set forth in Table 7, along with the interpolated 2002, 2005, 2007, and 2010 population, household, and employment levels. These year 2020 population, household, and employment forecasts were developed as part of the year 2020 regional land use and transportation plans which were completed in December, 1997. In addition, the year 2020 regional land use and transportation plans, and the attendant year 2020 socio-economic travel, and traffic forecasts were reviewed and reaffirmed in February 2000, as documented in the SEWRPC Staff Memorandum entitled, *Review and Reaffirmation of Year 2020 Regional Land Use and Transportation Plans.*

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 Southeastern Wisconsin were explored, including such scenarios with respect to vehicle-miles of travel.

Table 7

CURRENT AND FORECAST POPULATION, HOUSEHOLD, AND EMPLOYMENT LEVELS FOR SOUTHEASTERN WISCONSIN: 2002, 2005, 2007, 2010, AND 2020

Southeastern Wisconsin					
	Forecast Year				
Characteristics	2002	2005	2007	2010	2020
Population	1,974,600	1,995,600	2,009,600	2,030,600	2,077,900
Households	754,800	767,900	776,600	789,700	827,100
Employment	1,179,00	1,199,500	1,213,200	1,233,700	1,277,100

Six county Area: Kenosha, Milwaukee, Ozaukee, Racine, Washington and Waukesha County					
	Forecast Year				
Characteristics	2002	2005	2007	2010	2020
Population	1,887,100	1,906,600	1,919,600	1,939,100	1,982,900
Households	721,800	734,200	742,400	754,800	790,200
Employment	1,124,100	1,143,400	1,156,300	1,175,700	1,217,100

Walworth County					
	Forecast Year				
Characteristics	2002	2005	2007	2010	2020
Population	87,500	89,000	90,000	91,500	95,000
Households	33,000	33,700	34,200	34,900	36,900
Employment	55,000	56,100	56,900	58,000	60,000

Source: SEWRPC

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 1.0 percent to 2.0 percent. The analyses indicated that alternative 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 annual growth. 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 years 1990 and 1991 by applying the models with 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 procedural requirement, 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 changed significantly since the first conformity determination completed in 1997 with respect to the year 2020 plan and also the year 1998-2000 transportation improvement program, as well as with respect to previous conformity determinations completed in 1996 for the 1997-1999 transportation improvement program and completed in 1994 on the year 2010 transportation plan and the 1995-1997 improvement program. Transit service levels are estimated to have increased by about 4 percent between 1995 and 1997 as measured by vehicle-miles of bus service, and by about 12 percent between 1997 and 1999, and by about 5 percent between 1999 and 2000. Since 1995, the base year of the regional transportation plan, transit service levels have increased by over 22 percent, transit ridership has increased

by about 12 percent, and transit annual operating funding has increased by about 35 percent. Total State transit operating assistance to the Region has increased by about 32 percent from 1995 to 2000, and the year 2001-2003 state biennial budget provides for a four percent increase in State transit operating assistance. Transit fares have increased at about the level of general price inflation, which is estimated to have experienced an increase of about 5 percent from 1995 to1997, 10 percent from 1997 to 2001, or in total, about 15 percent from 1995 to 2001. 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 from $1.25 in 1995 to $1.35 in 1996 to $1.50 in 2001, a 20 percent increase from1995 to 2001. 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 1995 to $0.86 in 2001, only a 9 percent increase. 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 measured in terms of vehicle-miles of transit service would be increased from 1995 levels beginning in 2002 by approximately 69 percent over the time period from 1995 to 2020, or by about 2.8 percent annually beginning in 2002, and transit fare increases on average over the 23-year period would be held to increases consistent with general price inflation.

The State Implementation Plan assumed within the six county severe nonattainment area emissions consistent with a 2.0 percent annual increase in vehicle-miles of travel to the year 2000, and 1.4 percent annually beyond the year 2000.[4] The Walworth County maintenance plan for air quality assumes a 2.7 percent annual increase in vehicle-miles of travel to 2000, and 2.2 percent annual increase beyond the year 2000. (The Walworth County maintenance plan was amended in the year 2000 to allocate 0.5 tons of volatile organic compound emissions from the safety margin to the year 2007 motor vehicle emissions budget.) The official intermediate year 2020 transportation system plan forecast is for approximately a 2.0 percent annual increase in vehicle miles of travel to the year 2000, 1.2 percent annual increase from the year 2000 to 2007, and 0.7 percent annual increase from 2007 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

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[4] *The Wisconsin 15 percent State Implementation Plan also assumed a 2 percent decrease in vehicle-miles of travel in 1996 due to implementation of the Federal Employee Commute Options program. The Employee Commute Options Federal 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 has substituted the voluntary Wisconsin Partners for Clean Air program for the Employee Commute Options program. The Partners program requests that large employers and others voluntarily continue with vehicle trip reduction activities, Ozone Action Day efforts, or make point and area source emission reductions beyond federal and state requirements.*

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, (2.0 percent per year) 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 (0.7 to 1.2 percent per year for regional plan and 1.2 to 1.7 percent per year for State Implementation Plan) 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 a motor vehicle.

The Wisconsin Department of Transportation has prepared an estimate of the actual growth in vehicle-miles of travel for the years 1990 to 2000 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 1.8 percent annually from 1990 to 2000, or about the same as incorporated in the State Implementation Plan.[5]

Use of Latest Emissions Model

A second procedural requirement for the plan and program conformity determination (40CFR Part 93.111) 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 2002, 2005, 2007, 2010, and 2020 and the specific emission factors used in this conformity analysis, are presented in Table 8. This emissions estimation model is the same model used by

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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), 1.98 percent annual growth from 1990 to 1999; Milwaukee County (46 percent of Region VMT in 1990) 1.08 percent annual growth from 1990 to 2000; Ozaukee County (5 percent of Region VMT in 1990) 2.85 percent annual growth in VMT from 1989 to 1998; Racine County (10 percent of Region VMT in 1990) 1.24 percent annual growth in VMT from 1990 to 1999; Walworth County (6 percent of Region VMT in 1990) 1.68 percent annual growth in VMT from 1990 to 1999; Washington County (6 percent of Region VMT in 1990) 3.41 percent annual growth in VMT from 1989 to 1998, and; Waukesha County (19 percent of Region VMT in 1990) 2.55 percent annual growth in VMT from 1991 to 2000. (See Appendix D.)*

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 1990 to 1996 was 2.0 percent annually, or about the same as the Wisconsin Department of Transportation estimate.

Table 8

ASSUMPTIONS ASSOCIATED WITH MOBILE 5A EMISSIONS ESTIMATING MODEL: 2002, 2005, 2007, 2010, AND 2020[a]

Six-County Area[b c]					
Category	2002	2005	2007	2010	2020
Fuel Inputs					
Reformulated Gasoline	Yes	Yes	Yes	Yes	Yes
Low Sulfur Gasoline	No	Yes	Yes	Yes	Yes
Fuel Volatility Level (Reid Vapor Pressure)	NA	NA	NA	NA	NA
Alcohol Blends					
Market Share	NA	NA	NA	NA	NA
Oxygen Content	NA	NA	NA	NA	NA
1 PSI RVP Waiver	NA	NA	NA	NA	NA
Ether Blends					
Market Share	NA	NA	NA	NA	NA
Oxygen Content	NA	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	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	20.6 percent
Vehicle-Miles of Travel in Hot-Start Mode	27.3 percent	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	1984/2000
Pre-1981 Stringency	35 percent	35 percent	35 percent	35 percent	35 percent
Model Years Tested	1968+	1968+	1968+	1968+	1968+
Waiver Rate (pre-1981)	3 percent	3 percent	3 percent	3 percent	3 percent
Waiver Rate (1981+)	3 percent	3 percent	3 percent	3 percent	3 percent
Compliance Rate	96 percent	96 percent	96 percent	96 percent	96 percent
Inspection Type	Test only	Test only	Test only	Test only	Test only
Test Frequency	Biennial	Biennial	Biennial	Biennial	Biennial
Vehicle Types Tested	LDGV LDGT1 LDGT2 HDGV	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 test
IM240 Cutpoints (grams/mile)					
HC (1981-1986)	1.20	1.20	1.20	1.20	1.20
HC (1987 or later)	0.80	0.80	0.80	0.80	0.80
CO	20.0	20.0	20.0	20.0	20.0
NOx (1981 – 1986)	3.00	3.00	3.00	3.00	3.00
NOx (1987 or later)	2.00	2.00	2.00	2.00	2.00
Gas Cap Test	1971-1995	1971-1995	1971-1995	1971-1995	1971-1995
Pressure Test	1996+[d]	1996+[d]	1996+[d]	1996+[d]	1996+[d]
Purge Test	1971+	1971+	1971+	1971+	1971+
Vehicle Emissions Standards					
Tier One	Yes	Yes	Yes	Yes	Yes
National Low Emission Vehicle	Yes[e]	Yes[e]	Yes[e]	Yes[e]	Yes[e]
New 2004 Heavy Duty Diesel	No	Yes	Yes	Yes	Yes
Tier Two	No	Yes	Yes	Yes	Yes
Tampering Rates	Default	Default	Default	Default	Default
Annual Mileage Accumulation Rates	Default	Default	Default	Default	Default
Basic Exhaust Emission Rates	Default[f]	Default[f]	Default[f]	Default[f]	Default[f]
Vehicle Mix for Vehicle-Miles of Travel	WisDNR	WisDNR	WisDNR	WisDNR	WisDNR
Vehicle Age Distribution	WisDNR	WisDNR	WisDNR	WisDNR	WisDNR
Correction Factors for:					
Air Conditioning	None	None	None	None	None
Extra Vehicle Load	None	None	None	None	None
Trailer Towing	None	None	None	None	None
Humidity	None	None	None	None	None
HDDV "Defeat Device" Impact	Yes	Yes	Yes	Yes	No

Table 8 (continued)

Walworth County[g]					
Category	2002	2005	2007	2010	2020
Fuel Inputs					
Reformulated Gasoline	No	No	No	No	No
Low Sulfur Gasoline	No	Yes	Yes	Yes	Yes
Fuel Volatility Level (Reid Vapor Pressure)	8.8 PSI	8.8 PSI	8.8 PSI	8.8 PSI	8.8 PSI
Alcohol Blends					
Market Share	15%	15%	15%	15%	15%
Oxygen Content	3.5%	3.5%	3.5%	3.5%	3.5%
1 PSI RVP Waiver	Yes	Yes	Yes	Yes	Yes
Ether Blends					
Market Share	0%	0%	0%	0%	0%
Oxygen Content	0%	0%	0%	0%	0%
Vehicle Emissions Standards					
Tier One	Yes	Yes	Yes	Yes	Yes
National Low Emission Vehicle	Yes[h]	Yes[h]	Yes[h]	Yes[h]	Yes[h]
New 2004 Heavy Duty Diesel	No	Yes	Yes	Yes	Yes
Tier Two	No	Yes	Yes	Yes	Yes
Temperature Range (degrees Fahrenheit)	62.0 to 93.0	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	20.6 percent
Vehicle-Miles of Travel in Hot-Start Mode	27.3 percent	27.3 percent	27.3 percent	27.3 percent	27.3 percent
Tampering Rates	Default	Default	Default	Default	Default
Annual Mileage Accumulation Rates	Default	Default	Default	Default	Default
Basic Exhaust Emission Rates	Default[f]	Default[f]	Default[f]	Default[f]	Default[f]
Vehicle Mix for Vehicle-Miles of Travel	WisDNR	WisDNR	WisDNR	WisDNR	WisDNR
Vehicle Age Distribution	WisDNR	WisDNR	WisDNR	WisDNR	WisDNR
Correction Factors for:					
Air Conditioning	None	None	None	None	None
Extra Vehicle Load	None	None	None	None	None
Trailer Towing	None	None	None	None	None
Humidity	None	None	None	None	None
HDDV "Defeat Device" Impact	Yes	Yes	Yes	Yes	No

Mobile Source Emission Rates (grams per vehicle mile of travel)

Six County Area

Speed Range (miles per hour)	2002		2005		2007		2010		2020	
	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx
Standard Arterials										
0 to 10	3.153	1.779	2.559	1.521	2.178	1.330	1.662	1.063	1.198	0.739
10 to 15	1.582	1.491	1.297	1.278	1.110	1.119	0.853	0.896	0.619	0.626
15 to 20	1.252	1.412	1.034	1.212	0.887	1.061	0.682	0.850	0.492	0.595
20 to 25	1.035	1.385	0.858	1.188	0.736	1.042	0.567	0.834	0.409	0.583
25 to 30	0.894	1.384	0.740	1.189	0.636	1.042	0.490	0.833	0.356	0.583
30 to 35	0.793	1.390	0.656	1.193	0.564	1.045	0.435	0.837	0.318	0.584
35 to 40	0.714	1.404	0.592	1.204	0.509	1.056	0.393	0.845	0.288	0.590
40 to 45	0.652	1.426	0.541	1.223	0.465	1.072	0.361	0.859	0.265	0.601
45 to 50	0.601	1.460	0.499	1.250	0.431	1.096	0.334	0.879	0.246	0.614
50 to 55	0.586	1.659	0.487	1.419	0.421	1.243	0.325	0.994	0.239	0.695
55 to 60	0.605	1.895	0.502	1.619	0.431	1.418	0.332	1.132	0.242	0.792
Over 60	0.678	2.307	0.559	1.966	0.479	1.718	0.364	1.372	0.258	0.958
Tier 2/Low Sulfur Gas Adjustment[i]	0.000	0.000	-0.021	-0.112	-0.027	-0.168	-0.039	-0.258	-0.064	-0.413

Table 8 (continued)

Six County Area (continued)										
Speed Range (miles per hour)	2002		2005		2007		2010		2020	
	VOC'S	Nox	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx
Freeways										
0 to 10	3.320	2.284	2.722	1.945	2.349	1.701	1.826	1.375	1.379	0.973
10 to 15	1.703	1.893	1.414	1.617	1.230	1.419	0.968	1.150	0.742	0.819
15 to 20	1.347	1.772	1.126	1.517	0.981	1.333	0.772	1.082	0.588	0.772
20 to 25	1.113	1.717	0.933	1.472	0.813	1.294	0.640	1.050	0.487	0.752
25 to 30	0.960	1.700	0.803	1.459	0.700	1.282	0.552	1.042	0.421	0.745
30 to 35	0.850	1.701	0.711	1.460	0.619	1.284	0.488	1.044	0.373	0.748
35 to 40	0.766	1.720	0.641	1.475	0.559	1.298	0.440	1.055	0.337	0.757
40 to 45	0.700	1.758	0.587	1.508	0.512	1.326	0.403	1.079	0.309	0.775
45 to 50	0.646	1.820	0.542	1.559	0.474	1.370	0.374	1.116	0.288	0.802
50 to 55	0.629	2.052	0.528	1.756	0.461	1.542	0.363	1.253	0.278	0.897
55 to 60	0.645	2.341	0.540	2.000	0.471	1.754	0.369	1.422	0.279	1.016
Over 60	0.714	2.884	0.595	2.455	0.514	2.150	0.399	1.738	0.295	1.238
Tier 2/Low Sulfur Gas Adjustment[f]	0.000	0.000	-0.021	-0.110	-0.027	-0.163	-0.037	-0.248	-0.061	-0.395
Non-Arterials										
Urban	1.397	1.447	1.150	1.239	0.985	1.086	0.757	0.870	0.549	0.608
Rural	0.682	1.414	0.565	1.214	0.486	1.063	0.376	0.851	0.276	0.594
Tier 2/Low Sulfur Gas Adjustment[f]	0.000	0.000	-0.021	-0.112	-0.027	-0.168	-0.039	-0.258	-0.064	-0.413

Mobile Source Emission Rates (grams per vehicle mile of travel)

Walworth County[g]										
Speed Range (miles per hour)	2002		2005		2007		2010		2020	
	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx
Standard Arterials										
0 to 10	7.309	2.259	6.773	2.100	6.550	2.016	6.220	1.904	5.983	1.780
10 to 15	3.349	1.903	3.109	1.774	3.011	1.707	2.865	1.617	2.761	1.517
15 to 20	2.630	1.810	2.468	1.692	2.400	1.632	2.292	1.549	2.213	1.458
20 to 25	2.168	1.784	2.042	1.671	1.990	1.613	1.902	1.534	1.836	1.449
25 to 30	1.868	1.790	1.756	1.677	1.709	1.620	1.630	1.543	1.571	1.461
30 to 35	1.655	1.800	1.554	1.687	1.511	1.630	1.439	1.554	1.386	1.472
35 to 40	1.494	1.816	1.403	1.702	1.364	1.644	1.298	1.567	1.249	1.484
40 to 45	1.369	1.841	1.286	1.723	1.250	1.663	1.189	1.584	1.144	1.499
45 to 50	1.267	1.877	1.192	1.753	1.159	1.690	1.102	1.607	1.060	1.517
50 to 55	1.226	2.140	1.153	1.996	1.122	1.924	1.067	1.829	1.026	1.727
55 to 60	1.257	2.447	1.180	2.278	1.148	2.195	1.092	2.084	1.051	1.966
Over 60	1.401	2.963	1.309	2.747	1.273	2.640	1.214	2.498	1.170	2.347
Tier 2/Low Sulfur Gas Adjustment[f]	0.000	0.000	-0.055	-0.229	-0.060	-0.298	-0.062	-0.412	-0.082	-0.597
Freeways										
0 to 10	7.365	2.741	6.820	2.497	6.596	2.354	6.248	2.175	6.009	1.961
10 to 15	3.428	2.285	3.179	2.091	3.079	1.979	2.921	1.836	2.815	1.667
15 to 20	2.693	2.151	2.523	1.975	2.453	1.875	2.335	1.746	2.254	1.594
20 to 25	2.221	2.098	2.088	1.931	2.033	1.837	1.936	1.717	1.869	1.575
25 to 30	1.914	2.087	1.796	1.925	1.746	1.834	1.660	1.717	1.600	1.581
30 to 35	1.696	2.093	1.589	1.931	1.545	1.841	1.466	1.726	1.411	1.592
35 to 40	1.532	2.115	1.436	1.951	1.395	1.859	1.322	1.743	1.272	1.608
40 to 45	1.405	2.156	1.317	1.986	1.280	1.890	1.212	1.770	1.165	1.630
45 to 50	1.303	2.219	1.223	2.039	1.188	1.937	1.124	1.810	1.080	1.660
50 to 55	1.259	2.512	1.182	2.306	1.149	2.192	1.087	2.047	1.045	1.879
55 to 60	1.286	2.867	1.205	2.627	1.171	2.495	1.109	2.327	1.067	2.133
Over 60	1.422	3.510	1.327	3.200	1.289	3.027	1.223	2.810	1.179	2.559
Tier 2/Low Sulfur Gas Adjustment[f]	0.000	0.000	-0.054	-0.225	-0.058	-0.291	-0.059	-0.398	-0.078	-0.572

Table 8 (continued)

Walworth County[g] (continued)										
	2002		2005		2007		2010		2020	
	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx
Non-Arterials										
Urban	2.943	1.850	2.744	1.727	2.663	1.664	2.537	1.578	2.446	1.483
Rural	1.428	1.828	1.341	1.711	1.304	1.653	1.240	1.575	1.193	1.491
Tier 2/Low Sulfur Gas Adjustment[i]	0.000	0.000	-0.055	-0.229	-0.060	-0.298	-0.062	-0.412	-0.082	-0.597

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 pressure test reductions for model years 1996+ are a result of on-board diagnostics (OBD) checks.*

[e] *With "maximum benefit" IM program for the national low emission vehicles.*

[f] *The HDDV NOx emission rates were adjusted, however, as specified by the U.S. Environmental Protection Agency's "MOBILE5 Information Sheet #5", January 30,1998. Within the six county area, the following specific adjustments were added to the NOx emissions estimates based upon the rates set forth in this table: 7.9 tons in 2002, 4.4 tons in 2005, 3.1 tons in 2007, and 2.3 tons in 2010. No adjustment is necessary in 2020. Within Walworth County, the following specific adjustments were added to the NOx emissions estimates based upon the rates set forth in this table: 0.4 tons in 2002, 0.2 tons in 2005, 0.2 tons in 2007, and 0.15 tons in 2010. No adjustment is necessary in 2020.*

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

[h] *Without "maximum benefit" inspection/maintenance program for the national low emission vehicles.*

[i] *The adjustment emission factors are applied to the total vehicle miles of travel by facility type.*

Source: Wisconsin Department of Natural Resources and SEWRPC.

the State of Wisconsin Department of Natural Resources in the preparation of the Phase III attainment plan for ozone. The specific emission factors used for each of the years of analysis in the conformity determination were provided to the Regional Planning Commission by the State of Wisconsin Department of Natural Resources to assure consistency between this conformity determination and the State plan. The emission factors for this conformity determination do assume implementation of, and assume credit for, Tier 2 motor vehicle standards and low sulfur gasoline regulations.

Interagency and Public Consultation

A third procedural requirement for plan and program conformity determination (40CFR Part 93.112) relates to interagency and public consultation. The development of the new year 2020 regional transportation system plan, and, as well, the previous year 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 2002-2004 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.* The public 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 comments received on the plan and its social, economic, and environmental impacts, and included in the plan documents is consideration and response to the public comment.

State and county and municipal governments have also been directly involved in the preparation of the 2002-2004 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 2002-2004 transportation improvement program and the attendant year 2020 plan which the program implements, and the attendant 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 2002-2004 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 procedural requirement for plan and program conformity determination, (40CFR Part 93.113) 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, and the transportation plan or program may not interfere with the implementation of any transportation control measure in the State Implementation Plan. There are no transportation control measures in the State Plan. The State plan submitted in November 1993 by the State of Wisconsin Department of Natural Resources did include 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 year 2020 regional transportation system plan and 2002 through 2004 transportation improvement program, and their proposed amendments 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 assist in the implementation of the trip reduction goals that are a key component of the Partners program, including the recommendation of an expansion of transit service which should make transit a more available and attractive option for commuters. The 2002-2004 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.

Transportation Plan Content

A fifth procedural requirement for plan and program conformity determination is the content, or level of detail, of the transportation plan. The transportation plan and the travel simulation modeling analysis of attendant plan emissions fully meet the requirements of transportation plan content (40CFR 93.106). 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 Wisconsin Region, or about one-third of the total street system, and includes all state, county, and municipal 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, 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.

Transportation Emissions and Travel Modeling Procedures

The procedures for estimating the regional transportation plan and program emissions also fully meet the emission and travel modeling requirements, (40CFR 93.122).[6] Specifically, the travel simulation modeling analysis for this conformity determination incorporates in the analysis all planned highway capacity improvements and expansion, 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. 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, 1997, (40 CFR 93.122(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. The models were approved for use in a Federal Transit Administration transit fixed-guideway alternatives analysis.[7]

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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 documented in Appendix E of SEWRPC Memorandum Report No. 147, entitled,* Assessment of Conformity of the Amended Year 2000-2002 Transportation Improvement Program and Amended Year 2020 Regional Transportation Plan With Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Severe Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, *along with a Commission report which cites how each requirement in 40CFR 93.122 is met.*

[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 models were validated for the years 1990 and 1991 using 1990 census data and land use inventory data, and 1991 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 Commission will complete the conduct of new travel sewers in 2002, and will review, refine, and recalibrate its travel simulation models in 2003 including a revalidation of the models. The future travel and traffic forecasts from the models have been compared to historic trends. The population, employment, land use, and other assumptions attendant to the travel and traffic forecast are documented.

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, transit ridership, and route choice 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 last such survey was conducted in 1999 with the analysis completed in 2000. 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.

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 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 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 vehicle-miles of travel estimated by the models in a base year of its validation (1990 and 1991) 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.

Conformity Determination Criteria--Consistency with Motor Vehicle Emissions Budget

One test of transportation plan and program conformity (40CFR 93.118) 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 budget, 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 motor vehicle emissions budget must be determined to be adequate by the U.S. Environmental Protection Agency).

With respect to the six county area, the State Implementation Plan for this conformity analysis is the Phase III attainment demonstration approved by USEPA in August 2001 with volatile organic compounds and nitrogen oxides emission budgets for 2002, 2005, and 2007.

With respect to Walworth County, the State Implementation Plan is the maintenance plan submitted by the Wisconsin Department of Natural Resources in December 1995, and its revision approved by USEPA in December, 2000. The revised motor vehicle emission budgets are 5.39 tons of volatile organic compounds and 7.20 tons of nitrogen oxides on a hot summer weekday in the year 2007.

The transportation system emissions attendant to the year 2020 transportation system plan and 2002-2004 transportation improvement program were forecast through application of the Commission travel and traffic simulation models to the transportation system plan and improvement program 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 forecast years of 2001, 2007, 2010 and 2020. The transportation plan projects incorporated in each forecast year were listed in Tables 2 (transit) and 5 (arterial street and highway).

The year 2000-2002 transportation improvement program is consistent with the year 2020 regional transportation system plan and the plan's implementation schedule. All year 2002-2004 transportation improvement program projects, that is, projects with air quality impacts, are included in the year 2020 plan. Also, the year 2002-2004 amended transportation improvement program includes all projects essential to implement the year 2020 plan on schedule. The satisfaction of these two tests are demonstrated in Tables 10 and 11.

Table 10 lists all projects with air quality impact, so-called "nonexempt" projects in the year 2002-2004 amended transportation improvement program and confirms that they are included in the year 2020 amended 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 11 lists all projects with air quality impact proposed in the year 2020 transportation plan, along with the plan-recommended implementation schedule, and identifies the plan projects which are included in the year 2002-2004 transportation improvement program.

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[8] *All 2002-2004 transportation improvement program projects are listed in Appendix B of this report.*

Table 9

SUMMER WEEKDAY VEHICLE MILES OF TRAVEL WITHIN SOUTHEASTERN WISCONSIN: FORECAST YEAR 2002, 2005, 2007, 2010, and 2020[a,b]

Facility Type	Speed Range	2002	2005	2007	2010	2020
Standard Arterials	0 to 10	26,245	24,512	22,391	23,050	31,666
Six County Area	10 to 15	312,940	329,432	328,421	331,179	350,609
	15 to 20	1,548,453	1,542,342	1,577,716	1,598,503	1,695,079
	20 to 25	3,397,710	3,425,933	3,482,325	3,553,243	3,769,000
	25 to 30	3,885,841	3,942,656	4,001,969	4,073,400	4,400,485
	30 to 35	2,669,723	2,845,452	2,834,149	2,893,875	3,119,643
	35 to 40	5,925,634	6,138,965	6,249,963	6,473,803	7,058,844
	40 to 45	2,456,999	2,591,177	2,684,993	2,709,267	2,942,805
	45 to 50	3,153,470	3,306,241	3,381,004	3,459,411	3,833,441
	50 to 55	274,681	275,779	334,658	335,234	370,876
	55 to 60	166,585	164,054	187,858	191,485	212,331
	60+	1,970	1,981	2,663	2,931	2,931
Subtotal	- -	23,820,251	24,588,524	25,088,110	25,645,381	27,787,710
Freeways	0 to 10	188,381	187,177	191,080	188,059	200,476
Six County Area	10 to 15	109,409	108,515	111,542	113,340	120,654
	15 to 20	76,514	75,212	86,159	99,276	106,503
	20 to 25	139,255	144,334	132,090	134,534	142,869
	25 to 30	261,693	270,603	277,171	299,908	437,403
	30 to 35	268,791	272,489	272,539	267,328	221,464
	35 to 40	258,528	274,087	299,846	295,530	317,983
	40 to 45	369,630	365,654	370,490	394,897	435,830
	45 to 50	1,117,249	1,103,328	1,139,506	1,148,026	1,162,477
	50 to 55	1,294,023	1,278,321	1,283,830	1,273,061	1,360,272
	55 to 60	2,694,232	2,733,114	2,753,676	2,836,752	3,124,723
	60+	9,158,417	9,494,359	9,736,208	9,907,624	10,427,111
Subtotal	- -	15,936,122	16,307,193	16,654,137	16,958,335	18,057,765
Six County Area Total	- -	39,756,373	40,895,717	41,742,247	42,603,716	45,845,475
Standard Arterials	0 to 10	2,013	2,096	2,125	2,198	1,388
Walworth County	10 to 15	6,424	6,602	6,890	7,530	5,817
	15 to 20	31,469	33,462	27,152	28,047	37,997
	20 to 25	72,640	74,263	66,523	66,570	60,145
	25 to 30	102,694	108,611	101,847	102,356	102,368
	30 to 35	141,391	143,360	151,261	160,570	173,172
	35 to 40	400,574	417,639	404,225	416,379	424,510
	40 to 45	384,559	401,490	427,682	441,126	487,057
	45 to 50	677,684	691,435	731,513	760,535	749,245
	50 to 55	21,438	21,841	42,370	25,421	129,934
	55 to 60	7,903	8,351	7,263	7,486	11,086
	60+	0	0	0	0	0
Subtotal	- -	1,848,789	1,909,150	1,968,851	2,018,218	2,182,719
Freeways	0 to 10	0	0	0	0	0
Walworth County	10 to 15	0	0	0	0	0
	15 to 20	0	0	0	0	0
	20 to 25	0	0	0	0	0
	25 to 30	13,913	14,356	14,922	15,440	20,304
	30 to 35	0	0	0	0	0
	35 to 40	19,965	20,586	20,465	21,250	26,887
	40 to 45	0	0	0	0	0
	45 to 50	1,743	1,787	1,812	1,862	1,549
	50 to 55	0	0	0	0	0
	55 to 60	0	0	0	0	0
	60+	960,227	1,001,683	1,003,578	1,043,467	1,148,984
Subtotal	- -	995,848	1,038,412	1,040,777	1,082,019	1,197,724
Walworth Co Total	- -	2,844,637	2,947,562	3,009,628	3,100,237	3,380,443
Region Total	- -	42,601,010	43,843,279	44,751,875	45,703,953	49,225,918

[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.

[b] Summer average weekday traffic is estimated to 4 percent greater than average weekday traffic based upon analysis of 1996-1998 traffic count data from approximately 65 continuous or monthly traffic count locations on freeways, other state trunk highways, and county and municipal arterials in Southeastern Wisconsin.

Source: SEWRPC

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	75 (153)	REMOVE PARK EAST FWY (STH 145) WEST OF JEFFERSON ST. AND CONSTRUCT NEW TERMINUS WEST OF MILWAUKEE RIVER IN CITY OF MILWAUKEE	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	1,930.5	0.0	0.0	1,930.5	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	960.5	0.0	0.0	960.5		
				CONST	19,273.0	0.0	0.0	19,273.0	*FED*	16,382.0	0.0	0.0	16,382.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-C/S*						
				TOTAL	19,273.0	0.0	0.0	19,273.0	*TOTAL*	19,273.0	0.0	0.0	19,273.0		
	87 (88)	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*	0.0	350.0	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*	0.0	70.0	0.0	70.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	280.0	0.0	280.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	350.0	0.0	350.0	*TOTAL*	0.0	350.0	0.0	350.0		
	88 (89)	CONSTRUCTION OF SECOND STH 100 BRIDGE OVER THE C&NW RR	HI	*PE*	0.0	0.0	60.0	60.0	*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	12.0	12.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	48.0	48.0		
				OTHER	0.0	0.0	0.0	0.0	*NHS*						
				TOTAL	0.0	0.0	60.0	60.0	*TOTAL*	0.0	0.0	60.0	60.0		
	89 (90)	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*	140.0	0.0	0.0	140.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	200.0	0.0	200.0	*STATE*	28.0	200.0	0.0	228.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	112.0	0.0	0.0	112.0		
				OTHER	0.0	0.0	0.0	0.0	*NHS*						
				TOTAL	140.0	200.0	0.0	340.0	*TOTAL*	140.0	200.0	0.0	340.0		
	90 (91)	RECONSTRUCTION OF RYAN RD. (STH 100) WITH ADDITIONAL LANES FROM STH 36 TO USH 41 IN THE CITY OF FRANKLIN (5.0 MILES)	HI	*PE*	100.0	200.0	0.0	300.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	1,700.0	0.0	0.0	1,700.0	*STATE*	1,800.0	200.0	0.0	2,000.0		
				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	1,800.0	200.0	0.0	2,000.0	*TOTAL*	1,800.0	200.0	0.0	2,000.0		
	91	CONSTRUCTION OF THE PENNSYLVANIA AVE. CONNECTOR TO THE LAKE PARKWAY (STH 794) IN THE CITY OF CUDAHY (0.50 MILE)	HE	*PE*	0.0	0.0	200.0	200.0	*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	200.0	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	0.0	0.0	200.0	200.0	*TOTAL*	0.0	0.0	200.0	200.0		
	105 (130)	CONSTRUCTION OF THREE COMMUTER PARK AND RIDE LOTS FROM THE GROUP 'A' SET	TE	*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*	263.0	0.0	0.0	263.0		
				CONST	1,315.0	0.0	0.0	1,315.0	*FED*	1,052.0	0.0	0.0	1,052.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	1,315.0	0.0	0.0	1,315.0	*TOTAL*	1,315.0	0.0	0.0	1,315.0		
MILWAUKEE COUNTY	163 (172)	RECONSTRUCTION WITH ADDITIONAL LANES OF S 76TH ST (CTH U) FROM PUETZ RD TO IMPERIAL DR IN THE CITY OF FRANKLIN	HI	*PE*	500.0	0.0	0.0	500.0	*LOCAL*	100.0	50.0	1,140.0	1,290.0	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	6,150.0	6,150.0	*FED*	400.0	200.0	5,010.0	5,610.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	500.0	250.0	6,150.0	6,900.0	*TOTAL*	500.0	250.0	6,150.0	6,900.0		
	164 (175)	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*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	1,600.0	1,600.0	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	8,000.0	8,000.0	*FED*	0.0	0.0	6,400.0	6,400.0		
				OTHER	0.0	0.0	0.0	0.0	*NHS*						
				TOTAL	0.0	0.0	8,000.0	8,000.0	*TOTAL*	0.0	0.0	8,000.0	8,000.0		
CUDAHY (CITY)	239 (229)	RECONSTRUCTION WITH ADDITIONAL LANES OF SOUTH WHITNALL AVENUE FROM NICHOLSON AVE TO LAYTON AVE IN THE CITY OF CUDAHY (0.40 MILES)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	272.0	0.0	0.0	272.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	1,360.2	0.0	0.0	1,360.2	*FED*	1,088.2	0.0	0.0	1,088.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	1,360.2	0.0	0.0	1,360.2	*TOTAL*	1,360.2	0.0	0.0	1,360.2		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA – MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
MILWAUKEE (CITY)	311 (241)	CONSTRUCTION OF LOCAL STREET CONNECTIONS AND IMPROVEMENTS/MODIFICATIONS ASSOCIATED WITH REMOVAL/NEW TERMINUS OF PARK EAST FWY	HP	*PE*	350.0	0.0	0.0	350.0	*LOCAL*	1,252.5	0.0	0.0	1,252.5	A	NON-EXEMPT
				ROW	1,000.0	0.0	0.0	1,000.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	4,500.0	0.0	0.0	4,500.0	*FED*	7,097.5	0.0	0.0	7,097.5		
				OTHER	2,500.0	0.0	0.0	2,500.0	*IH-C/S*						
				TOTAL	8,350.0	0.0	0.0	8,350.0	*TOTAL*	8,350.0	0.0	0.0	8,350.0		
	312 (309)	CONSTRUCTION OF A NEW MCKINLEY/KNAPP STREET BRIDGE OVER THE MILWAUKEE RIVER IN THE CITY OF MILWAUKEE	HP	*PE*	690.0	0.0	0.0	690.0	*LOCAL*	1,183.5	0.0	0.0	1,183.5	A	NON-EXEMPT
				ROW	200.0	0.0	0.0	200.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	7,000.0	0.0	0.0	7,000.0	*FED*	6,706.5	0.0	0.0	6,706.5		
				OTHER	0.0	0.0	0.0	0.0	*IH-C/S*						
				TOTAL	7,890.0	0.0	0.0	7,890.0	*TOTAL*	7,890.0	0.0	0.0	7,890.0		
	313	RECONSTRUCTION/EXPANSION OF W CANAL ST FROM MILLER PARK TO N 6TH ST IN THE CITY OF MILWAUKEE (2.77 MILES)	HE	*PE*	3,152.0	0.0	0.0	3,152.0	*LOCAL*	1,576.0	2,085.0	9,805.9	13,466.9	A	NON-EXEMPT
				ROW	0.0	200.0	0.0	200.0	*STATE*	1,576.0	2,085.0	9,805.9	13,466.9		
				CONST	0.0	3,970.0	19,305.8	23,275.8	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	306.0	306.0							
				TOTAL	3,152.0	4,170.0	19,611.8	26,933.8	*TOTAL*	3,152.0	4,170.0	19,611.8	26,933.8		
WAUWAUTOSA (CITY)	376	RECONSTRUCTION WITH ADDITIONAL LANES OF N 124TH ST FROM LISBON RD TO RUBY AVE IN THE CITY OF WAUWATOSA (0.50 MILE)	HI	*PE*	0.0	0.0	203.0	203.0	*LOCAL*	0.0	0.0	48.7	48.7	A	NON-EXEMPT
				ROW	0.0	0.0	40.6	40.6	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0		0.0	*FED*	0.0	0.0	194.9	194.9		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0		0.0	*TOTAL*	0.0	0.0	243.6	243.6		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA – OZAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	394 (394)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 57 FROM IH 43 TO OZAUKEE - SHEBOYGAN COUNTY LINE	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*	1,980.0	0.0	0.0	1,980.0		
				CONST	9,900.0	0.0	0.0	9,900.0	*FED*	7,920.0	0.0	0.0	7,920.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	9,900.0	0.0	0.0	9,900.0	*TOTAL*	9,900.0	0.0	0.0	9,900.0		
OZAUKEE COUNTY	400 (408)	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*	0.0	0.0	0.0	0.0	*LOCAL*	46.0	852.0	0.0	898.0	A	NON-EXEMPT
				ROW	230.0	0.0	0.0	230.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	4,260.0	0.0	4,260.0	*FED*	184.0	3,408.0	0.0	3,592.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	230.0	4,260.0	0.0	4,490.0	*TOTAL*	230.0	4,260.0	0.0	4,490.0		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	442 (448)	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 45 FROM THE CITY OF WEST BEND TO THE VILLAGE OF KEWASKUM (3.0 MILES)	HI	*PE*	630.0	0.0	0.0	630.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	126.0	1,800.0	0.0	1,926.0		
				CONST	0.0	9,000.0	0.0	9,000.0	*FED*	504.0	7,200.0	0.0	7,704.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	630.0	9,000.0	0.0	9,630.0	*TOTAL*	630.0	9,000.0	0.0	9,630.0		
	443 (449)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 33 FROM USH 41 TO EAST BRANCH OF ROCK RIVER IN THE VILLAGE OF ALLENTON (0.34 MILES)	HI	*PE*	317.4	0.0	0.0	317.4	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	63.5	0.0	0.0	63.5		
				CONST	0.0	0.0	0.0	0.0	*FED*	253.9	0.0	0.0	253.9		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	317.4	0.0	0.0	317.4	*TOTAL*	317.4	0.0	0.0	317.4		
	444 (450)	RECONSTRUCTION ON NEW ALIGNMENT AND WITH ADDITIONAL LANES OF STH 33 FROM TRENTON RD. TO OAK RD. IN THE TOWN OF TRENTON (1.3 MILES)	HI	*PE*	0.0	368.0	0.0	368.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	128.8	0.0	128.8	*STATE*	0.0	202.4	0.0	202.4		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	294.4	0.0	294.4		
				OTHER	0.0	0.0	0.0	0.0	*NHS*						
				TOTAL	0.0	496.8	0.0	496.8	*TOTAL*	0.0	496.8	0.0	496.8		
	445 (451)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 60 FROM USH 41 TO USH 45 IN WASHINGTON COUNTY (3.30 MILES)	HI	*PE*	200.0	0.0	0.0	200.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	1,000.0	1,000.0	*STATE*	40.0	0.0	1,000.0	1,040.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	160.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	200.0	0.0	1,000.0	1,200.0	*TOTAL*	200.0	0.0	1,000.0	1,200.0		
	446 (452)	RECONSTRUCTION WITH ADDITIONAL LANES OF LOVERS LANE ROAD (STH 164) FROM STH 175 TO STH 60 IN WASHINGTON COUNTY (0.88 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*	6,000.0	0.0	0.0	6,000.0		
				CONST	6,000.0	0.0	0.0	6,000.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	6,000.0	0.0	0.0	6,000.0	*TOTAL*	6,000.0	0.0	0.0	6,000.0		
WASHINGTON COUNTY	457 (464)	RECONSTRUCTION WITH ADDITIONAL LANES OF COUNTY LINE ROAD (CTH Q) FROM USH 41/45 TO PILGRIM ROAD	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	115.0	115.0	A	NON-EXEMPT
				ROW	0.0	0.0	575.0	575.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	460.0	460.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	575.0	575.0	*TOTAL*	0.0	0.0	575.0	575.0		
KEWASKUM (VILLAGE)	475 (481)	CONSTRUCTION OF A PARK & RIDE LOT AT CTH H AND USH 45 IN THE VILLAGE OF KEWASKUM	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	4.4	0.0	0.0	4.4	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	44.3	0.0	0.0	44.3	*FED*	39.9	0.0	0.0	39.9		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	44.3	0.0	0.0	44.3	*TOTAL*	44.3	0.0	0.0	44.3		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type		Estimated Costs (Thousands $) 2002	2003	2004	Total		Source of Funds (Thousands $) 2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	511 (519)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 59 FROM STH 164 TO CALHOUN ROAD	HI	*PE*	2,000.0	2,000.0	0.0	4,000.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	2,000.0	0.0	2,000.0	*STATE*	400.0	2,400.0	2,000.0	4,800.0		
				CONST	0.0	0.0	10,000.0	10,000.0	*FED*	1,600.0	1,600.0	8,000.0	11,200.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	2,000.0	4,000.0	10,000.0	16,000.0	*TOTAL*	2,000.0	4,000.0	10,000.0	16,000.0		
	512 (520)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM STH 16 TO MARINER DRIVE IN THE CITY OF DELAFIELD	HI	*PE*	1,100.0	0.0	0.0	1,100.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	2,200.0	0.0	2,200.0	*STATE*	220.0	2,200.0	0.0	2,420.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	880.0	0.0	0.0	880.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	1,100.0	2,200.0	0.0	3,300.0	*TOTAL*	1,100.0	2,200.0	0.0	3,300.0		
	513 (521)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM WOLF RUN TO CTH NN IN THE VILLAGE OF MUKWONAGO (2.0 MILES)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	7,930.5	0.0	0.0	7,930.5		
				CONST	7,930.5	0.0	0.0	7,930.5	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	7,930.5	0.0	0.0	7,930.5	*TOTAL*	7,930.5	0.0	0.0	7,930.5		
	514	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM USH 18 TO IH-94 (2.90 MILES)	HI	*PE*	1,000.0	0.0	0.0	1,000.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	2,400.0	2,400.0	*STATE*	200.0	0.0	2,400.0	2,600.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	800.0	0.0	0.0	800.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	1,000.0	0.0	2,400.0	3,400.0	*TOTAL*	1,000.0	0.0	2,400.0	3,400.0		
	515 (522)	RECONSTRUCTION OF STH 164 OVER I-94 RAMPS AND ROADWAY IN THE TOWN OF PEWAUKEE (0.40 MILES)	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*	50.0	0.0	670.0	720.0		
				CONST	0.0	0.0	6,700.0	6,700.0	*FED*	450.0	0.0	6,030.0	6,480.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	500.0	0.0	6,700.0	7,200.0	*TOTAL*	500.0	0.0	6,700.0	7,200.0		
	516	RECONSTRUCTION OF STH 164 WITH ADDITIONAL CAPACITY FROM STH 190 TO CTH VV IN WAUKEHA COUNTY (4.11 MILES)	HI	*PE*	1,000.0	0.0	0.0	1,000.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	500.0	0.0	0.0	500.0	*STATE*	300.0	0.0	0.0	300.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	1,200.0	0.0	0.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	1,500.0	0.0	0.0	1,500.0	*TOTAL*	1,500.0	0.0	0.0	1,500.0		
	518 (526)	CONSTRUCTION OF THE CITY OF OCONOMOWOC NORTH BYPASS INCLUDING THE REMAINING STH 16/67 LEG AND STH 16 TO JEFFERSON CO. (7.4 MI)	HE	*PE*	500.0	500.0	500.0	1,500.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	900.0	100.0	0.0	1,000.0	*STATE*	2,100.0	13,100.0	19,200.0	34,400.0		
				CONST	700.0	12,500.0	18,700.0	31,900.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,100.0	13,100.0	19,200.0	34,400.0	*TOTAL*	2,100.0	13,100.0	19,200.0	34,400.0		
WAUKESHA COUNTY	548 (562)	RECONSTRUCTION WITH ADDITIONAL LANES OF PEWAUKEE RD (CTH J) FROM ROCKWOOD DR TO CAPITAL DR (STH 190) WAUKESHA CO	HI	*PE*	736.0	0.0	0.0	736.0	*LOCAL*	736.0	1,426.0	373.4	2,535.4	A	NON-EXEMPT
				ROW	0.0	1,426.0	0.0	1,426.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	7,571.0	7,571.0	*FED*	0.0	0.0	7,197.6	7,197.6		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	736.0	1,426.0	7,571.0	9,733.0	*TOTAL*	736.0	1,426.0	7,571.0	9,733.0		
	549 (563)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH L FROM CTH O TO THE MILWAUKEE COUNTY LINE IN THE CITY OF MUSKEGO	HI	*PE*	621.0	0.0	0.0	621.0	*LOCAL*	621.0	3,600.0	1,700.0	5,921.0	A	NON-EXEMPT
				ROW	0.0	3,600.0	1,700.0	5,300.0	*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	621.0	3,600.0	1,700.0	5,921.0	*TOTAL*	621.0	3,600.0	1,700.0	5,921.0		
	550	RECONSTRUCTION WITH ADDITITONAL LANES OF CTH Q FROM COLGATE TO STH 175 (3.03 MILES)	HI	*PE*	844.0	0.0	0.0	844.0	*LOCAL*	844.0	353.0	0.0	1,197.0	A	NON-EXEMPT
				ROW	0.0	353.0	0.0	353.0	*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	844.0	353.0	0.0	1,197.0	*TOTAL*	844.0	353.0	0.0	1,197.0		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WAUKESHA COUNTY	551	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH X BETWEEN STH 59 AND HARRIS HIGHLANDS (1.80 MILES)	HI	*PE*	0.0	1,079.0	0.0	1,079.0	*LOCAL*	0.0	1,079.0	2,246.8	3,325.8	A	NON-EXEMPT
				ROW	0.0	0.0	174.0	174.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	11,060.0	11,060.0	*FED*	0.0	0.0	8,987.2	8,987.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	1,079.0	11,234.0	12,313.0	*TOTAL*	0.0	1,079.0	11,234.0	12,313.0		
	552	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y BETWEEN CTH L AND CTH I (4.00 MILES)	HI	*PE*	0.0	0.0	1,402.0	1,402.0	*LOCAL*	0.0	0.0	1,402.0	1,402.0	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*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	1,402.0	1,402.0	*TOTAL*	0.0	0.0	1,402.0	1,402.0		
	553	CONSTRUCT ADDITIONAL LANES ON CTH TT FROM USH 18 TO NORTH VIEW ROAD (1.00 MILE)	HI	*PE*	0.0	263.0	0.0	263.0	*LOCAL*	0.0	263.0	378.0	641.0	A	NON-EXEMPT
				ROW	0.0	0.0	378.0	378.0	*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	263.0	378.0	641.0	*TOTAL*	0.0	263.0	378.0	641.0		
	554 (564)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH VV FROM CTH Y TO BETTE DRIVE IN THE VILLAGE OF MENOMONEE FALLS	HI	*PE*	0.0	0.0	800.0	800.0	*LOCAL*	0.0	0.0	800.0	800.0	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*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	800.0	800.0	*TOTAL*	0.0	0.0	800.0	800.0		
	555	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH YY FROM CTH K TO CTH VV (1.00 MILE)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	3,152.0	0.0	0.0	3,152.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	3,152.0	0.0	0.0	3,152.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	3,152.0	0.0	0.0	3,152.0	*TOTAL*	3,152.0	0.0	0.0	3,152.0		
BROOKFIELD (CITY)	571	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN ROAD FROM WISCONSIN AVENUE TO GEBHARDT ROAD (1.0 MILES)	HI	*PE*	470.0	0.0	0.0	470.0	*LOCAL*	470.0	950.0	940.0	2,360.0	A	NON-EXEMPT
				ROW	0.0	950.0	0.0	950.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	4,700.0	4,700.0	*FED*	0.0	0.0	3,760.0	3,760.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	470.0	950.0	4,700.0	6,120.0	*TOTAL*	470.0	950.0	4,700.0	6,120.0		
	572 (592)	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*	0.0	0.0	220.0	220.0	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	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-M*						
				TOTAL	0.0	0.0	1,100.0	1,100.0	*TOTAL*	0.0	0.0	1,100.0	1,100.0		
MENOMONEE FALLS (VILLAGE)	585	RECONSTRUCTION WITH ADDITIONAL LANES OLD ORCHARD RD (OLD STH 145) FROM W BROWN DEER RD TO 3000' S OF W BROWN DEER RD	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	1,500.0	0.0	0.0	1,500.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	1,500.0	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	1,500.0	0.0	0.0	1,500.0	*TOTAL*	1,500.0	0.0	0.0	1,500.0		
	586 (605)	RECONSTRUCTION WITH ADDITIONAL LANES OF PILGRIM RD FROM MEGAL DR TO CTH Q IN THE VILLAGE OF MENOMONEE FALLS	HI	*PE*	0.0	0.0	265.9	265.9	*LOCAL*	0.0	0.0	79.8	79.8	A	NON-EXEMPT
				ROW	0.0	0.0	133.1	133.1	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	319.2	319.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	399.0	399.0	*TOTAL*	0.0	0.0	399.0	399.0		
NEW BERLIN (CITY)	589 (609)	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN ROAD FROM GREENFIELD AVE (STH 59) TO CLEVELAND AVE IN CITY OF NEW BERLIN (1.60 MI)	HI	*PE*	23.0	0.0	0.0	23.0	*LOCAL*	23.0	0.0	0.0	23.0	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*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	23.0	0.0	0.0	23.0	*TOTAL*	23.0	0.0	0.0	23.0		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
WAUKESHA (CITY)	609 (631)	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	760.0	760.0	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	760.0	760.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	760.0	760.0	*TOTAL*	0.0	0.0	760.0	760.0		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
KENOSHA COUNTY	672	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y (22ND AVE) FROM 14TH PLACE TO CTH E (12TH ST) (0.42 MILE)	HI	*PE*	304.3	0.0	0.0	304.3	*LOCAL*	60.9	2.0	185.1	248.0	A	NON-EXEMPT
				ROW	0.0	10.0	0.0	10.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	925.6	925.6	*FED*	243.4	8.0	740.5	991.9		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	304.3	10.0	925.6	1,239.9	*TOTAL*	304.3	10.0	925.6	1,239.9		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	724 (749)	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*	550.0	0.0	0.0	550.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	230.0	0.0	0.0	230.0		
				CONST	3,900.0	0.0	0.0	3,900.0	*FED*	3,120.0	0.0	0.0	3,120.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	3,900.0	0.0	0.0	3,900.0	*TOTAL*	3,900.0	0.0	0.0	3,900.0		
	725 (750)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 11 FROM EASTERN VILLAGE OF STURTEVANT LIMITS TO STH 31 (2.0 MILES)	HI	*PE*	0.0	1,800.0	0.0	1,800.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	360.0	0.0	360.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	1,440.0	0.0	1,440.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	1,800.0	0.0	1,800.0	*TOTAL*	0.0	1,800.0	0.0	1,800.0		
	726 (751)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM FIVE MILE RD. TO NORTH COUNTY LINE IN THE TOWN OF CALEDONIA (3.37 MI.)	HI	*PE*	0.0	500.0	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*	0.0	100.0	0.0	100.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	400.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	500.0	0.0	500.0	*TOTAL*	0.0	500.0	0.0	500.0		
	727 (752)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM THREE MILE RD. TO FOUR 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	0.0	0.0	0.0	0.0	*STATE*	6,500.0	0.0	0.0	6,500.0		
				CONST	6,500.0	0.0	0.0	6,500.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	6,500.0	0.0	0.0	6,500.0	*TOTAL*	6,500.0	0.0	0.0	6,500.0		
	728 (753)	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*	100.0	0.0	0.0	100.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	453.8	0.0	0.0	453.8		
				CONST	2,369.0	0.0	0.0	2,369.0	*FED*	1,815.2	0.0	0.0	1,815.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	2,369.0	0.0	0.0	2,369.0	*TOTAL*	2,369.0	0.0	0.0	2,369.0		
	729 (754)	CONSTRUCTION OF THE CITY OF BURLINGTON BYPASS FOR STH 36 AND STH 11 (11.0 MILES)	HE	*PE*	200.0	200.0	200.0	600.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	4,418.0	0.0	4,418.0	*STATE*	200.0	4,771.0	9,208.0	14,179.0		
				CONST	0.0	153.0	9,008.0	9,161.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	200.0	4,771.0	9,208.0	14,179.0	*TOTAL*	200.0	4,771.0	9,208.0	14,179.0		
	730 (755)	CONSTRUCTION OF A NEW STATE STREET BRIDGE FROM DODGE STREET TO MAIN STREET IN THE CITY OF BURLINGTON (STH 142)	HE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	700.0	0.0	0.0	700.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	2,200.0	0.0	0.0	2,200.0		
				CONST	2,900.0	0.0	0.0	2,900.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,900.0	0.0	0.0	2,900.0	*TOTAL*	2,900.0	0.0	0.0	2,900.0		
	733 (757)	CONSTRUCTION OF THREE COMMUTER PARK AND RIDE LOTS FROM THE GROUP 'B' SET	TI	*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*	178.0	0.0	0.0	178.0		
				CONST	890.0	0.0	0.0	890.0	*FED*	712.0	0.0	0.0	712.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	890.0	0.0	0.0	890.0	*TOTAL*	890.0	0.0	0.0	890.0		
RACINE COUNTY	741 (768)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y FROM CTH KR TO CTH X IN RACINE COUNTY (1.40 MILES)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	504.0	0.0	504.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	2,520.0	0.0	2,520.0	*FED*	0.0	2,016.0	0.0	2,016.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	2,520.0	0.0	2,520.0	*TOTAL*	0.0	2,520.0	0.0	2,520.0		

Source: SEWRPC.

Table 10

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	827 (838)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM CENTER ST TO EDWARDS BLVD IN THE CITY OF LAKE GENEVA (0.80 MILES)	HI	*PE*	400.0	0.0	0.0	400.0	*LOCAL*	100.0	0.0	0.0	100.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	300.0	0.0	0.0	300.0		
				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	*STP-O*						
				TOTAL	400.0	0.0	0.0	400.0	*TOTAL*	400.0	0.0	0.0	400.0		
	828 (839)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM STH 67 EAST TO GENEVA LAKES RD. IN THE TOWN OF GENEVA (1.70 MILES)	HI	*PE*	50.0	0.0	0.0	50.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	500.0	0.0	0.0	500.0	*STATE*	510.0	0.0	0.0	510.0		
				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	*NHS*						
				TOTAL	550.0	0.0	0.0	550.0	*TOTAL*	550.0	0.0	0.0	550.0		
	829 (840)	CONSTRUCTION OF THE CITY OF WHITEWATER BYPASS (STH 12) (5.30 MILES)	HE	*PE*	500.0	500.0	500.0	1,500.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	8,500.0	12,500.0	10,500.0	31,500.0		
				CONST	8,000.0	12,000.0	10,000.0	30,000.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	8,500.0	12,500.0	10,500.0	31,500.0	*TOTAL*	8,500.0	12,500.0	10,500.0	31,500.0		
	830 (841)	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*	1,749.4	0.0	0.0	1,749.4	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	5,250.6	0.0	0.0	5,250.6		
				CONST	7,000.0	0.0	0.0	7,000.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	7,000.0	0.0	0.0	7,000.0	*TOTAL*	7,000.0	0.0	0.0	7,000.0		

Source: SEWRPC.

Table 11

PROJECTS WITH AIR QUALITY IMPACTS IN THE REGIONAL TRANSPORTATION SYSTEM PLAN AND THEIR RELATIONSHIP TO PROJECTS IN THE 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2002[a]	Milwaukee	Widening	Whitnall Avenue	CTH Y to Nicholson Avenue	Widen from two to four traffic lanes
2002[a]	Racine	Widening	STH 32	A point about 0.3 mile north of CTH G to Three Mile Road	Widen from two to four traffic lanes
2002[a]			STH 36/STH 83	Wegge Road to Tuet Road	Widen from two to four traffic lanes
2002[a]			CTH Y	CTH KR to CTH X	Widen from two to four traffic lanes
2002[a]	Waukesha	Widening	STH 83	IH 43 to CTH NN	Widen from two to four traffic lanes
2002[a]			CTH YY	Lisbon Road to CTH VV	Widen from two to four traffic lanes
2002[a]			Old Orchard Road	W. Brown Deer Road to appoint 3000 feet south	Widen from two to four traffic lanes
2005	Kenosha	Widening	22nd Avenue	CTH L to CTH E	Widen from two to four traffic lanes
2005[a]	Milwaukee	Widening	CTH U	Rawson Avenue to Puetz Road	Widen from two to four traffic lanes
2005[a]			CTH ZZ	STH 38 to Pennsylvania Avenue	Widen from two to four traffic lanes
2005[a]		Expansion	Lake Parkway	Layton Avenue to Pennsylvania Avenue	Construct four lanes on new alignment
2005[a]			Park East Freeway Removal/Reconstruction[d]	Jefferson Street to N-6th Street	Remove Freeway/Construct 4/6 lane arterial
2005[a]	Ozaukee	Widening	STH 57	IH 43 to Sheboygan County line	Widen from two to four traffic lanes
2005[a]			CTH W	STH 167 to Glen Oaks Lane	Widen from two to four traffic lanes
2005[a]	Racine	Widening	STH 11	IH 94 to CTH H	Widen from two to four traffic lanes
2005[a]		Expansion	State Street/Adams Street	Calumet Street to STH 11	Construct two lanes on new alignment
2005[a]	Walworth	Expansion	STH 120 bypass	Townline Road to existing STH 120 at Willow Road	Construct two lanes on existing and new
2005[a]	Washington	Widening	USH 45	CTH D to Prospect Drive	Widen from two to four traffic lanes
2005[a]			STH 164	STH 175 to STH 60	Widen from two to four traffic lanes
2005[a]			CTH Q	Division Road to Pilgrim Road	Widen from two to four traffic lanes
2005[a]	Waukesha	Widening	STH 59	STH 164 to Poplar Creek	Widen from two to four traffic lanes
2005[a]			STH 59	Johnson Road to Calhoun Road	Widen from two to four traffic lanes
2005[a]			STH 83	Mariner Drive to STH 16	Widen from two to four traffic lanes
2005[a]			STH 164	STH 190 to Jay Lane	Widen from two to four traffic lanes
2005[a]			CTH J	Rockwood Drive to STH 190	Widen from two to four traffic lanes
2005[a]			CTH L	CTH O to Milwaukee County line	Widen from two to four traffic lanes
2005[a]			Pilgrim Road	USH 41/USH 45 to Washington County Line	Widen from two to four traffic lanes
2005[a]			Sunset Drive	Tenny Avenue to STH 59/STH 164	Widen from two to four traffic lanes
2005[a]	Waukesha	Expansion	Brookfield Road extension	Davidson Road to STH 59	Construct two lanes on new alignment
2007	Kenosha	Widening	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 about one mile west of CTH H	Widen from two to four traffic lanes
2007			Washington Road	39th Avenue to STH 32	Widen from two to four traffic lanes
2007			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[a]			CTH KD extension	CTH EM to CTH F	Construct two lanes on new alignment
2007			52nd 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			Port Washington Road	Bender Road to W. Daphne Road	Widen from two to four traffic lanes
2007			Whitnall Avenue	Nicholson Avenue to Packard 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 190 to Hampton Avenue	Widen from two to four traffic lanes
2007[a]		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	Ozaukee	Widening	STH 33	Progress Drive to Foster Street	Widen from two to four traffic lanes
2007			STH 33	IH 43 to Spring Street	Widen from two to four traffic lanes
2007			STH 60	Wisconsin Avenue to IH 43	Widen from two to four traffic lanes
2007			CTH W	Glen Oaks Road to Highland Road	Widen from two to four traffic lanes
2007			Columbia Road	Bridge Street to Chateau Drive	Widen from two to four traffic lanes
2007			Pioneer Road (CTH C)	STH 181 to Green Bay Road	Widen from two to four traffic lanes
2007			Pioneer Road (CTH C)	Green Bay Road to IH 43	Widen from two to four traffic lanes
2007			Wauwatosa Road (STH 181)	STH 167 to CTH C	Widen from two to four traffic lanes
2007[a]	Racine	Widening	STH 11	86th Street in the Village of Sturtevant to Willow Road	Widen from two to four traffic lanes
2007[a]			STH 11	Willow Road to STH 31	Widen from four to six traffic lanes
2007			STH 20	Oakes Road to Sunnyslope Road	Widen from four to six traffic lanes

Table 11 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2007[a]	Racine	Widening	STH 32	Milwaukee County to Five Mile Road	Widen from two to four traffic lanes
2007	(continued)	(continued)	CTH K	Union Pacific Railway to STH 38	Widen from two to four traffic lanes
2007			Calumet Street	Robert Street to Bridge Street	Widen from two to four traffic lanes
2007			Three Mile Road	STH 32 to CTH G	Widen from two to four traffic lanes
2007[a]	Racine	Expansion	Burlington bypass	(STH 36) Milwaukee Avenue to Walworth County line	Construct four lanes on new alignment
2007			Calumet Street extension	Market Street to Robert Street	Construct four lanes on new alignment
2007			Commerce Street/Pine Street	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	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]		Expansion	USH 12 freeway	Cold Spring Road to Howard Road[b]	Construct four lanes on new alignment
2007[a]			Burlington bypass	STH 11 Racine-Walworth County Line	Construct four lanes on new alignment
2007[a]	Washington	Widening	STH 60	USH 41 to CTH P	Widen from two to four traffic lanes
2007			CTH Y	CTH Q to USH 41/45	Widen from two to four traffic lanes
2007			Decorah Road	7th Avenue to Indiana Avenue	Widen from two to four traffic lanes
2007			Main Street	Decorah Street to Walnut Street	Widen from two to four traffic lanes
2007[a]			STH 33	East Branch of the Rock River to USH 41	Widen from two to four traffic lanes
2007[a]		Expansion	STH 33	Trenton Road to Oak Road	Construct four lanes on new alignment
2007			STH 83	CTH E to Monroe Avenue	Construct two lanes on new alignment
2007			STH 83	Monroe Avenue to Lincoln Avenue	Construct two lanes on new alignment
2007			Arthur Road extension	CTH N to Arthur Road	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[a]	Waukesha	Widening	STH 83	IH 94 to USH 18	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 164	Jay Lane to Washington County line	Widen from two to four 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 O	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[a]			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
2007			CTH TT	MacArthur Road to USH 18	Widen from two to four traffic lanes
2007[a]			CTH VV	CTH Y to Bette Drive	Widen from two to four traffic lanes
2007			Calhoun Road	IH 94 to USH 18	Widen from two to four traffic lanes
2007			Calhoun Road	USH 18 to Gebhardt Road	Widen from two to four traffic lanes
2007[a]			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		Expansion	IH 94	CTH P	Construct new interchange
2007[a]			STH 16/STH 67 bypass	Wisconsin Avenue to Jefferson County line	Construct four lanes on new alignment
2007			Lake Drive extension	Lapham Street to STH 67	Construct two lanes on new alignment
2007			Mukwonago bypass	IH 43 to CTH ES	Construct two lanes on new alignment
2007			Valley Road	STH 67 to CTH P	Construct two lanes on new alignment
2010	Kenosha	Widening	STH 32	128th Street to CTH T	Widen from two to four traffic lanes
2010			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 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			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 57	Milwaukee County line to STH 167	Widen from two to four traffic lanes
2010			STH 60	Washington County line to STH 181	Widen from two to four traffic lanes
2010			STH 60	STH 181 to Wisconsin Avenue	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 (STH 181)	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

Table 11 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2010	Ozaukee (continued)	Expansion (continued)	Maple Road extension	Cedar Creek Road to Rose Street in the Village of Grafton north corporate limits	Construct two lanes on new alignment
2010	Racine	Widening	STH 20	IH 94/USH 41 to Oakes Road	Widen from four to six 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	CTH H to Union Pacific Railway	Widen from two to four traffic lanes
2010		Expansion	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			STH 33	USH 41 to CTH Z	Widen from two to four traffic lanes
2010			STH 60	Wilshire Drive to Ozaukee County line	Widen from two to four traffic lanes
2010			STH 167	Pilgrim Road to Ozaukee County line	Widen from two to four traffic lanes
2010		Expansion	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 67	CTH B to IH 94	Widen from four to six traffic lanes
2010			STH 83	CTH NN to STH 59	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 CTH SS	Widen from two to four traffic lanes
2010[a]			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			Calhoun Road	STH 59 to IH 94	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[a]			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			Old Orchard Road	W. Brown Deer Road to Washington County line	Widen from two to four traffic lanes
2010			Pilgrim Road	North Avenue to Lisbon Road	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	Waukesha	Expansion	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
2010			124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes
2020	Kenosha	Widening	Roosevelt Road	39th Avenue to 63rd Street	Widen from two to four traffic lanes
2020			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	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	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			River Road extension	Freistadt Road to Grace Avenue	Construct two lanes on new alignment
2020			Walters Street extension	CTH LL to Grant Street	Construct two lanes on new alignment

Table 11 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
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			STH 31	Four Mile Road to STH 32	Widen from two to four traffic lanes
2020		Expansion	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			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[a]	Washington	Widening	STH 164	CTH Q to STH 175	Widen from two to four traffic lanes
2020		Expansion	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
2020			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		Expansion	STH 83	STH 16 to Thompson Lane	Construct two lanes on new alignment
2020			STH 83	Kilbourne Road to CTH CW	Construct two lanes on new alignment
2020			CTH Y extension	STH 190 to CTH K	Construct four lanes on new alignment
2020			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			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 amended 2002-2004 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 lanes of four lane freeway proposed to be constructed and open to traffic by the year 2020.*

[d] *Project includes removal of Park East Freeway west of existing terminus at Jefferson Street; construction of new terminus west of Milwaukee River; and construction of connecting 4/6 lane arterial to intersection of E. Knapp Street and N. Water Street, including new E. Knapp Street bridge over the Milwaukee River.*

Source: SEWRPC.

Table 12 presents for the years 2002, 2005, 2007, 2010, and 2020 forecast volatile organic compound emissions from the transportation system within the six county severe ozone nonattainment area under the year 2020 regional transportation plan and year 2002-2004 transportation improvement program, and compares those forecast emissions to the year 2002, 2005, and 2007 transportation system emissions budgets in the State Implementation Plan for the Air Quality. In all cases, the transportation plan and program forecast emissions are less than the emissions budgets in the State Implementation Plan; thus this conformity criteria is fully met by the year 2020 regional transportation plan and 2002-2004 transportation improvement program. Table 12 also presents for the year 2002, 2005, 2007, 2010, and 2020 forecast volatile organic compound and nitrogen oxide emissions from the transportation system within Walworth County under the year 2020 regional transportation system plan and 2002-2004 amended transportation improvement program and compares those forecast emissions to the year 2007 transportation system emission budgets in the State Implementation Plan for Air Quality. In all cases, the transportation plan and program forecast emissions are less than the emissions budgets in the State Implementation Plan; thus this conformity criteria is full met by the year 2020 regional transportation plan and 2002-2004 transportation improvement program.

As described earlier in this report, the year 2002-2004 amended transportation improvement program is consistent with the year 2020 regional transportation system plan and the plan's implementation schedule. All year 2002-2004 transportation improvement program projects, that is, projects with air quality impacts, are included in the year 2020 plan. Also, the year 2002-2004 transportation improvement program includes all projects essential to implement the year 2020 plan on schedule. The satisfaction of these two tests have been demonstrated in Tables 10 and 11.

* * *

Table 12

COMPARISON OF FORECAST FUTURE AIR POLLUTANT EMISSIONS FROM THE TRANSPORTATION SYSTEM OF SOUTHEASTERN WISCONSIN UNDER THE YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN AND YEAR 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO THE AIR POLLUTANT TRANSPORTATION SYSTEM EMISSION BUDGETS UNDER THE STATE IMPLEMENTATION PLAN FOR AIR QUALITY (SIP)

	Six County Area[a]		Walworth County	
Forecast Year	Volatile Organic Compounds[b,c] (Tons per Hot Summer Weekday) SIP Budget (43.5 tons - 2002 36.7 tons - 2005 32.2 tons - 2007) Year 2020 Plan and 2002-2004 TIP Emissions Forecast	Nitrogen Oxides[b,c] (Tons per Hot Summer Weekday) SIP Budget (103.5 tons - 2002 84.1 tons - 2005 71.4 tons - 2007) Year 2020 Plan and 2002-2004 TIP Emissions Forecast	Volatile Organic Compounds[b] (Tons per Hot Summer Weekday) SIP Budget (5.39 tons – 2007) Year 2020 Plan and 2002-2004 TIP Emissions Forecast	Nitrogen Oxides[b] (Tons per Hot Summer Weekday) SIP Budget (7.20 tons - 2007) Year 2020 Plan and 2002-2004 TIP Emissions Forecast
2002	40.47	96.15	5.56	8.75
2005	33.45	76.53	5.20	7.37
2007	28.91	64.18	5.11	6.89
2010	21.93	46.18	4.99	6.14
2020	15.44	20.55	5.12	5.23

[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 2002-2004 transportation improvement program, which has been prepared to continue 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.*

[c] *Estimated 1990 emissions are 147.22 tons of volatile organic compounds and 111.98 tons of nitrogen oxides.*

Source: Wisconsin Department of Natural Resources and SEWRPC.

APPENDICES

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Appendix A

CONFORMITY ANALYSIS OF THE YEAR 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM AND YEAR 2020 AMENDED REGIONAL TRANSPORTATION PLAN

- Years for Analysis [Years For Which Projection of Emission Will Be Made For The Regional Transportation Improvement Program (TIP)/Transportation Plan (RTP)]
    - Proposed years are 2002, 2005, 2007, 2010, and 2020. Emission projections will be based on official SEWRPC intermediate demographic and economic growth forecasts.
- Emission Budget Tests for Conformity
    - Six county area
        - Volatile Organic Compounds (VOC)-State Implementation Plan (SIP) budget per hot summer weekday is 43.5 tons for 2002, 36.7 tons for 2005, and 32.2 tons for 2007.
        - Nitrogen Oxides (NO_X) - State Implementation Plan (SIP) budget per hot summer weekday is 103.5 tons for 2002, 84.1 tons for 2005, and 71.4 tons for 2007.
        - Budget Test-2002 TIP/RTP VOC and NO_X emission forecasts must not exceed the above year 2002 VOC and NO_X budgets, and 2007, 2010, and 2020 TIP/RTP VOC and NO_X emission forecasts must not exceed the 2007 VOC and NO_X Budgets
    - Walworth County
        - Year 2007 SIP budgets are 5.39 tons of VOC and 7.20 tons of NO_X per hot summer weekday
        - Budget test - 2007, 2010, and 2020 TIP/RTP emission forecasts must not exceed the above 2007 budgets.
    - Build-No Build Tests
        - Six county area
            - No test.
        - Walworth county
            - No test
- The conformity analysis will include an updated comparison of the vehicle-miles of travel (VMT) projections in the SIP to current estimates of VMT through 2000 in Southeastern Wisconsin prepared by WisDOT and based on actual traffic counts (HPMS universe counts).
- Emission model will be Mobile 5A. Emission factors will be provided by WisDNR for years 2002, 2007, 2010, 2020.
- WisDNR fleet composition and age forecasts prepared in 1999 will be used unless updated prior to completion of conformity analysis.

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Appendix B

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

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

Table B-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:

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 3037	FTA Section 3037 Funds—Job Access and Reverse Commute
FTA 5303	FTA Section 5303 Funds—Metropolitan Planning Program
FTA 5309	FTA Section 5309 Funds--Capital Program
FTA 5307	FTA Section 5307 Funds--Urban Formula Program
FTA 5310	FTA Section 5310 Funds--Elderly and Persons with Disabilities Program
FTA 5311	FTA Section 5311 Funds--Nonurban Area Formula Program
FTA 5313/5314	FTA Section 5313/5314 Funds—State Planning and Resaerch 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)
SIB	State Investment Bank 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 No.

1	Project number for project in 2002-2004 TIP
(1)	2000-2002 TIP project number for project contained in 2000-2002 TIP

Project Description

CTH	County trunk highway
IH	Interstate highway
STH	State trunk highway
M or MI	Miles

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

Project Type

HP	Highway Preservation
HI	Highway Improvement
HE	Highway Expansion
TP	Transit Preservation
TI	Transit Improvement
TE	Transit Expansion
EE	Environmental Enhancement
HS	Highway Safety
OH	Off Arterial Highway System

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, and the approval is pending a more detailed project description.

A — Review of the project has been completed, and the project is approved.

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 B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	1 (26)	INTELLIGENT TRANSPORTATION SYSTEM FOR SOUTHEASTERN WISCONSIN	HP	*PE*	500.0	500.0	500.0	1,500.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	1,000.0	1,000.0	1,000.0	3,000.0		
				CONST	2,000.0	2,000.0	2,000.0	6,000.0	*FED*	4,000.0	4,000.0	4,000.0	12,000.0		
				OTHER	2,500.0	2,500.0	2,500.0	7,500.0	*STP-O*						
				TOTAL	5,000.0	5,000.0	5,000.0	15,000.0	*TOTAL*	5,000.0	5,000.0	5,000.0	15,000.0		
	2	INTELLIGENT TRANSPORTATION SYSTEM: TEA 21 EARMARK ADMINISTRATION AND TECHNICAL SUPPORT	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	120.0	0.0	120.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	480.0	0.0	480.0		
				OTHER	0.0	600.0	0.0	600.0	*STP-O*						
				TOTAL	0.0	600.0	0.0	600.0	*TOTAL*	0.0	600.0	0.0	600.0		
	3	INTELLIGENT TRANSPORTATION SYSTEM: GARY CHICAGO MILWAUKEE CORRIDOR PROGRAM SUPPORT IN WISCONSIN DEPARTMENT OF TRANSPORTATION DISTRICT 2	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*	30.0	0.0	0.0	30.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	120.0	0.0	0.0	120.0		
				OTHER	150.0	0.0	0.0	150.0	*STP-O*						
				TOTAL	150.0	0.0	0.0	150.0	*TOTAL*	150.0	0.0	0.0	150.0		
	4	INTELLIGENT TRANSPORTATION SYSTEM: OVERHEIGHT DETECTION AND WARNING SYSTEM	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*	20.0	0.0	0.0	20.0		
				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	*STP-O*						
				TOTAL	100.0	0.0	0.0	100.0	*TOTAL*	100.0	0.0	0.0	100.0		
	5	INTELLIGENT TRANSPORTATION SYSTEM: SPECIAL EVENTS DATABASE AND PRE-TRIP ADVANCED TRAVELER INFORMATION SYSTEM DESIGN	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	*STP-O*						
				TOTAL	200.0	0.0	0.0	200.0	*TOTAL*	200.0	0.0	0.0	200.0		
	6	INTELLIGENT TRANSPORTATION SYSTEM: SPECIAL EVENTS DATABASE AND PRE-TRIP ADVANCED TRAVELER INFORMATION SYSTEM DEPLOYMENT	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	100.0	0.0	100.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	400.0	0.0	400.0		
				OTHER	0.0	500.0	0.0	500.0	*STP-O*						
				TOTAL	0.0	500.0	0.0	500.0	*TOTAL*	0.0	500.0	0.0	500.0		
	7	INTELLIGENT TRANSPORTATION SYSTEM: TRANSPORTATION AND EMERGENCY SERVICES COMMUNICATION NETWORK INTERCAD PHASE 3,4	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*	200.0	0.0	0.0	200.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	800.0	0.0	0.0	800.0		
				OTHER	1,000.0	0.0	0.0	1,000.0	*STP-O*						
				TOTAL	1,000.0	0.0	0.0	1,000.0	*TOTAL*	1,000.0	0.0	0.0	1,000.0		
	8	INTELLIGENT TRANSPORTATION SYSTEM: FREEWAY CORRIDOR ADVANCED TRAFFIC MANAGEMENT SYSTEM MAINTENANCE AND INTEGRATION	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*	400.0	0.0	0.0	400.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	1,600.0	0.0	0.0	1,600.0		
				OTHER	2,000.0	0.0	0.0	2,000.0	*STP-O*						
				TOTAL	2,000.0	0.0	0.0	2,000.0	*TOTAL*	2,000.0	0.0	0.0	2,000.0		
	9	INTELLIGENT TRANSPORTATION SYSTEM: FREEWAY CORRIDOR ADVANCED TRAFFIC MANAGEMENT SYSTEM MAINTENANCE	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	400.0	0.0	400.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	1,600.0	0.0	1,600.0		
				OTHER	0.0	2,000.0	0.0	2,000.0	*STP-O*						
				TOTAL	0.0	2,000.0	0.0	2,000.0	*TOTAL*	0.0	2,000.0	0.0	2,000.0		
	10	INTELLIGENT TRANSPORTATION SYSTEM: FREEWAY CORRIDOR ADVANCED TRAFFIC MANAGEMENT SYSTEM MAINTENANCE AND INTEGRATION	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	400.0	400.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	1,600.0	1,600.0		
				OTHER	0.0	0.0	2,000.0	2,000.0	*STP-O*						
				TOTAL	0.0	0.0	2,000.0	2,000.0	*TOTAL*	0.0	0.0	2,000.0	2,000.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	11	INTELLIGENT TRANSPORTATION SYSTEM: TRANSPORTATION AND EMERGENCY SERVICES COMMUNICATION NETWORK BACKBONE FIXED PLANT DESIGN	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	0.0	0.0	100.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	400.0	0.0	0.0	400.0		
				OTHER	500.0	0.0	0.0	500.0	*STP-O*						
				TOTAL	500.0	0.0	0.0	500.0	*TOTAL*	500.0	0.0	0.0	500.0		
	12	INTELLIGENT TRANSPORTATION SYSTEM: TIME PROGRAM TECHNICAL SUPPORT 2003	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	120.0	0.0	120.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	480.0	0.0	480.0		
				OTHER	0.0	600.0	0.0	600.0	*STP-O*						
				TOTAL	0.0	600.0	0.0	600.0	*TOTAL*	0.0	600.0	0.0	600.0		
	13	INTELLIGENT TRANSPORTATION SYSTEM: TIME PROGRAM TECHNICAL SUPPORT 2004	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	60.0	60.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	240.0	240.0		
				OTHER	0.0	0.0	300.0	300.0	*STP-O*						
				TOTAL	0.0	0.0	300.0	300.0	*TOTAL*	0.0	0.0	300.0	300.0		
	14	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR SOFTWARE UPDATE	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	200.0	200.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	800.0	800.0		
				OTHER	0.0	0.0	1,000.0	1,000.0	*STP-O*						
				TOTAL	0.0	0.0	1,000.0	1,000.0	*TOTAL*	0.0	0.0	1,000.0	1,000.0		
	15	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR SOFTWARE UPGRADE	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	200.0	0.0	200.0		
				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	*STP-O*						
				TOTAL	0.0	1,000.0	0.0	1,000.0	*TOTAL*	0.0	1,000.0	0.0	1,000.0		
	16	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR STAGE 6B CONSTRUCTION 2002	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*	1,000.0	0.0	0.0	1,000.0		
				CONST	5,000.0	0.0	0.0	5,000.0	*FED*	4,000.0	0.0	0.0	4,000.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	5,000.0	0.0	0.0	5,000.0	*TOTAL*	5,000.0	0.0	0.0	5,000.0		
	17	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR STAGE 6B CONSTRUCTION 2003	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	450.0	0.0	450.0		
				CONST	0.0	2,250.0	0.0	2,250.0	*FED*	0.0	1,800.0	0.0	1,800.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	2,250.0	0.0	2,250.0	*TOTAL*	0.0	2,250.0	0.0	2,250.0		
	18	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR STAGE 6B CONSTRUCTION 2004	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	400.0	400.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	1,600.0	1,600.0		
				OTHER	0.0	0.0	2,000.0	2,000.0	*STP-O*						
				TOTAL	0.0	0.0	2,000.0	2,000.0	*TOTAL*	0.0	0.0	2,000.0	2,000.0		
	19	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR STAGE 6B MAINTENANCE 2003	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	25.0	0.0	25.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	100.0	0.0	100.0		
				OTHER	0.0	125.0	0.0	125.0	*STP-O*						
				TOTAL	0.0	125.0	0.0	125.0	*TOTAL*	0.0	125.0	0.0	125.0		
	20	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR STAGE 6B MAINTENANCE 2004	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	50.0	50.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	200.0	200.0		
				OTHER	0.0	0.0	250.0	250.0	*STP-O*						
				TOTAL	0.0	0.0	250.0	250.0	*TOTAL*	0.0	0.0	250.0	250.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
					2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	21	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR MARQUETTE INTERCHANGE DESIGN	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*	200.0	0.0	0.0	200.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	800.0	0.0	0.0	800.0		
				OTHER	1,000.0	0.0	0.0	1,000.0	*STP-O*						
				TOTAL	1,000.0	0.0	0.0	1,000.0	*TOTAL*	1,000.0	0.0	0.0	1,000.0		
	22	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR MARQUETTE INTERCHANGE CONSTRUCTION 2003	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	200.0	0.0	200.0		
				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	*STP-O*						
				TOTAL	0.0	1,000.0	0.0	1,000.0	*TOTAL*	0.0	1,000.0	0.0	1,000.0		
	23	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR MARQUETTE INTERCHANGE CONSTRUCTION 2004	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	400.0	400.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	1,600.0	1,600.0		
				OTHER	0.0	0.0	2,000.0	2,000.0	*STP-O*						
				TOTAL	0.0	0.0	2,000.0	2,000.0	*TOTAL*	0.0	0.0	2,000.0	2,000.0		
	24	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR IH 894/USH 45 AND IH 43/IH 894 DESIGN	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	200.0	200.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	800.0	800.0		
				OTHER	0.0	0.0	1,000.0	1,000.0	*STP-O*						
				TOTAL	0.0	0.0	1,000.0	1,000.0	*TOTAL*	0.0	0.0	1,000.0	1,000.0		
	25	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR IH 894/USH 45 DEPLOYMENT	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	600.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	2,400.0	2,400.0		
				OTHER	0.0	0.0	3,000.0	3,000.0	*STP-O*						
				TOTAL	0.0	0.0	3,000.0	3,000.0	*TOTAL*	0.0	0.0	3,000.0	3,000.0		
	26	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR IH 894/USH 45 MAINTENANCE	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	25.0	25.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	100.0	100.0		
				OTHER	0.0	0.0	125.0	125.0	*STP-O*						
				TOTAL	0.0	0.0	125.0	125.0	*TOTAL*	0.0	0.0	125.0	125.0		
	27 (3)	IMPLEMENTATION OF THE AREAWIDE FREEWAY MGMT. SYSTEM	HP	*PE*	1,802.0	0.0	0.0	1,802.0	*LOCAL*	0.0	0.0	0.0	0.0	A	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(4R)*						
				TOTAL	8,197.0	4,573.8	0.0	12,770.8	*TOTAL*	8,197.0	4,573.8	0.0	12,770.8		
	28 (4)	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*	500.0	500.0	500.0	1,500.0		
				CONST	500.0	500.0	500.0	1,500.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	500.0	500.0	1,500.0	*TOTAL*	500.0	500.0	500.0	1,500.0		
	29 (22)	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*						
				TOTAL	200.0	0.0	0.0	200.0	*TOTAL*	200.0	0.0	0.0	200.0		
	30 (1)	PAVEMENT MARKING FOR VARIOUS STH AND USH 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*	250.0	250.0	250.0	750.0		
				CONST	250.0	250.0	250.0	750.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	250.0	250.0	250.0	750.0	*TOTAL*	250.0	250.0	250.0	750.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	31 (5)	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*	200.0	200.0	200.0	600.0		
				CONST	200.0	200.0	200.0	600.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	200.0	200.0	200.0	600.0	*TOTAL*	200.0	200.0	200.0	600.0		
	32 (25)	TECHNICAL & PLANNING SUPPORT FOR INTELLIGENT TRANSPORTATION SYSTEM DEVELOPMENT	HP	*PE*	625.0	625.0	0.0	1,250.0	*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*	625.0	625.0	0.0	1,250.0		
				OTHER	0.0	0.0	0.0	0.0	*GCM*						
				TOTAL	625.0	625.0	0.0	1,250.0	*TOTAL*	625.0	625.0	0.0	1,250.0		
	33 (6)	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*	200.0	200.0	200.0	600.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	*FED*	800.0	800.0	800.0	2,400.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	1,000.0	1,000.0	1,000.0	3,000.0	*TOTAL*	1,000.0	1,000.0	1,000.0	3,000.0		
	34 (7)	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	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	100.0	100.0	100.0	300.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	*FED*	900.0	900.0	900.0	2,700.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	1,000.0	1,000.0	1,000.0	3,000.0	*TOTAL*	1,000.0	1,000.0	1,000.0	3,000.0		
	35 (8)	INSPECTION OF VARIOUS BRIDGES IN MILWAUKEE, WAUKESHA, KENOSHA, RACINE, WALWORTH, AND WASHINGTON COUNTIES	HP	*PE*	1,000.0	1,000.0	1,000.0	3,000.0	*LOCAL*	0.0	0.0	0.0	0,0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	200.0	200.0	200.0	600.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	800.0	800.0	800.0	2,400.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	1,000.0	1,000.0	1,000.0	3,000.0	*TOTAL*	1,000.0	1,000.0	1,000.0	3,000.0		
	36 (9)	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*	100.0	100.0	100.0	300.0		
				CONST	500.0	500.0	500.0	1,500.0	*FED*	400.0	400.0	400.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	500.0	500.0	500.0	1,500.0	*TOTAL*	500.0	500.0	500.0	1,500.0		
	37 (10)	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*	1,000.0	1,000.0	1,000.0	3,000.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	1,000.0	1,000.0	1,000.0	3,000.0	*TOTAL*	1,000.0	1,000.0	1,000.0	3,000.0		
	38 (11)	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	500.0	500.0	1,500.0		
				CONST	500.0	500.0	500.0	1,500.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	500.0	500.0	1,500.0	*TOTAL*	500.0	500.0	500.0	1,500.0		
	39 (12)	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*	250.0	250.0	250.0	750.0		
				CONST	250.0	250.0	250.0	750.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	250.0	250.0	250.0	750.0	*TOTAL*	250.0	250.0	250.0	750.0		
	40 (13)	INSTALL TRAFFIC SIGNALS AND RECONFIGURE INTERSECTIONS 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*	500.0	500.0	500.0	1,500.0		
				CONST	500.0	500.0	500.0	1,500.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	500.0	500.0	1,500.0	*TOTAL*	500.0	500.0	500.0	1,500.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
					2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	41	TRAFFIC OPERATIONS CENTER (MONITOR) OPERATION AND MAINTENANCE	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*	220.0	298.5	298.5	817.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	880.0	1,194.0	1,194.0	3,268.0		
	(14)			*OTHER*	1,100.0	1,492.5	1,492.5	4,085.0	*STP-O*						
				TOTAL	1,100.0	1,492.5	1,492.5	4,085.0	*TOTAL*	1,100.0	1,492.5	1,492.5	4,085.0		
	42	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		
	(16)			*OTHER*	189.0	101.2	0.0	290.2	*GCM*						
				TOTAL	189.0	101.2	0.0	290.2	*TOTAL*	189.0	101.2	0.0	290.2		
	43	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		
	(21)			*OTHER*	75.0	75.0	0.0	150.0	*GCM*						
				TOTAL	75.0	75.0	0.0	150.0	*TOTAL*	75.0	75.0	0.0	150.0		
	44	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		
	(24)			*OTHER*	450.0	0.0	0.0	450.0	*GCM*						
				TOTAL	450.0	0.0	0.0	450.0	*TOTAL*	450.0	0.0	0.0	450.0		
	45	SUPPORT OF SEWRPC TRANSPORTATION PLANNING PROGRAM	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	57.8	57.8	72.3	187.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	42.2	42.2	52.7	137.1		
				CONST	0.0	0.0	0.0	0.0	*FED*	400.0	400.0	500.0	1,300.0		
				OTHER	500.0	500.0	625.0	1,625.0	*STP-M*						
	(31)			*TOTAL*	500.0	500.0	625.0	1,625.0	*TOTAL*	500.0	500.0	625.0	1,625.0		
	46	CONTINUING REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE SEWRPC	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	353.4	353.4	353.4	1,060.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	253.4	253.4	253.4	760.2		
				CONST	0.0	0.0	0.0	0.0	*FED*	2,427.3	2,427.3	2,427.3	7,281.9		
	(32)			*OTHER*	3,034.1	3,034.1	3,034.1	9,102.3	*COMB*						
				TOTAL	3,034.1	3,034.1	3,034.1	9,102.3	*TOTAL*	3,034.1	3,034.1	3,034.1	9,102.3		
	47	SEWRPC TRAVEL HABITS AND PATTERNS SURVEYS	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	0.0	0.0	120.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	480.0	0.0	0.0	480.0		
	(923)			*OTHER*	600.0	0.0	0.0	600.0	*STP-O*						
				TOTAL	600.0	0.0	0.0	600.0	*TOTAL*	600.0	0.0	0.0	600.0		
	48	REGIONAL FREEWAY RECONSTRUCTION STUDY BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION	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*	20.0	0.0	0.0	20.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	180.0	0.0	0.0	180.0		
				OTHER	200.0	0.0	0.0	200.0	*IH-M*						
	(34)			*TOTAL*	200.0	0.0	0.0	200.0	*TOTAL*	200.0	0.0	0.0	200.0		
	49	SPECIAL TRAFFIC OPERATIONS ACTIVITIES: SIGN BRIDGES, ELECTRIC AND SIGNING MAINTENANCE - DISTRICT WIDE	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*	1,000.0	1,000.0	1,000.0	3,000.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
	(28)			*TOTAL*	1,000.0	1,000.0	1,000.0	3,000.0	*TOTAL*	1,000.0	1,000.0	1,000.0	3,000.0		
	50	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							
	(35)			*TOTAL*	485.0	0.0	0.0	485.0	*TOTAL*	485.0	0.0	0.0	485.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	51	ROUT AND SEAL VARIOUS FREEWAY ASPHALT SURFACES IN DISTRICT 2	HP	*PE*	25.0	25.0	25.0	75.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	72.5	72.5	72.5	217.5		
				CONST	700.0	700.0	700.0	2,100.0	*FED*	652.5	652.5	652.5	1,957.5		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	725.0	725.0	725.0	2,175.0	*TOTAL*	725.0	725.0	725.0	2,175.0		
	52 (38)	PAVEMENT MAINTENANCE OF IH 43 AND IH 894-- ROUTING AND SEALING OF JOINTS FROM S. 20TH ST. TO NATIONAL AVE (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	0.0	68.0	68.0		
				CONST	0.0	0.0	680.0	680.0	*FED*	0.0	0.0	612.0	612.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	0.0	0.0	680.0	680.0	*TOTAL*	0.0	0.0	680.0	680.0		
	53 (39)	RECONDITIONING OF IH 43/IH 94 FROM 13TH ST. TO NATIONAL AVE. IN THE CITY OF MILWAUKEE (4.58 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*	2,147.0	0.0	0.0	2,147.0		
				CONST	21,470.0	0.0	0.0	21,470.0	*FED*	19,323.0	0.0	0.0	19,323.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	21,470.0	0.0	0.0	21,470.0	*TOTAL*	21,470.0	0.0	0.0	21,470.0		
	54 (42)	RECONDITIONING OF IH 43 FROM NORTH AVENUE TO LEXINGTON BOULEVARD (3.80 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*	1,720.0	0.0	0.0	1,720.0		
				CONST	17,200.0	0.0	0.0	17,200.0	*FED*	15,480.0	0.0	0.0	15,480.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	17,200.0	0.0	0.0	17,200.0	*TOTAL*	17,200.0	0.0	0.0	17,200.0		
	55 (43)	BRIDGE REPLACEMENT ON IH 43 (PORT WASHINGTON ROAD) OVER MILWAUKEE RIVER B-40-0969	HP	*PE*	190.0	0.0	0.0	190.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	19.0	172.2	0.0	191.2		
				CONST	0.0	1,722.0	0.0	1,722.0	*FED*	171.0	1,549.8	0.0	1,720.8		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	190.0	1,722.0	0.0	1,912.0	*TOTAL*	190.0	1,722.0	0.0	1,912.0		
	56 (45)	RECONFIGURATION AND RECONSTRUCTION OF THE MARQUETTE INTERCHANGE AND APPROACHES ON IH-94, IH-43, AND IH-794 IN MILWAUKEE COUNTY	HP	*PE*	15,000.0	15,000.0	15,000.0	45,000.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	40,000.0	0.0	0.0	40,000.0	*STATE*	5,500.0	1,500.0	21,500.0	28,500.0		
				CONST	0.0	0.0	200,000.0	200,000.0	*FED*	49,500.0	13,500.0	193,500.0	256,500.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	55,000.0	15,000.0	215,000.0	285,000.0	*TOTAL*	55,000.0	15,000.0	215,000.0	285,000.0		
	57 (925)	RECONDITIONING OF IH-894 FROM THE BELTON OVERPASS TO MITCHELL INTERCHANGE (8.6 MILES)	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*	200.0	0.0	0.0	200.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	800.0	0.0	0.0	800.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	1,000.0	0.0	0.0	1,000.0	*TOTAL*	1,000.0	0.0	0.0	1,000.0		
	58	RESURFACING OF IH-894 FROM THE BELTON OVERPASS TO MITCHELL INTERCHANGE (8.59 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	6,000.0	0.0	6,000.0		
				CONST	0.0	30,000.0	0.0	30,000.0	*FED*	0.0	24,000.0	0.0	24,000.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	30,000.0	0.0	30,000.0	*TOTAL*	0.0	30,000.0	0.0	30,000.0		
	59 (49)	RESURFACING WITH OF BLUE MOUND RD. (USH 18) FROM 124TH ST. TO MAYFAIR RD. (STH 100) IN THE CITY OF WAUWATOSA (1.0 MILES)	HP	*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*	140.0	0.0	0.0	140.0		
				CONST	1,100.0	0.0	0.0	1,100.0	*FED*	880.0	0.0	0.0	880.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	1,100.0	0.0	0.0	1,100.0	*TOTAL*	1,100.0	0.0	0.0	1,100.0		
	60 (51)	RECONDITIONING OF USH 18 FROM N. 66TH ST TO N. STORY PARKWAY	HP	*PE*	0.0	0.0	200.0	200.0	*LOCAL*	0.0	0.0	50.0	50.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	150.0	150.0		
				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	200.0	200.0	*TOTAL*	0.0	0.0	200.0	200.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	61 (53)	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	55.0	0.0	55.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	13.0	0.0	13.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	42.0	0.0	42.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	55.0	0.0	55.0	*TOTAL*	0.0	55.0	0.0	55.0		
	62 (54)	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	0.0	655.8	655.8		
				CONST	0.0	0.0	3,279.0	3,279.0	*FED*	0.0	0.0	2,623.2	2,623.2		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	0.0	0.0	3,279.0	3,279.0	*TOTAL*	0.0	0.0	3,279.0	3,279.0		
	63 (55)	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	28.0	0.0	28.0	*LOCAL*	0.0	7.0	21.9	28.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	21.0	86.9	107.9		
				CONST	0.0	0.0	544.0	544.0	*FED*	0.0	0.0	435.2	435.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	28.0	544.0	572.0	*TOTAL*	0.0	28.0	544.0	572.0		
	64 (58)	REPLACEMENT OF USH 41 RAMP TO THE VETERANS MEDICAL CENTER	HP	*PE*	20.0	100.0	0.0	120.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	100.0	0.0	0.0	100.0	*STATE*	120.0	100.0	0.0	220.0		
				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	120.0	100.0	0.0	220.0	*TOTAL*	120.0	100.0	0.0	220.0		
	65 (59)	RESURFACING OF USH 41 FROM OKLAHOMA AVE. TO LINCOLN AVE. AND FOREST HOME AVE. FROM 31ST ST. TO 27TH ST. IN THE CITY OF MILWAUKEE (0.70 MILES)	HP	*PE*	200.0	0.0	0.0	200.0	*LOCAL*	0.0	0.0	326.4	326.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	40.0	0.0	183.6	223.6		
				CONST	0.0	0.0	2,550.0	2,550.0	*FED*	160.0	0.0	2,040.0	2,200.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	200.0	0.0	2,550.0	2,750.0	*TOTAL*	200.0	0.0	2,550.0	2,750.0		
	66 (64)	RESURFACING OF W FOREST HOME AVE. (STH 24) FROM 42ND ST. TO 35TH ST. IN THE CITY OF MILWAUKEE (0.90 MILE)	HP	*PE*	100.0	0.0	0.0	100.0	*LOCAL*	25.0	0.0	92.2	117.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	30.8	30.8		
				CONST	0.0	0.0	615.0	615.0	*FED*	75.0	0.0	492.0	567.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	100.0	0.0	615.0	715.0	*TOTAL*	100.0	0.0	615.0	715.0		
	67 (65)	REPLACEMENT OF CANADIAN PACIFIC RR. BRIDGE OVER S. KINNICKINNIC AVENUE (STH 32)	HP	*PE*	0.0	0.0	500.0	500.0	*LOCAL*	0.0	0.0	100.0	100.0	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	400.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	500.0	500.0	*TOTAL*	0.0	0.0	500.0	500.0		
	68	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM E. DEAN RD. TO UNION PACIFIC RR BRIDGE (0.80 MILE)	HP	*PE*	150.0	0.0	0.0	150.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	30.0	0.0	254.6	284.6		
				CONST	0.0	0.0	1,273.0	1,273.0	*FED*	120.0	0.0	1,018.4	1,138.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	150.0	0.0	1,273.0	1,423.0	*TOTAL*	150.0	0.0	1,273.0	1,423.0		
	69 (66)	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		
	70 (67)	RECONDITIONING OF STH 38 FROM S.CHASE AVE TO W. MAPLE ST	HP	*PE*	200.0	0.0	0.0	200.0	*LOCAL*	50.0	0.0	0.0	50.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	150.0	0.0	0.0	150.0		
				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	*STP-O*						
				TOTAL	200.0	0.0	0.0	200.0	*TOTAL*	200.0	0.0	0.0	200.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	71 (69)	REHABILITATE 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	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	380.8	0.0	380.8		
				CONST	0.0	1,904.0	0.0	1,904.0	*FED*	0.0	1,523.2	0.0	1,523.2		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	0.0	1,904.0	0.0	1,904.0	*TOTAL*	0.0	1,904.0	0.0	1,904.0		
	72 (71)	RECONDITIONING OF STH 57 FROM W. LAWN AVENUE TO W. SILVER SPRING DRIVE	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	40.0	0.0	40.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	120.0	0.0	120.0		
				CONST	0.0	800.0	0.0	800.0	*FED*	0.0	640.0	0.0	640.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	800.0	0.0	800.0	*TOTAL*	0.0	800.0	0.0	800.0		
	73 (72)	RESURFACING OF STH 57 FROM TEUTONIA AVE. TO GOOD HOPE RD. (2.00 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*	146.0	0.0	0.0	146.0		
				CONST	730.0	0.0	0.0	730.0	*FED*	584.0	0.0	0.0	584.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	730.0	0.0	0.0	730.0	*TOTAL*	730.0	0.0	0.0	730.0		
	74 (72)	RECONDITIONING OF STH 59 FROM I-894 TO S 92ND ST IN THE CITY OF WEST ALLIS (0.50 MILES)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	48.0	0.0	0.0	48.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	100.0	0.0	0.0	100.0		
				CONST	548.0	0.0	0.0	548.0	*FED*	400.0	0.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	548.0	0.0	0.0	548.0	*TOTAL*	548.0	0.0	0.0	548.0		
	75 (153)	REMOVE PARK EAST FWY (STH 145) WEST OF JEFFERSON ST. AND CONSTRUCT NEW TERMINUS WEST OF MILWAUKEE RIVER IN CITY OF MILWAUKEE	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	1,930.5	0.0	0.0	1,930.5	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	960.5	0.0	0.0	960.5		
				CONST	19,273.0	0.0	0.0	19,273.0	*FED*	16,382.0	0.0	0.0	16,382.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-C/S*						
				TOTAL	19,273.0	0.0	0.0	19,273.0	*TOTAL*	19,273.0	0.0	0.0	19,273.0		
	76 (76)	RESURFACING OF STH 145 FROM E. KILBOURNE AVE. TO E. OGDEN AVE. IN THE CITY OF MILWAUKEE (0.40 MILES)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	71.2	0.0	71.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	475.0	0.0	475.0	*FED*	0.0	403.8	0.0	403.8		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	475.0	0.0	475.0	*TOTAL*	0.0	475.0	0.0	475.0		
	77 (79)	RECONDITIONING OF STH 181 (N. 76TH ST) FROM W. FLORIST AVE. TO THE NO. COUNTY LINE IN THE CITY OF MILW (4.54 MI)	HP	*PE*	0.0	0.0	3,500.0	3,500.0	*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	3,500.0	3,500.0		
				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	3,500.0	3,500.0	*TOTAL*	0.0	0.0	3,500.0	3,500.0		
	78 (80)	REPLACEMENT OF THE STH 190 BRIDGE OVER THE MENOMONEE RIVER IN THE 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*	1,350.0	0.0	0.0	1,350.0		
				CONST	1,350.0	0.0	0.0	1,350.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,350.0	0.0	0.0	1,350.0	*TOTAL*	1,350.0	0.0	0.0	1,350.0		
	79 (81)	RECONDITIONING OF STH 190 FROM N. 60TH ST TO N. GREEN BAY AVENUE	HP	*PE*	800.0	0.0	0.0	800.0	*LOCAL*	200.0	900.0	0.0	1,100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	600.0	300.0	0.0	900.0		
				CONST	0.0	6,000.0	0.0	6,000.0	*FED*	0.0	4,800.0	0.0	4,800.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	800.0	6,000.0	0.0	6,800.0	*TOTAL*	800.0	6,000.0	0.0	6,800.0		
	80 (85)	RECONSTRUCTION WITH NO ADDITIONAL TRAVEL LANES OF LAYTON AVE. FROM THE WEST COUNTY LINE TO STH 100 IN THE CITY OF GREENFIELD (1.0 MI)	HP	*PE*	375.0	0.0	0.0	375.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	500.0	0.0	0.0	500.0	*STATE*	875.0	0.0	500.0	1,375.0		
				CONST	0.0	0.0	2,500.0	2,500.0	*FED*	0.0	0.0	2,000.0	2,000.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	875.0	0.0	2,500.0	3,375.0	*TOTAL*	875.0	0.0	2,500.0	3,375.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
					2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	81	RECONDITIONING OF N. PORT WASHINGTON RD. FROM W. HAMPTON AVE. TO W. DAPHNE RD. (2.10 MILES)	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*	50.0	2,500.0	0.0	2,550.0		
				CONST	0.0	2,500.0	0.0	2,500.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	50.0	2,500.0	0.0	2,550.0	*TOTAL*	50.0	2,500.0	0.0	2,550.0		
	82	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N. PORT WASHINGTON RD. FROM LARAMIE LN. TO THE OZAUKEE COUNTY LINE IN THE VILLAGE OF BAYSIDE (0.40 MILE)	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*	20.0	240.0	0.0	260.0		
				CONST	0.0	1,200.0	0.0	1,200.0	*FED*	80.0	960.0	0.0	1,040.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	100.0	1,200.0	0.0	1,300.0	*TOTAL*	100.0	1,200.0	0.0	1,300.0		
	83 (82)	REPLACEMENT OF THE CTH PP BRIDGE DECK OVER STH 145 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*	20.8	0.0	0.0	20.8		
				CONST	104.0	0.0	0.0	104.0	*FED*	83.2	0.0	0.0	83.2		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	104.0	0.0	0.0	104.0	*TOTAL*	104.0	0.0	0.0	104.0		
	84 (83)	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	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	98.2	0.0	0.0	98.2		
				CONST	982.0	0.0	0.0	982.0	*FED*	883.8	0.0	0.0	883.8		
				OTHER	0.0	0.0	0.0	0.0	*NHS*						
				TOTAL	982.0	0.0	0.0	982.0	*TOTAL*	982.0	0.0	0.0	982.0		
	85 (84)	CONSTRUCTION OF A BRIDGE DECK REPLACEMENT ON GREEN BAY AVE 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*	124.4	0.0	0.0	124.4		
				CONST	1,244.0	0.0	0.0	1,244.0	*FED*	1,119.6	0.0	0.0	1,119.6		
				OTHER	0.0	0.0	0.0	0.0	*NHS*						
				TOTAL	1,244.0	0.0	0.0	1,244.0	*TOTAL*	1,244.0	0.0	0.0	1,244.0		
	86 (87)	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	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 (88)	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*	0.0	350.0	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*	0.0	70.0	0.0	70.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	280.0	0.0	280.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	350.0	0.0	350.0	*TOTAL*	0.0	350.0	0.0	350.0		
	88 (89)	CONSTRUCTION OF SECOND STH 100 BRIDGE OVER THE C&NW RR	HI	*PE*	0.0	0.0	60.0	60.0	*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	12.0	12.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	48.0	48.0		
				OTHER	0.0	0.0	0.0	0.0	*NHS*						
				TOTAL	0.0	0.0	60.0	60.0	*TOTAL*	0.0	0.0	60.0	60.0		
	89 (90)	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*	140.0	0.0	0.0	140.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	200.0	0.0	200.0	*STATE*	28.0	200.0	0.0	228.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	112.0	0.0	0.0	112.0		
				OTHER	0.0	0.0	0.0	0.0	*NHS*						
				TOTAL	140.0	200.0	0.0	340.0	*TOTAL*	140.0	200.0	0.0	340.0		
	90 (91)	RECONSTRUCTION OF RYAN RD. (STH 100) WITH ADDITIONAL LANES FROM STH 36 TO USH 41 IN THE CITY OF FRANKLIN (5.0 MILES)	HI	*PE*	100.0	200.0	0.0	300.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	1,700.0	0.0	0.0	1,700.0	*STATE*	1,800.0	200.0	0.0	2,000.0		
				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	1,800.0	200.0	0.0	2,000.0	*TOTAL*	1,800.0	200.0	0.0	2,000.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	91	CONSTRUCTION OF THE PENNSYLVANIA AVE. CONNECTOR TO THE LAKE PARKWAY (STH 794) IN THE CITY OF CUDAHY (0.50 MILE)	HE	*PE*	0.0	0.0	200.0	200.0	*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	200.0	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	0.0	0.0	200.0	200.0	*TOTAL*	0.0	0.0	200.0	200.0		
	92 (867)	JOB ACCESS SEC 3037 TRANSIT PROJECT 2000- UWM INTERNET TRIP PLANNER AND EMPLOYMENT WEB SITE DESIGN	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	94.0	0.0	0.0	94.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	61.5	0.0	0.0	61.5		
				CONST	0.0	0.0	0.0	0.0	*FED*	155.6	0.0	0.0	155.6		
				OTHER	311.1	0.0	0.0	311.1	*FTA 3037*						
				TOTAL	311.1	0.0	0.0	311.1	*TOTAL*	311.1	0.0	0.0	311.1		
	93	ELDERLY/DISABLED TRANSPORTATION SEC 5310 CURATIVE REHAB SERVICES 5 SM BUSES EACH YEAR 2002-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	40.3	41.6	42.8	124.7	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*	161.4	166.2	171.2	498.8		
				OTHER	201.7	207.8	214.0	623.5	*FTA 5310*						
				TOTAL	201.7	207.8	214.0	623.5	*TOTAL*	201.7	207.8	214.0	623.5		
	94	ELDERLY/DISABLED TRANS SEC 5310 GOODWILL INDUSTRIES OF SOUTHEASTERN WISCONSIN: 9 VEH 2002, 8 VEH 2003, 8 VEH 2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	92.4	90.0	92.6	275.0	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*	369.6	360.0	370.5	1,100.1		
				OTHER	462.0	450.0	463.1	1,375.1	*FTA 5310*						
				TOTAL	462.0	450.0	463.1	1,375.1	*TOTAL*	462.0	450.0	463.1	1,375.1		
	95	ELDERLY/DISABLED TRANSPORTATION SEC 5310 JEWISH COMMUNITY CENTER OF MILWAUKEE ONE SMALL MODIFIED BUS	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	7.9	0.0	7.9	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*	0.0	31.4	0.0	31.4		
				OTHER	0.0	39.3	0.0	39.3	*FTA 5310*						
				TOTAL	0.0	39.3	0.0	39.3	*TOTAL*	0.0	39.3	0.0	39.3		
	96	ELDERLY/DISABLED TRANSPORTATION SEC 5310 THE RED BUS MILWAUKEE COUNTY ONE LARGE BUS	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	13.6	0.0	0.0	13.6	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*	54.6	0.0	0.0	54.6		
				OTHER	68.2	0.0	0.0	68.2	*FTA 5310*						
				TOTAL	68.2	0.0	0.0	68.2	*TOTAL*	68.2	0.0	0.0	68.2		
	97	ELDERLY/DISABLED TRANS SEC 5310 UNITED COMMUNITY CENTER: 1 SM MODIFIED BUS, 1 MED MODIFIED BUS	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*	16.7	0.0	0.0	16.7		
				CONST	0.0	0.0	0.0	0.0	*FED*	66.7	0.0	0.0	66.7		
				OTHER	83.4	0.0	0.0	83.4	*FTA 5310*						
				TOTAL	83.4	0.0	0.0	83.4	*TOTAL*	83.4	0.0	0.0	83.4		
	98	ELDERLY/DISABLED TRANS SEC 5310 WOMAN UNITED FOR ACTION: 1 MINI-VAN 2002, 1 MINI-VAN 2003, 1 MINI-VAN 2004	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*	5.8	5.8	5.8	17.4		
				CONST	0.0	0.0	0.0	0.0	*FED*	23.2	23.2	23.2	69.6		
				OTHER	29.0	29.0	29.0	87.0	*FTA 5310*						
				TOTAL	29.0	29.0	29.0	87.0	*TOTAL*	29.0	29.0	29.0	87.0		
	99	ELDERLY/DISABLED TRANSPORTATION SEC 5310 MILWAUKEE CENTER FOR INDEPENDENCE INC 2 FULLY MOD VAN 2002 7/1 1 STD VAN 15 PASS 2002	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	20.8	0.0	0.0	20.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	83.1	0.0	0.0	83.1		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	103.9	0.0	0.0	103.9	*FTA 5310*						
				TOTAL	103.9	0.0	0.0	103.9	*TOTAL*	103.9	0.0	0.0	103.9		
	100 (37)	IMPLEMENTATION OF THE PARK AND RIDE SYSTEM PLAN (STAFFING COSTS)	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*	17.5	0.0	0.0	17.5		
				CONST	0.0	0.0	0.0	0.0	*FED*	70.0	0.0	0.0	70.0		
				OTHER	87.5	0.0	0.0	87.5	*STP-M*						
				TOTAL	87.5	0.0	0.0	87.5	*TOTAL*	87.5	0.0	0.0	87.5		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	101 (105)	RECONDITIONING OF W. LOOMIS RD. PARK AND RIDE LOT (IH 894 AT W. LOOMIS RD.) IN THE CITY OF GREENFIELD	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*	400.0	0.0	0.0	400.0		
				CONST	400.0	0.0	0.0	400.0	*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		
	102 (106)	CONTINUED AND IMPROVED OPERATION OF THE "HIAWATHA" INTERCITY FROM MILWAUKEE TO CHICAGO	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*	814.3	1,026.0	1,000.0	2,840.3		
				CONST	0.0	0.0	0.0	0.0	*FED*	3,257.0	4,104.0	4,000.0	11,361.0		
				OTHER	4,071.3	5,130.0	5,000.0	14,201.3	*CMAQ*						
				TOTAL	4,071.3	5,130.0	5,000.0	14,201.3	*TOTAL*	4,071.3	5,130.0	5,000.0	14,201.3		
	103 (107)	CORRIDOR ALTERNATIVES STUDY OF COMMUTER PASSENGER TRAIN SERVICE IN THE MILWAUKEE-RACINE-KENOSHA CORRIDOR	TI	*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*	160.0	0.0	0.0	160.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	500.0	0.0	0.0	500.0		
				OTHER	825.0	0.0	0.0	825.0	*FTA 5309*						
				TOTAL	825.0	0.0	0.0	825.0	*TOTAL*	825.0	0.0	0.0	825.0		
	104 (108)	PRELIMINARY ENGINEERING: IH 43 NORTH, IH 94 WEST, USH 45	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*	0.0	1,000.0	2,000.0	3,000.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	1,000.0	2,000.0	3,000.0							
				TOTAL	0.0	1,000.0	2,000.0	3,000.0	*TOTAL*	0.0	1,000.0	2,000.0	3,000.0		
	105[a] (130)	CONSTRUCTION OF THREE COMMUTER PARK AND RIDE LOTS FROM THE GROUP 'A' SET	TE	*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*	263.0	0.0	0.0	263.0		
				CONST	1,315.0	0.0	0.0	1,315.0	*FED*	1,052.0	0.0	0.0	1,052.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	1,315.0	0.0	0.0	1,315.0	*TOTAL*	1,315.0	0.0	0.0	1,315.0		
	106	DESIGN/CONSTRUCTION OF AN INTERMODAL TRAIN STATION AT GENERAL MITCHELL INTERNATIONAL AIRPORT	TE	*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	2,500.0	0.0	0.0	2,500.0	*FED*	2,500.0	0.0	0.0	2,500.0		
				OTHER	0.0	0.0	0.0	0.0	*OTHER FE*						
				TOTAL	2,600.0	0.0	0.0	2,600.0	*TOTAL*	2,600.0	0.0	0.0	2,600.0		
	107 (115)	PRELIMINARY ENGINEERING FOR POSSIBLE EXTENSION OF INTERCITY RAIL SERVICE FROM MILWAUKEE TO MADISON	TE	*PE*	2,200.0	0.0	0.0	2,200.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	2,200.0	0.0	0.0	2,200.0		
				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	2,200.0	0.0	0.0	2,200.0	*TOTAL*	2,200.0	0.0	0.0	2,200.0		
	108[b] (116)	FINAL DESIGN FOR EXTENSION OF INTERCITY RAIL SERVICE FROM MILWAUKEE TO MADISON	TE	*PE*	1,700.0	0.0	0.0	1,700.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	850.0	0.0	0.0	850.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	850.0	0.0	0.0	850.0		
				OTHER	0.0	0.0	0.0	0.0	*OTHER FE*						
				TOTAL	1,700.0	0.0	0.0	1,700.0	*TOTAL*	1,700.0	0.0	0.0	1,700.0		
	109 (117)	DESIGN, CONSTRUCTION, AND MAINTENANCE OF A PARK RIDE LOT IN THE VICINITY OF IH 94 AND STH 100	TE	*PE*	50.0	0.0	0.0	50.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	75.0	0.0	75.0	*STATE*	10.0	15.0	80.0	105.0		
				CONST	0.0	0.0	400.0	400.0	*FED*	40.0	60.0	320.0	420.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	50.0	75.0	400.0	525.0	*TOTAL*	50.0	75.0	400.0	525.0		
	110 (118)	TRAIN CONTROL SIGNAL UPGRADES AT 4 LOCATIONS ON CP RAIL MAINLINE SOUTH OF MILWAUKEE TO SUPPORT IMPROVED INTERCITY RAIL SERVICE	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	125.0	0.0	125.0	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	500.0	0.0	500.0		
				OTHER	0.0	625.0	0.0	625.0	*OTHER FE*						
				TOTAL	0.0	625.0	0.0	625.0	*TOTAL*	0.0	625.0	0.0	625.0		

[a] The location of the three commuter park-ride lots will be selected from a set of four potential locations: USH 12 and STH 50; IH 894 and W. National Avenue; IH 43 and STH 33; and STH 31 and STH 20.

[b] The source of Federal funding is a Federal Railroad Administration earmark of $850,000.

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	111	REDEVELOPMENT OF DOWNTOWN MILWAUKEE INTERMODAL STATION	TE	*PE*	600.0	0.0	0.0	600.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	600.0	0.0	0.0	600.0		
				CONST	0.0	2,000.0	0.0	2,000.0	*FED*	0.0	2,000.0	0.0	2,000.0		
	(119)			*OTHER*	0.0	0.0	0.0	0.0	*FTA 5309*						
				TOTAL	600.0	2,000.0	0.0	2,600.0	*TOTAL*	600.0	2,000.0	0.0	2,600.0		
	112	TURN LANE AND MEDIAN CHANGES TO IMPROVE SAFETY ALONG GREENFIELD AVE (STH 59) FROM 116TH STREET TO 101ST STREET IN CITY OF WEST ALLIS	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*	75.0	0.0	0.0	75.0		
				CONST	750.0	0.0	0.0	750.0	*FED*	675.0	0.0	0.0	675.0		
	(870)			*OTHER*	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	750.0	0.0	0.0	750.0	*TOTAL*	750.0	0.0	0.0	750.0		
	113	IMPROVEMENT OF HAZARDOUS LOCATIONS ALONG THE STH SYSTEM IN DISTRICT 2	HS	*PE*	10.0	20.0	20.0	50.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	21.0	27.0	27.0	75.0		
				CONST	200.0	250.0	250.0	700.0	*FED*	189.0	243.0	243.0	675.0		
	(120)			*OTHER*	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	210.0	270.0	270.0	750.0	*TOTAL*	210.0	270.0	270.0	750.0		
	114	CONSTRUCTION OF VARIOUS SMALL HAZARD ELIMINATION MEASURES IN DISTRICT 2	HS	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	5.0	5.0	5.0	15.0	A	EXEMPT
				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	150.0	*FED*	45.0	45.0	45.0	135.0		
	(121)			*OTHER*	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	50.0	50.0	50.0	150.0	*TOTAL*	50.0	50.0	50.0	150.0		
	115	RAILROAD CROSSING PROTECTION PROJECTS ORDERED BY THE TRANSPORTATION COMMISSION IN KEN, MILW, OZ, RAC, WAL, WASH, AND WAUK 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*	200.0	200.0	200.0	600.0		
	(123)			*OTHER*	200.0	200.0	200.0	600.0	*STP-S*						
				TOTAL	200.0	200.0	200.0	600.0	*TOTAL*	200.0	200.0	200.0	600.0		
	116	IMPROVEMENT & MODERNIZATION OF LIGHTING SYSTEMS ON VARIOUS INTERSTATE HIGHWAYS REGIONWIDE	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*	75.0	75.0	75.0	225.0		
				CONST	750.0	750.0	750.0	2,250.0	*FED*	675.0	675.0	675.0	2,025.0		
	(124)			*OTHER*	0.0	0.0	0.0	0.0	*COMB*						
				TOTAL	750.0	750.0	750.0	2,250.0	*TOTAL*	750.0	750.0	750.0	2,250.0		
	117	PURCHASE AND INSTALLATION OF UPGRADED DYNAMOMETERS FOR EMISSION INSPECTION FACILITIES	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*	88.0	0.0	0.0	88.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	352.0	0.0	0.0	352.0		
	(127)			*OTHER*	440.0	0.0	0.0	440.0	*CMAQ*						
				TOTAL	440.0	0.0	0.0	440.0	*TOTAL*	440.0	0.0	0.0	440.0		
	118	CONSTRUCTION OF LAKESHORE WALKWAY NEAR HARBOR DRIVE IN CITY OF MILWAUKEE	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*	300.0	0.0	0.0	300.0		
				CONST	2,000.0	0.0	0.0	2,000.0	*FED*	1,700.0	0.0	0.0	1,700.0		
	(129)			*OTHER*	0.0	0.0	0.0	0.0	*IH-C/S*						
				TOTAL	2,000.0	0.0	0.0	2,000.0	*TOTAL*	2,000.0	0.0	0.0	2,000.0		
	119	IMPLEMENTATION OF SPEED INCIDENT PREVENTION PROJECT AT TWO LOCATIONS IN THE VICINITY OF THE MITCHELL INTERCHANGE	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*	120.0	0.0	0.0	120.0		
				CONST	600.0	0.0	0.0	600.0	*FED*	480.0	0.0	0.0	480.0		
	(131)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	600.0	0.0	0.0	600.0	*TOTAL*	600.0	0.0	0.0	600.0		
	120	DESIGN OF FREEWAY CRASH INVESTIGATION SITES	EE	*PE*	300.0	0.0	0.0	300.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	60.0	0.0	0.0	60.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	240.0	0.0	0.0	240.0		
	(132)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	300.0	0.0	0.0	300.0	*TOTAL*	300.0	0.0	0.0	300.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	121 (133)	CONSTRUCTION OF FREEWAY CRASH INVESTIGATION SITES	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	340.0	0.0	0.0	340.0		
				CONST	1,700.0	0.0	0.0	1,700.0	FED	1,360.0	0.0	0.0	1,360.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	1,700.0	0.0	0.0	1,700.0	TOTAL	1,700.0	0.0	0.0	1,700.0		
	122 (134)	SPOT SAFETY IMPROVEMENT OF VARIOUS BIKEWAYS ON STATE HIGHWAYS AND CONNECTING HIGHWAYS IN SOUTHEASTERN WISCONSIN	EE	PE	15.0	15.0	15.0	45.0	LOCAL	30.0	30.0	30.0	90.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	135.0	135.0	135.0	405.0	FED	120.0	120.0	120.0	360.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	150.0	150.0	150.0	450.0	TOTAL	150.0	150.0	150.0	450.0		
	123 (135)	CONSTRUCTION OF SIDEWALKS ALONG VARIOUS EXISTING STATE TRUNK CONNECTING HIGHWAYS IN SOUTHEASTERN WISCONSIN	EE	PE	12.0	19.0	19.0	50.0	LOCAL	24.0	38.0	38.0	100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	108.0	171.0	171.0	450.0	FED	96.0	152.0	152.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	120.0	190.0	190.0	500.0	TOTAL	120.0	190.0	190.0	500.0		
	124 (128)	COMPREHENSIVE STUDY OF EXISTING AND FUTURE PARK & RIDE FACILITY NEEDS IN DOT DISTRICT 2 AND ADMINISTRATION OF VARIOUS SPOT IMPROVEMTS	EE	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	15.0	0.0	0.0	15.0		
				CONST	0.0	0.0	0.0	0.0	FED	35.0	0.0	0.0	35.0		
				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		
	125 (136)	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	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		
	126 (138)	IMPLEMENTATION OF FREEWAY SAFETY PATROLS	EE	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	280.0	160.0	0.0	440.0		
				CONST	550.0	0.0	0.0	550.0	FED	1,120.0	640.0	0.0	1,760.0		
				OTHER	800.0	800.0	0.0	1,600.0	CMAQ						
				TOTAL	1,400.0	800.0	0.0	2,200.0	TOTAL	1,400.0	800.0	0.0	2,200.0		
	127 (139)	ENHANCED FREEWAY SAFETY PATROLS DISTRICT 2 NONATTAINMENT COUNTIES	EE	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	0.0	0.0	0.0	0.0	FED	2,400.0	0.0	0.0	2,400.0		
				OTHER	3,000.0	0.0	0.0	3,000.0	CMAQ						
				TOTAL	3,000.0	0.0	0.0	3,000.0	TOTAL	3,000.0	0.0	0.0	3,000.0		
	128 (140)	WISCONSIN PARTNERS FOR CLEAN AIR TECHNICAL ASSITANCE AND OUTREACH	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	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		
	129 (141)	ENHANCED MOTOR VEHICLE INSPECTION/MAINTENANCE PROGRAM	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	632.0	713.7	0.0	1,345.7		
				CONST	0.0	0.0	0.0	0.0	FED	2,528.0	2,854.8	0.0	5,382.8		
				OTHER	3,160.0	3,568.5	0.0	6,728.5	CMAQ						
				TOTAL	3,160.0	3,568.5	0.0	6,728.5	TOTAL	3,160.0	3,568.5	0.0	6,728.5		
	130 (142)	CONTINUATION OF SOUTHEAST WISCONSIN RIDESHARE RIDE MATCHING SERVICE AND MARKETING 2000	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	24.0		
				CONST	0.0	0.0	0.0	0.0	FED	45.4	25.0	25.0	95.4		
				OTHER	56.8	31.3	31.3	119.4	STP-M						
				TOTAL	56.8	31.3	31.3	119.4	TOTAL	56.8	31.3	31.3	119.4		

Source: SEWRPC.

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	131 (143)	ESTABLISHMENT OF AN EMERGENCY RIDE HOME PROGRAM FOR SOUTHEAST WISCONSIN RIDESHARE PROGRAM PARTICIPANTS: 2000	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 (144)	DESIGN OF NOISE BARRIERS ON INTERSTATE HIGHWAYS	EE	*PE*	100.0	100.0	100.0	300.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	20.0	20.0	20.0	60.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	80.0	80.0	80.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	100.0	100.0	100.0	300.0	*TOTAL*	100.0	100.0	100.0	300.0		
	133	CONSTRUCTION OF NOISE BARRIER OFF OF IH 94 COLLEGE AVE NB RAMP IN MILWAUKEE COUNTY	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	248.0	0.0	0.0	248.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	1,240.0	0.0	0.0	1,240.0	*FED*	992.0	0.0	0.0	992.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	1,240.0	0.0	0.0	1,240.0	*TOTAL*	1,240.0	0.0	0.0	1,240.0		
	134 (145)	LANDSCAPING OF NOISE BARRIERS ON VARIOUS INTERSTATE HIGHWAYS	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*	15.0	12.5	12.5	40.0		
				CONST	125.0	125.0	125.0	375.0	*FED*	135.0	112.5	112.5	360.0		
				OTHER	0.0	0.0	0.0	0.0	*COMB*						
				TOTAL	150.0	125.0	125.0	400.0	*TOTAL*	150.0	125.0	125.0	400.0		
	135 (146)	DESIGN OF NOISE BARRIERS ON NON-INTERSTATE FREEWAYS	EE	*PE*	25.0	25.0	25.0	75.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	5.0	5.0	5.0	15.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	20.0	20.0	20.0	60.0		
				OTHER	0.0	0.0	0.0	0.0	*NHS*						
				TOTAL	25.0	25.0	25.0	75.0	*TOTAL*	25.0	25.0	25.0	75.0		
	136 (147)	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		
	137 (149)	IMPROVE SIGNAGE, BUS SHELTERS, LIGHTING, AND OTHER USER AMENITIES AT VARIOUS PARK AND RIDE LOTS IN SOUTHEASTERN WISCONSIN	EE	*PE*	9.8	9.8	9.8	29.4	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	13.3	13.3	13.3	39.9		
				CONST	56.9	56.9	56.9	170.7	*FED*	53.4	53.4	53.4	160.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	66.7	66.7	66.7	200.1	*TOTAL*	66.7	66.7	66.7	200.1		
	138 (151)	DESIGN AND CONSTRUCTION OF BAYVIEW BIKEWAY FROM BAYVIEW TO DOWNTOWN MILWAUKEE	EE	*PE*	250.0	0.0	0.0	250.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	50.0	185.8	0.0	235.8		
				CONST	0.0	929.0	0.0	929.0	*FED*	200.0	743.2	0.0	943.2		
				OTHER	0.0	0.0	0.0	0.0	*COMB*						
				TOTAL	250.0	929.0	0.0	1,179.0	*TOTAL*	250.0	929.0	0.0	1,179.0		
WISCONSIN DNR	139 (126)	CONDUCT OF INSPECTION OF STAGE 2 FUEL VAPOR RECOVERY SYSTEMS	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*	13.0	13.0	0.0	26.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	52.0	52.0	0.0	104.0		
				OTHER	65.0	65.0	0.0	130.0	*CMAQ*						
				TOTAL	65.0	65.0	0.0	130.0	*TOTAL*	65.0	65.0	0.0	130.0		
	140	ONBOARD VAPOR RECOVERY ENHANCEMENT PROJECT 1 WRENCHES AND OUTREACH CAMPAIGN FY 2002 AND FY 2003	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	20.0	20.0	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*	80.0	80.0	0.0	160.0		
				OTHER	100.0	100.0	0.0	200.0	*CMAQ*						
				TOTAL	100.0	100.0	0.0	200.0	*TOTAL*	100.0	100.0	0.0	200.0		

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2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
WISCONSIN DNR	141	HANK AARON STATE TRAIL 6TH ST BIKE RAMP CONSTRUCTION MILWAUKEE COUNTY CMAQ	EE	*PE*	106.0	45.1	0.0	151.1	*LOCAL*	21.2	176.7	0.0	197.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	838.2	0.0	838.2	*FED*	84.8	706.6	0.0	791.4		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	106.0	883.3	0.0	989.3	*TOTAL*	106.0	883.3	0.0	989.3		
	142	COMMUTER CHOICES ADD UP TO CLEANER AIR-MASS MEDIA PUBLIC INFO CAMPAIGN EDUCATE YOUTH AGES 14-24 AND EVALUATE PROJECT CMAQ	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	75.0	75.0	75.0	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*	299.9	299.9	299.9	899.7		
				OTHER	374.9	374.9	374.9	1,124.7	*CMAQ*						
				TOTAL	374.9	374.9	374.9	1,124.7	*TOTAL*	374.9	374.9	374.9	1,124.7		
MILWAUKEE COUNTY	143 (36)	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		
	144 (154)	REHABILITATE W SILVER SPRING DR BRIDGE OVER THE LITTLE MENOMONEE RIVER B-40-0162 IN MILWAUKEE COUNTY	HP	*PE*	0.0	0.0	122.0	122.0	*LOCAL*	0.0	0.0	24.4	24.4	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*	0.0	0.0	97.6	97.6		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	0.0	0.0	122.0	122.0	*TOTAL*	0.0	0.0	122.0	122.0		
	145 (155)	REHABILITATE W SILVER SPRING DR BRIDGE OVER THE LITTLE MENOMONEE RIVER B-40-0247 IN MILWAUKEE COUNTY	HP	*PE*	0.0	0.0	122.0	122.0	*LOCAL*	0.0	0.0	24.4	24.4	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*	0.0	0.0	97.6	97.6		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	0.0	0.0	122.0	122.0	*TOTAL*	0.0	0.0	122.0	122.0		
	146	REHABILITATION OF W SILVER SPRING AVE FROM N. 69TH ST. TO N. 124TH ST. (4.50 MILES)	HP	*PE*	939.0	0.0	0.0	939.0	*LOCAL*	469.5	0.0	5,230.5	5,700.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	469.5	0.0	1,030.0	1,499.5		
				CONST	0.0	0.0	6,260.5	6,260.5	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	*LRIP*						
				TOTAL	939.0	0.0	6,260.5	7,199.5	*TOTAL*	939.0	0.0	6,260.5	7,199.5		
	147 (158)	REPLACEMENT WITH NO ADDITIONAL LANES AND INTER. IMPROVEMENT OF W. MILL RD (CTH S) BRIDGE OVER LITTLE MENOMONEE RIVER IN THE C/ MILWAUKEE	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	300.0	300.0	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	1,500.0	1,500.0	*FED*	0.0	0.0	1,200.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	0.0	0.0	1,500.0	1,500.0	*TOTAL*	0.0	0.0	1,500.0	1,500.0		
	148	REPLACEMENT OF W BELOIT RD (CTH T) BRIDGE P-40-0727 OVER THE ROOT RIVER	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	160.0	0.0	160.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	800.0	0.0	800.0	*FED*	0.0	640.0	0.0	640.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	0.0	800.0	0.0	800.0	*TOTAL*	0.0	800.0	0.0	800.0		
	149 (159)	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*	570.0	0.0	0.0	570.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	2,850.0	0.0	0.0	2,850.0	*FED*	2,280.0	0.0	0.0	2,280.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	2,850.0	0.0	0.0	2,850.0	*TOTAL*	2,850.0	0.0	0.0	2,850.0		
	150	REPLACEMENT OF S 76TH STREET (CTH U) BRIDGE B-40-0934 OVER RYAN CREEK	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	170.0	0.0	0.0	170.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	850.0	0.0	0.0	850.0	*FED*	680.0	0.0	0.0	680.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	850.0	0.0	0.0	850.0	*TOTAL*	850.0	0.0	0.0	850.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE COUNTY	151	REHABILITATE BRIDGE ON S 76TH STREET OVER W FOREST HOME AVENUE MILWAUKEE COUNTY LOCAL BRIDGE B-40-0164	HP	*PE*	165.0	0.0	0.0	165.0	*LOCAL*	33.0	0.0	350.0	383.0	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	1,750.0	1,750.0	*FED*	132.0	0.0	1,400.0	1,532.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	165.0	0.0	1,750.0	1,915.0	*TOTAL*	165.0	0.0	1,750.0	1,915.0		
	152	MAJOR REHABILITATION S. 76TH (CTH U) FROM W. COLDSPRING RD. TO W. OKLAHOMA AVE. (1.50 MILES)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	1,306.2	0.0	1,306.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	1,068.8	0.0	1,068.8		
				CONST	0.0	2,375.0	0.0	2,375.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	*LRIP*						
				TOTAL	0.0	2,375.0	0.0	2,375.0	*TOTAL*	0.0	2,375.0	0.0	2,375.0		
	153 (160)	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*	639.1	0.0	0.0	639.1	*LOCAL*	127.8	120.0	852.1	1,099.9	A	EXEMPT
				ROW	0.0	600.0	0.0	600.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	4,260.9	4,260.9	*FED*	511.3	480.0	3,408.8	4,400.1		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	639.1	600.0	4,260.9	5,500.0	*TOTAL*	639.1	600.0	4,260.9	5,500.0		
	154 (161)	RESURFACING OF CTH Y FROM S 81ST ST TO CTH U AND CTH U FROM GRANGE AVE TO COLD SPRING RD AND OVERLAY CTH U BRIDGE IN MILWAUKEE CO(2.0 MI)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	1,511.6	0.0	0.0	1,511.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	1,288.4	0.0	0.0	1,288.4		
				CONST	2,800.0	0.0	0.0	2,800.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	*LRIP*						
				TOTAL	2,800.0	0.0	0.0	2,800.0	*TOTAL*	2,800.0	0.0	0.0	2,800.0		
	155 (163)	RECONSTRUCTION WITH IMPROVED SHOULDERS ON CTH W (N. PORT WASHINGTON RD) FROM GOOD HOPE ROAD TO WEST LARAMIE	HP	*PE*	577.0	0.0	0.0	577.0	*LOCAL*	165.4	1,114.6	0.0	1,280.0	A	EXEMPT
				ROW	250.0	0.0	0.0	250.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	5,573.0	0.0	5,573.0	*FED*	661.6	4,458.4	0.0	5,120.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	827.0	5,573.0	0.0	6,400.0	*TOTAL*	827.0	5,573.0	0.0	6,400.0		
	156 (164)	REPLACEMENT OF W HAMPTON AVENUE BRIDGE OVER THE LITTLE MENOMONEE RIVER B-40-0342 IN MILWAUKEE COUNTY	HP	*PE*	166.0	0.0	0.0	166.0	*LOCAL*	33.2	184.0	0.0	217.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	920.0	0.0	920.0	*FED*	132.8	736.0	0.0	868.8		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	166.0	920.0	0.0	1,086.0	*TOTAL*	166.0	920.0	0.0	1,086.0		
	157 (165)	REPLACEMENT OF W HAMPTON AVENUE BRIDGE OVER THE LITTLE MENOMONEE RIVER B-40-0343 IN MILWAUKEE COUNTY	HP	*PE*	166.0	0.0	0.0	166.0	*LOCAL*	33.2	184.0	0.0	217.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	920.0	0.0	920.0	*FED*	132.8	736.0	0.0	868.8		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	166.0	920.0	0.0	1,086.0	*TOTAL*	166.0	920.0	0.0	1,086.0		
	158 (166)	REPLACEMENT OF W.HAMPTON AVENUE BRIDGE OVER THE UNION PACIFIC RR B-40-0382 IN MILWAUKEE COUNTY	HP	*PE*	0.0	160.0	0.0	160.0	*LOCAL*	0.0	32.0	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*	0.0	128.0	0.0	128.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	0.0	160.0	0.0	160.0	*TOTAL*	0.0	160.0	0.0	160.0		
	159 (167)	REPLACEMENT OF W.HAMPTON AVENUE BRIDGE OVER THE UNION PACIFIC RR B-40-0383 IN MILWAUKEE COUNTY	HP	*PE*	0.0	160.0	0.0	160.0	*LOCAL*	0.0	32.0	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*	0.0	128.0	0.0	128.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	0.0	160.0	0.0	160.0	*TOTAL*	0.0	160.0	0.0	160.0		
	160	REPLACEMENT OF WEST FOREST HOME AVE (CTH OO) BRIDGE B-40-0030 OVER A BRANCH OF ROOT RIVER	HP	*PE*	165.0	0.0	0.0	165.0	*LOCAL*	41.2	0.0	170.0	211.2	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	850.0	850.0	*FED*	123.8	0.0	680.0	803.8		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	165.0	0.0	850.0	1,015.0	*TOTAL*	165.0	0.0	850.0	1,015.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE COUNTY	161 (168)	RESURFACING OF W. GOOD HOPE RD. (CTH PP) FROM N. 107TH ST. TO N. PORT WASHINGTON RD. IN MILWAUKEE COUNTY	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	450.0	1,430.0	0.0	1,880.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	2,250.0	7,150.0	0.0	9,400.0	*FED*	1,800.0	5,720.0	0.0	7,520.0		
				OTHER	0.0	0.0	0.0	0.0	*NHS*						
				TOTAL	2,250.0	7,150.0	0.0	9,400.0	*TOTAL*	2,250.0	7,150.0	0.0	9,400.0		
	162	RECONSTRUCTION WITH AUXILIARY LANES OF S. 92ND ST. FROM W. FOREST HOME AVE. TO W. HOWARD AVE. IN THE CITY OF GREENFIELD (1.50 MILES)	HP	*PE*	630.0	0.0	0.0	630.0	*LOCAL*	126.0	20.0	980.0	1,126.0	P	EXEMPT
				ROW	0.0	100.0	0.0	100.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	4,900.0	4,900.0	*FED*	504.0	80.0	3,920.0	4,504.0		
				OTHER	0.0	0.0	0.0	0.0	*LRIP*						
				TOTAL	630.0	100.0	4,900.0	5,630.0	*TOTAL*	630.0	100.0	4,900.0	5,630.0		
	163 (172)	RECONSTRUCTION WITH ADDITIONAL LANES OF S 76TH ST (CTH U) FROM PUETZ RD TO IMPERIAL DR IN THE CITY OF FRANKLIN	HI	*PE*	500.0	0.0	0.0	500.0	*LOCAL*	100.0	50.0	1,140.0	1,290.0	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	6,150.0	6,150.0	*FED*	400.0	200.0	5,010.0	5,610.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	500.0	250.0	6,150.0	6,900.0	*TOTAL*	500.0	250.0	6,150.0	6,900.0		
	164 (175)	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*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	1,600.0	1,600.0	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	8,000.0	8,000.0	*FED*	0.0	0.0	6,400.0	6,400.0		
				OTHER	0.0	0.0	0.0	0.0	*NHS*						
				TOTAL	0.0	0.0	8,000.0	8,000.0	*TOTAL*	0.0	0.0	8,000.0	8,000.0		
	165 (176)	CAPITALIZATION OF TRANSIT VEHICLE MAINTENANCE ACTIVITIES	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	2,950.0	2,950.0	2,950.0	8,850.0	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*	11,800.0	11,800.0	11,800.0	35,400.0		
				OTHER	14,750.0	14,750.0	14,750.0	44,250.0	*FTA 5307*						
				TOTAL	14,750.0	14,750.0	14,750.0	44,250.0	*TOTAL*	14,750.0	14,750.0	14,750.0	44,250.0		
	166 (916)	PURCHASE AND INSTALL SCHEDULING/RUN CUTTING SOFTWARE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	240.0	0.0	0.0	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*	960.0	0.0	0.0	960.0		
				OTHER	1,200.0	0.0	0.0	1,200.0	*FTA 5307*						
				TOTAL	1,200.0	0.0	0.0	1,200.0	*TOTAL*	1,200.0	0.0	0.0	1,200.0		
	167 (917)	ROOF REPAIRS FOR MILWAUKEE COUNTY TRANSIT SYSTEM KINNICKINNIC GARAGE (GRANT WI-90-X340)	TP	*PE*	19.2	0.0	0.0	19.2	*LOCAL*	35.8	0.0	0.0	35.8	A	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*	143.4	0.0	0.0	143.4		
				OTHER	0.0	0.0	0.0	0.0	*FTA 5307*						
				TOTAL	179.2	0.0	0.0	179.2	*TOTAL*	179.2	0.0	0.0	179.2		
	168 (918)	PURCHASE OF TWO-COLOR PRINTING PRESS FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (GRANT WI-90-X340)	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	122.1	0.0	0.0	122.1	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*	488.3	0.0	0.0	488.3		
				OTHER	610.4	0.0	0.0	610.4	*FTA 5307*						
				TOTAL	610.4	0.0	0.0	610.4	*TOTAL*	610.4	0.0	0.0	610.4		
	169 (919)	ADA ASSESSMENT AND MODIFICATIONS TO MILWAUKEE COUNTY TRANSIT SYSTEM ADMINISTRATION BUILDING (GRANT WI-90-X340)	TP	*PE*	18.0	0.0	0.0	18.0	*LOCAL*	33.6	0.0	0.0	33.6	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*	134.4	0.0	0.0	134.4		
				OTHER	0.0	0.0	0.0	0.0	*FTA 5307*						
				TOTAL	168.0	0.0	0.0	168.0	*TOTAL*	168.0	0.0	0.0	168.0		
	170 (920)	STUDY OF EXISTING SOFTWARE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (GRANT WI-90-X340)	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	40.3	0.0	0.0	40.3	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	0.0	*FED*	161.3	0.0	0.0	161.3		
				OTHER	201.6	0.0	0.0	201.6	*FTA 5307*						
				TOTAL	201.6	0.0	0.0	201.6	*TOTAL*	201.6	0.0	0.0	201.6		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE COUNTY	171 (183)	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*	180.0	100.0	100.0	380.0	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*	720.0	400.0	400.0	1,520.0		
				OTHER	900.0	500.0	500.0	1,900.0	*FTA 5307*						
				TOTAL	900.0	500.0	500.0	1,900.0	*TOTAL*	900.0	500.0	500.0	1,900.0		
	172 (922)	DEVELOPMENT OF THE DISADVANTAGED BUSINESS ENTERPRISE CAPACITY BUILDING PROGRAM (GRANT WI-90-X340)	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 (181)	TRANSIT VEHICLE TIRE LEASING SERVICES	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	84.0	88.0	92.0	264.0	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*	336.0	352.0	368.0	1,056.0		
				OTHER	420.0	440.0	460.0	1,320.0	*FTA 5307*						
				TOTAL	420.0	440.0	460.0	1,320.0	*TOTAL*	420.0	440.0	460.0	1,320.0		
	174 (182)	PURCHASE REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	2,700.0	2,360.0	2,000.0	7,060.0	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*	13,100.0	11,440.0	8,000.0	32,540.0		
				OTHER	15,800.0	13,800.0	10,000.0	39,600.0	*FTA 5309*						
				TOTAL	15,800.0	13,800.0	10,000.0	39,600.0	*TOTAL*	15,800.0	13,800.0	10,000.0	39,600.0		
	175	RENOVATIONS/REPAIRS AT THE FIEBRANTZ OPERATING GARAGE	TP	*PE*	150.0	0.0	0.0	150.0	*LOCAL*	300.0	0.0	0.0	300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	1,350.0	0.0	0.0	1,350.0	*FED*	1,200.0	0.0	0.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	*FTA 5307*						
				TOTAL	1,500.0	0.0	0.0	1,500.0	*TOTAL*	1,500.0	0.0	0.0	1,500.0		
	176	RENOVATIONS/REPAIRS AT THE FOND DU LAC OPERATING GARAGE	TP	*PE*	50.0	0.0	0.0	50.0	*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	450.0	0.0	0.0	450.0	*FED*	400.0	0.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	*FTA 5307*						
				TOTAL	500.0	0.0	0.0	500.0	*TOTAL*	500.0	0.0	0.0	500.0		
	177	RENOVATIONS/REPAIRS AT THE KINNICKINNIC OPERATING GARAGE	TP	*PE*	80.0	0.0	0.0	80.0	*LOCAL*	160.0	0.0	0.0	160.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	720.0	0.0	0.0	720.0	*FED*	640.0	0.0	0.0	640.0		
				OTHER	0.0	0.0	0.0	0.0	*FTA 5307*						
				TOTAL	800.0	0.0	0.0	800.0	*TOTAL*	800.0	0.0	0.0	800.0		
	178	PURCHASE OF REPLACEMENT BUS HOISTS FOR MCTS GARAGES	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	200.0	0.0	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*	800.0	0.0	0.0	800.0		
				OTHER	1,000.0	0.0	0.0	1,000.0	*FTA 5307*						
				TOTAL	1,000.0	0.0	0.0	1,000.0	*TOTAL*	1,000.0	0.0	0.0	1,000.0		
	179	PARKING LOT IMPROVEMENTS AT THE SUMMERFEST STAGING AREA	TP	*PE*	30.0	0.0	0.0	30.0	*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	270.0	0.0	0.0	270.0	*FED*	240.0	0.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	*FTA 5307*						
				TOTAL	300.0	0.0	0.0	300.0	*TOTAL*	300.0	0.0	0.0	300.0		
	180 (185)	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	21,000.0	21,000.0	21,000.0	63,000.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	59,000.0	59,000.0	59,000.0	177,000.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	80,000.0	80,000.0	80,000.0	240,000.0							
				TOTAL	80,000.0	80,000.0	80,000.0	240,000.0	*TOTAL*	80,000.0	80,000.0	80,000.0	240,000.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE COUNTY	181 (192)	BUS VACUUM SYSTEM FOR MCTS KINNICKINNIC GARAGE (GRANT WI-90-X323)	TI	PE	6.0	0.0	0.0	6.0	LOCAL	76.0	0.0	0.0	76.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	340.0	0.0	0.0	340.0	FED	304.0	0.0	0.0	304.0		
				OTHER	34.0	0.0	0.0	34.0	FTA 5307						
				TOTAL	380.0	0.0	0.0	380.0	TOTAL	380.0	0.0	0.0	380.0		
	182 (193)	BUS VACUUM SYSTEM FOR MCTS FOND DU LAC GARAGE (GRANT WI-90-X323)	TI	PE	5.0	0.0	0.0	5.0	LOCAL	57.0	0.0	0.0	57.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	255.0	0.0	0.0	255.0	FED	228.0	0.0	0.0	228.0		
				OTHER	25.0	0.0	0.0	25.0	FTA 5307						
				TOTAL	285.0	0.0	0.0	285.0	TOTAL	285.0	0.0	0.0	285.0		
	183	TRANSIT SERVICE WITHIN MILWAUKEE COUNTY TO AND FROM UW/MILWAUKEE	TI	PE	0.0	0.0	0.0	0.0	LOCAL	60.0	60.0	60.0	180.0	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	240.0	240.0	720.0		
				OTHER	300.0	300.0	300.0	900.0	CMAQ						
				TOTAL	300.0	300.0	300.0	900.0	TOTAL	300.0	300.0	300.0	900.0		
	184	SOUTHEASTERN WISCONSIN MARKETING PARTNERSHIP TO IMPROVE PUBLIC AWARENESS MILWAUKEE COUNTY CMAQ	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	521.4	521.4	1,042.8	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	0.0	2,085.6	2,085.6	4,171.2		
				OTHER	0.0	2,607.0	2,607.0	5,214.0	CMAQ						
				TOTAL	0.0	2,607.0	2,607.0	5,214.0	TOTAL	0.0	2,607.0	2,607.0	5,214.0		
	185 (187)	TRANSIT PLANNING MILWAUKEE COUNTY SHORT RANGE PLANNING AND PROGRAMMING STUDIES	TI	PE	0.0	0.0	0.0	0.0	LOCAL	80.0	80.0	80.0	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	320.0	320.0	320.0	960.0		
				OTHER	400.0	400.0	400.0	1,200.0	FTA 5307						
				TOTAL	400.0	400.0	400.0	1,200.0	TOTAL	400.0	400.0	400.0	1,200.0		
	186 (196)	SUPPORT OF SEWRPC TRANSIT PLANNING PROGRAM	TI	PE	0.0	0.0	0.0	0.0	LOCAL	37.5	37.5	37.5	112.5	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	150.0	150.0	150.0	450.0		
				OTHER	187.5	187.5	187.5	562.5	FTA 5307						
				TOTAL	187.5	187.5	187.5	562.5	TOTAL	187.5	187.5	187.5	562.5		
	187	DESIGN AND INSTALLATION OF A MAINTENANCE TIMEKEEPING SYSTEM	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		
	188	PURCHASE OF MOBILE DATA TERMINALS FOR PARATRANSIT VEHICLES	TI	PE	0.0	0.0	0.0	0.0	LOCAL	200.0	0.0	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	800.0	0.0	0.0	800.0		
				OTHER	1,000.0	0.0	0.0	1,000.0	FTA 5307						
				TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	189 (197)	OPERATION OF TROLLEY BUSES	TE	PE	0.0	0.0	0.0	0.0	LOCAL	448.3	461.8	0.0	910.1	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	1,793.4	1,847.2	0.0	3,640.6		
				OTHER	2,241.7	2,309.0	0.0	4,550.7	CMAQ						
				TOTAL	2,241.7	2,309.0	0.0	4,550.7	TOTAL	2,241.7	2,309.0	0.0	4,550.7		
	190 (198)	FREEWAY FLYER SERVICE TO ETHNIC FESTIVALS	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	64.6	0.0	0.0	64.6		
				OTHER	80.8	0.0	0.0	80.8	CMAQ						
				TOTAL	80.8	0.0	0.0	80.8	TOTAL	80.8	0.0	0.0	80.8		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE COUNTY	191[c] (383)	MILWAUKEE DOWNTOWN TRANSIT CONNECTOR STUDY LOCALLY PREFERRED ALTERNATIVE	TE	*PE*	10,000.0	0.0	0.0	10,000.0	*LOCAL*	1,500.0	0.0	0.0	1,500.0	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*	8,500.0	0.0	0.0	8,500.0		
				OTHER	0.0	0.0	0.0	0.0	*COMB*						
				TOTAL	10,000.0	0.0	0.0	10,000.0	*TOTAL*	10,000.0	0.0	0.0	10,000.0		
	192	REHABILITATE BRIDGE ON HONEY CREEK PARKWAY OVER HONEY CREEK MILWAUKEE COUNTY LOCAL BRIDGE (P-40-0780)	OH	*PE*	120.0	0.0	0.0	120.0	*LOCAL*	24.0	0.0	80.0	104.0	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*	96.0	0.0	320.0	416.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	120.0	0.0	400.0	520.0	*TOTAL*	120.0	0.0	400.0	520.0		
	193	REHABILITATE BRIDGE ON MILWAUKEE RIVER PARKWAY OVER N FORK OF MILWAUKEE RIVER MILWAUKEE COUNTY LOCAL BRIDGE B-40-0646	OH	*PE*	150.0	0.0	0.0	150.0	*LOCAL*	30.0	180.0	0.0	210.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	900.0	0.0	900.0	*FED*	120.0	720.0	0.0	840.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	150.0	900.0	0.0	1,050.0	*TOTAL*	150.0	900.0	0.0	1,050.0		
	194	BRIDGE REPLACEMENT ON W COLLEGE AVE OVER ROOT RIVER MILWAUKEE COUNTY LOCAL BRIDGE P-40-0562	OH	*PE*	110.0	0.0	0.0	110.0	*LOCAL*	22.0	80.0	0.0	102.0	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*	88.0	320.0	0.0	408.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	110.0	400.0	0.0	510.0	*TOTAL*	110.0	400.0	0.0	510.0		
	195	REPLACE BRIDGE WHITNALL PARK DR OVER BRANCH OF ROOT RIVER MILWAUKEE COUNTY LOCAL BRIDGE P-40-0721	OH	*PE*	110.0	0.0	0.0	110.0	*LOCAL*	22.0	80.0	0.0	102.0	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*	88.0	320.0	0.0	408.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	110.0	400.0	0.0	510.0	*TOTAL*	110.0	400.0	0.0	510.0		
	196	BRIDGE REPLACEMENT ON JACKSON PARK DR OVER N BRANCH OF THE KINNICKINNIC RIVER MILWAUKEE COUNTY LOCAL BRIDGE P-40-0568	OH	*PE*	100.0	0.0	0.0	100.0	*LOCAL*	20.0	80.0	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	0.0	400.0	0.0	400.0	*FED*	80.0	320.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	100.0	400.0	0.0	500.0	*TOTAL*	100.0	400.0	0.0	500.0		
	197	REPLACE BRIDGE ON HONEY CREEK PARKWAY OVER HONEY CREEK MILWAUKEE COUNTY LOCAL BRIDGE P-40-0779	OH	*PE*	120.0	0.0	0.0	120.0	*LOCAL*	24.0	80.0	0.0	104.0	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*	96.0	320.0	0.0	416.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	120.0	400.0	0.0	520.0	*TOTAL*	120.0	400.0	0.0	520.0		
	198 (202)	REPLACEMENT OF MILWAUKEE RIVER PARKWAY BRIDGE OVER THE MILWAUKEE RIVER B-40-0647 IN MILWAUKEE COUNTY	OH	*PE*	0.0	0.0	140.0	140.0	*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	35.0	35.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	105.0	105.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	0.0	0.0	140.0	140.0	*TOTAL*	0.0	0.0	140.0	140.0		
	199 (203)	BRIDGE REPLACEMENT OAK CREEK PARKWAY OAK CREEK BRIDGE CITY OF SOUTH MILWAUKEE BRIDGE P-40-0741	OH	*PE*	0.0	0.0	115.0	115.0	*LOCAL*	0.0	0.0	23.0	23.0	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	92.0	92.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	0.0	0.0	115.0	115.0	*TOTAL*	0.0	0.0	115.0	115.0		
	200 (204)	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	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	400.0	400.0	*FED*	0.0	0.0	320.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	0.0	0.0	400.0	400.0	*TOTAL*	0.0	0.0	400.0	400.0		

[c] The Federal funding sources include $2,500,000 of Interstate Cost Estimate funds and $6,000,000 of Interstate Substitute Transit funds.

Source: SEWRPC.

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE COUNTY	201	UPGRADE TRAFFIC SIGNALS AT W OKLAHOMA AVE AND CTH NN AND W BELOIT RD AND CTH T AND S 92ND AND CTH N MILWAUKEE COUNTY HES	HS	*PE*	16.8	20.0	0.0	36.8	*LOCAL*	1.7	8.3	21.4	31.4	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*	15.1	75.0	192.6	282.7		
				OTHER	0.0	63.3	214.0	277.3	*STP-S*						
				TOTAL	16.8	83.3	214.0	314.1	*TOTAL*	16.8	83.3	214.0	314.1		
	202	UPGRADE TRAFFIC SIGNALS ON W COLLEGE AVE (CTH ZZ) E OF S 27TH ST TO S 13TH ST MILWAUKEE COUNTY HES	HS	*PE*	25.0	0.0	0.0	25.0	*LOCAL*	18.3	0.0	0.0	18.3	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	0.0	*FED*	164.9	0.0	0.0	164.9		
				OTHER	158.2	0.0	0.0	158.2	*STP-S*						
				TOTAL	183.2	0.0	0.0	183.2	*TOTAL*	183.2	0.0	0.0	183.2		
	203	UPGRADE SIGNAL EQUIPMENT AND SIGNAGE ON W SILVER SPRING DR (CTH EE) N 91ST TO N 124TH ST MILWAUKEE COUNTY HES	HS	*PE*	30.0	0.0	0.0	30.0	*LOCAL*	4.5	18.5	6.4	29.4	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*	40.2	166.7	57.8	264.7		
				OTHER	14.7	185.2	64.2	264.1	*STP-S*						
				TOTAL	44.7	185.2	64.2	294.1	*TOTAL*	44.7	185.2	64.2	294.1		
	204	INSTALL NEW SIGNAL INTERCONNECT ON W LAYTON AVE FROM S 27TH ST TO 92ND ST MILWAUKEE COUNTY HES	HS	*PE*	20.0	0.0	0.0	20.0	*LOCAL*	20.0	27.2	0.0	47.2	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*	180.0	244.8	0.0	424.8		
				OTHER	180.0	272.0	0.0	452.0	*STP-S*						
				TOTAL	200.0	272.0	0.0	472.0	*TOTAL*	200.0	272.0	0.0	472.0		
	205	TRAFFIC SAFETY IMPROVEMENTS ON W SILVER SPRING DRIVE FROM N 91ST STREET TO N 124TH STREET	HS	*PE*	0.0	47.0	0.0	47.0	*LOCAL*	0.0	4.7	24.7	29.4	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	247.0	247.0	*FED*	0.0	42.3	222.3	264.6		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	0.0	47.0	247.0	294.0	*TOTAL*	0.0	47.0	247.0	294.0		
	206	UPGRADE MAST ARMS AND SIGNALS ON W BRADLEY RD AND N TEUTONIA AND 43RD CITY OF MILWAUKEE HES	HS	*PE*	10.0	0.0	0.0	10.0	*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*	22.5	0.0	0.0	22.5		
				OTHER	15.0	0.0	0.0	15.0	*STP-S*						
				TOTAL	25.0	0.0	0.0	25.0	*TOTAL*	25.0	0.0	0.0	25.0		
	207	TRAFFIC SAFETY IMPROVEMENTS ON W. BELOIT RD., W. OAKLAHOMA AVE., AND S. 92ND ST.	HS	*PE*	0.0	16.8	15.0	31.8	*LOCAL*	0.0	1.7	29.8	31.5	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	283.1	283.1	*FED*	0.0	15.1	268.3	283.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	0.0	16.8	298.1	314.9	*TOTAL*	0.0	16.8	298.1	314.9		
	208	IMPROVE SIGNAL TIMING USING COMPUTER SIMULATION ON S 76TH ST CTH U FROM COLD SPRING TO EDGERTON CITY OF MILWAUKEE HES	HS	*PE*	60.0	0.0	0.0	60.0	*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*	180.0	0.0	0.0	180.0		
				OTHER	140.0	0.0	0.0	140.0	*STP-S*						
				TOTAL	200.0	0.0	0.0	200.0	*TOTAL*	200.0	0.0	0.0	200.0		
	209	TRAFFIC SAFETY IMPROVEMENTS ON S. 76TH ST. (CTH U) FROM W. MORGAN AVE. TO W. GRANGE AVE.	HS	*PE*	40.0	0.0	0.0	40.0	*LOCAL*	4.0	16.0	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	160.0	0.0	160.0	*FED*	36.0	144.0	0.0	180.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	40.0	160.0	0.0	200.0	*TOTAL*	40.0	160.0	0.0	200.0		
	210 (207)	SOUTH 13TH ST (CTH V) AT 7100 SOUTH BOX CULVERT REPLACEMENT AT OAK CREEK TRIBUTARY IN THE CITY OF OAK CREEK	HS	*PE*	37.5	0.0	0.0	37.5	*LOCAL*	37.5	150.0	0.0	187.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	25.0	0.0	25.0		
				CONST	0.0	175.0	0.0	175.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	37.5	175.0	0.0	212.5	*TOTAL*	37.5	175.0	0.0	212.5		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE COUNTY	211 (208)	SOUTH 13TH ST (CTH V) AT 7500 SOUTH BOX CULVERT. REPLACEMENT AT OAK CREEK TRIBUTARY IN THE CITY OF OAK CREEK	HS	*PE*	37.5	0.0	0.0	37.5	*LOCAL*	37.5	150.0	0.0	187.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	25.0	0.0	25.0		
				CONST	0.0	175.0	0.0	175.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	37.5	175.0	0.0	212.5	*TOTAL*	37.5	175.0	0.0	212.5		
	212	TRAFFIC SAFETY IMPROVEMENTS ON W LAYTON AVENUE FROM S 27TH ST TO S 92ND ST	HS	*PE*	30.0	10.0	0.0	40.0	*LOCAL*	20.0	27.6	0.0	47.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	170.0	262.0	0.0	432.0	*FED*	180.0	244.4	0.0	424.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	200.0	272.0	0.0	472.0	*TOTAL*	200.0	272.0	0.0	472.0		
	213	IMPROVE SIGNAL TIMING USING COMPUTER SIMULATION ON CTH W FROM GREEN TREE TO DEAN RD CITY OF MILWAUKEE HES	HS	*PE*	25.0	0.0	0.0	25.0	*LOCAL*	5.5	0.0	0.0	5.5	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*	49.5	0.0	0.0	49.5		
				OTHER	30.0	0.0	0.0	30.0	*STP-S*						
				TOTAL	55.0	0.0	0.0	55.0	*TOTAL*	55.0	0.0	0.0	55.0		
	214	TRAFFIC SAFETY IMPROVEMENTS ON N PORT WASHINGTON RD FROM E GREEN TREE RD TO E DEAN RD(1.50 MILES)	HS	*PE*	5.5	0.0	0.0	5.5	*LOCAL*	5.5	0.0	0.0	5.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	49.5	0.0	0.0	49.5	*FED*	49.5	0.0	0.0	49.5		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	55.0	0.0	0.0	55.0	*TOTAL*	55.0	0.0	0.0	55.0		
	215 (209)	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	315.0	0.0	315.0	*FED*	0.0	315.0	0.0	315.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	0.0	350.0	0.0	350.0	*TOTAL*	0.0	350.0	0.0	350.0		
	216	IMPROVE SIGNAL TIMING USING COMPUTER SIMULATION ON W GOOD HOPE RD (CTH PP) FROM TEUTONIA AVE TO N 99TH ST CITY OF MILWAUKEE HES	HS	*PE*	50.0	0.0	0.0	50.0	*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*	108.0	0.0	0.0	108.0		
				OTHER	70.0	0.0	0.0	70.0	*STP-S*						
				TOTAL	120.0	0.0	0.0	120.0	*TOTAL*	120.0	0.0	0.0	120.0		
	217	TRAFFIC SAFETY IMPROVEMENTS ON W GOOD HOPE RD (CTH PP) VARIOUS LOCATIONS	HS	*PE*	12.0	0.0	0.0	12.0	*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	108.0	0.0	0.0	108.0	*FED*	108.0	0.0	0.0	108.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	120.0	0.0	0.0	120.0	*TOTAL*	120.0	0.0	0.0	120.0		
	218	TRAFFIC SAFETY IMPROVEMENTS ON W. COLLEGE AVE. FROM S. 27TH ST. TO S. 13TH ST.	HS	*PE*	0.0	27.5	0.0	27.5	*LOCAL*	0.0	18.3	0.0	18.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	155.7	0.0	155.7	*FED*	0.0	164.9	0.0	164.9		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	0.0	183.2	0.0	183.2	*TOTAL*	0.0	183.2	0.0	183.2		
	219	TRAFFIC SAFETY IMPROVEMENTS ON W BRADLEY ROAD. N TEUTONIA AVE. AND N 43RD STREET	HS	*PE*	3.5	0.0	0.0	3.5	*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	21.5	0.0	0.0	21.5	*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		
	220 (216)	TRANSIT MARKETING PROGRAM SPONSORED BY A CONSORTIUM OF PUBLIC TRANSIT OPERATORS	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	432.0	432.0	0.0	864.0	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*	1,728.0	1,728.0	0.0	3,456.0		
				OTHER	2,160.0	2,160.0	0.0	4,320.0	*CMAQ*						
				TOTAL	2,160.0	2,160.0	0.0	4,320.0	*TOTAL*	2,160.0	2,160.0	0.0	4,320.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE COUNTY	221 (213)	RECONSTRUCTION OF PEDSTRIAN/BICYCLE PATH ON SEAWALL SEPARATING THE MILWAUKEE ART MUSEUM AND LAKE MICHIGAN	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	300.0	0.0	0.0	300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	1,500.0	0.0	0.0	1,500.0	*FED*	1,200.0	0.0	0.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	1,500.0	0.0	0.0	1,500.0	*TOTAL*	1,500.0	0.0	0.0	1,500.0		
	222	REPLACE BRADY STREET PEDESTRIAN BRIDGE EAST SIDE OF THE CITY OF MILWAUKEE MILWAUKEE COUNTY CMAQ	EE	*PE*	99.0	0.0	0.0	99.0	*LOCAL*	19.8	202.0	0.0	221.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	981.7	0.0	981.7	*FED*	79.2	807.8	0.0	887.0		
				OTHER	0.0	28.1	0.0	28.1	*CMAQ*						
				TOTAL	99.0	1,009.8	0.0	1,108.8	*TOTAL*	99.0	1,009.8	0.0	1,108.8		
	223	REDEVELOP EXISTING OAK LEAF TRAIL ESTABROOK PARK SEGMENT CAPITOL DR TO HAMPTON AVE MILWAUKEE COUNTY CMAQ	EE	*PE*	279.5	0.0	0.0	279.5	*LOCAL*	55.9	146.6	0.0	202.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	733.0	0.0	733.0	*FED*	223.6	586.4	0.0	810.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	279.5	733.0	0.0	1,012.5	*TOTAL*	279.5	733.0	0.0	1,012.5		
	224 (217)	DESIGN AND CONSTRUCTION OF ACCESS RAMP TO THE OAK LEAF BIKE TRAIL AT OAKLAND AVENUE AND NORTH AVENUE	EE	*PE*	75.1	0.0	0.0	75.1	*LOCAL*	93.7	0.0	0.0	93.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	393.6	0.0	0.0	393.6	*FED*	375.0	0.0	0.0	375.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	468.7	0.0	0.0	468.7	*TOTAL*	468.7	0.0	0.0	468.7		
	225 (872)	CONSTRUCTION OF BICYCLE PATH FROM INTERSECTION OF PROSPECT AV (STH 32) AND BRADY ST DOWN THE BLUFF TO LINCOLN MEM DR (OAK LEAF TR) IN C/MILW	EE	*PE*	66.3	0.0	0.0	66.3	*LOCAL*	66.3	0.0	0.0	66.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	265.0	0.0	0.0	265.0	*FED*	265.0	0.0	0.0	265.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	331.3	0.0	0.0	331.3	*TOTAL*	331.3	0.0	0.0	331.3		
	226	OAK LEAF TRAIL - SOUTH SHORE PARK TO BAY VIEW PARK (1.00 MILE)	EE	*PE*	0.0	0.0	26.4	26.4	*LOCAL*	0.0	0.0	37.7	37.7	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	132.0	132.0	*FED*	0.0	0.0	120.7	120.7		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	0.0	0.0	158.4	158.4	*TOTAL*	0.0	0.0	158.4	158.4		
	227	OAK LEAF TRAIL - CITY OF ST. FRANICS SEGMENT (1.50 MILES)	EE	*PE*	0.0	39.6	0.0	39.6	*LOCAL*	0.0	47.5	0.0	47.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	198.0	0.0	198.0	*FED*	0.0	190.1	0.0	190.1		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	0.0	237.6	0.0	237.6	*TOTAL*	0.0	237.6	0.0	237.6		
	228	DESIGN AND CONSTN OF A PED/ BIKEE PATH BETWEEN FROEMMING PARK AND THE MILW CO SPORTS COMPLEX AND BETWEEN THE MILW CO SPORT COMPLEX AND STH 100 (0.75 MILE)	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	18.0	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	90.0	0.0	90.0	*FED*	0.0	72.0	0.0	72.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	0.0	90.0	0.0	90.0	*TOTAL*	0.0	90.0	0.0	90.0		
	229 (218)	DESIGN AND CONSTRUCTION OF THE FORESTRY YARD SEGMENT OF THE HOYT BICYCLE/PEDESTRIAN PATH	EE	*PE*	3.4	0.0	0.0	3.4	*LOCAL*	16.5	0.0	0.0	16.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	79.1	0.0	0.0	79.1	*FED*	66.0	0.0	0.0	66.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	82.5	0.0	0.0	82.5	*TOTAL*	82.5	0.0	0.0	82.5		
	230 (873)	CONSTRUCTION OF A GRADE SEPARATION BETWEEN THE FORMER NORTH SHORE RR BICYCLE PATH AND RYAN ROAD (STH 100) IN THE CITY OF OAK CREEK	EE	*PE*	47.0	0.0	0.0	47.0	*LOCAL*	18.8	0.0	90.4	109.2	A	EXEMPT
				ROW	47.0	0.0	0.0	47.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	452.0	452.0	*FED*	75.2	0.0	361.6	436.8		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	94.0	0.0	452.0	546.0	*TOTAL*	94.0	0.0	452.0	546.0		

Source: SEWRPC.

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
MILWAUKEE COUNTY	231 (219)	FORMER NORTH SHORE RAILROAD RIGHT-OF-WAY BIKEPATH - MARSHALL AVE AT HOWELL AVE TO .3000' TO THE EAST COUNTY LINE	EE	*PE*	45.8	180.2	0.0	226.0	*LOCAL*	46.0	180.0	0.0	226.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	183.2	720.8	0.0	904.0	*FED*	183.0	721.0	0.0	904.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	229.0	901.0	0.0	1,130.0	*TOTAL*	229.0	901.0	0.0	1,130.0		
	232 (220)	CONSTRUCTION OF THE NORTHWEST BIKEWAY FROM DRETZKA PARK AND BRADLEY ROAD SOUTHERLY TO NEW INTERCHANGE AT 124TH ST. AND FOND DU LAC AVE.	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	25.6	0.0	0.0	25.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	128.0	0.0	0.0	128.0	*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		
	233 (221)	NORTHWEST BIKEWAY- BRADLEY ROAD TO 124TH AND FOND DU LAC	EE	*PE*	0.0	19.0	0.0	19.0	*LOCAL*	0.0	25.6	0.0	25.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	109.0	0.0	109.0	*FED*	0.0	102.4	0.0	102.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	0.0	128.0	0.0	128.0	*TOTAL*	0.0	128.0	0.0	128.0		
	234 (222)	NORTHWEST BIKEWAY WEST GOOD HOPE ROAD TO NORTH 124TH ST (1.20 MILES)	EE	*PE*	0.0	0.0	34.0	34.0	*LOCAL*	0.0	0.0	45.0	45.0	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	191.0	191.0	*FED*	0.0	0.0	180.0	180.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	0.0	0.0	225.0	225.0	*TOTAL*	0.0	0.0	225.0	225.0		
	235 (223)	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	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	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		
	236 (225)	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		
	237	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH IN THE MENOMONEE RIVER CORRIDOR BETWEEN SWAN BLVD AND STH 100 (4.00 MILES)	EE	*PE*	0.0	0.0	125.0	125.0	*LOCAL*	0.0	0.0	150.0	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	625.0	625.0	*FED*	0.0	0.0	600.0	600.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	0.0	0.0	750.0	750.0	*TOTAL*	0.0	0.0	750.0	750.0		
BROWN DEER (VILLAGE)	238	RECONDITIONING OF N 60TH ST FROM W BRADLEY RD TO W BROWN DEER RD IN THE VILLAGE OF BROWN DEER (1.00 MILE)	HP	*PE*	0.0	0.0	221.4	221.4	*LOCAL*	0.0	0.0	357.7	357.7	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	1,566.9	1,566.9	*FED*	0.0	0.0	1,430.6	1,430.6		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	1,788.3	1,788.3	*TOTAL*	0.0	0.0	1,788.3	1,788.3		
CUDAHY (CITY)	239 (229)	RECONSTRUCTION WITH ADDITIONAL LANES OF SOUTH WHITNALL AVENUE FROM NICHOLSON AVE TO LAYTON AVE IN THE CITY OF CUDAHY (0.40 MILES)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	272.0	0.0	0.0	272.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	1,360.2	0.0	0.0	1,360.2	*FED*	1,088.2	0.0	0.0	1,088.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	1,360.2	0.0	0.0	1,360.2	*TOTAL*	1,360.2	0.0	0.0	1,360.2		
	240 (232)	ACQUISITION 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	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		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
FOX POINT (VILLAGE)	241	BRIDGE REPLACEMENT ON DEAN ROAD OVER INDIAN CREEK IN THE VILLAGE OF FOX POINT LOCAL BRIDGE P-40-0702 MILWAUKEE COUNTY	OH	*PE*	41.4	0.0	0.0	41.4	*LOCAL*	8.3	35.8	0.0	44.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	179.0	0.0	179.0	*FED*	33.1	143.2	0.0	176.3		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	41.4	179.0	0.0	220.4	*TOTAL*	41.4	179.0	0.0	220.4		
	242	REHABILITATE BRIDGE ON N POINT DRIVE OVER INDIAN CREEK MILWAUKEE COUNTY LOCAL BRIDGE (P-40-0707)	OH	*PE*	41.4	0.0	0.0	41.4	*LOCAL*	8.3	35.8	0.0	44.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	179.0	0.0	179.0	*FED*	33.1	143.2	0.0	176.3		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	41.4	179.0	0.0	220.4	*TOTAL*	41.4	179.0	0.0	220.4		
	243	BRIDGE REPLACEMENT ON REGENT RD OVER INDIAN CREEK VILLAGE OF FOX POINT LOCAL BRIDGE P-40-0703 MILWAUKEE COUNTY	OH	*PE*	41.4	0.0	0.0	41.4	*LOCAL*	8.3	35.8	0.0	44.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	179.0	0.0	179.0	*FED*	33.1	143.2	0.0	176.3		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	41.4	179.0	0.0	220.4	*TOTAL*	41.4	179.0	0.0	220.4		
	244	CONSTRUCTION OF A BIKE/PED PATH ALONG PORT WASHINGTON RD VILLAGE OF FOX POINT MILWAUKEE COUNTY CMAQ	EE	*PE*	40.3	0.0	0.0	40.3	*LOCAL*	8.1	23.0	39.1	70.2	A	EXEMPT
				ROW	0.0	115.0	0.0	115.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	195.5	195.5	*FED*	32.2	92.0	156.4	280.6		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	40.3	115.0	195.5	350.8	*TOTAL*	40.3	115.0	195.5	350.8		
GLENDALE (CITY)	245 (233)	RECONSTRUCTION WITH NO ADDITIONAL LANES W. MILL RD.(CTH S) FROM THE WEST CITY LIMIT TO GREEN BAY AVE. (CTH 57) C/GLENDALE (0.81 MILES)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	202.2	0.0	202.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	1,011.0	0.0	1,011.0	*FED*	0.0	808.8	0.0	808.8		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	1,011.0	0.0	1,011.0	*TOTAL*	0.0	1,011.0	0.0	1,011.0		
	246	CONSTRUCT MILL RD PED/BIKE PATH CITY OF GLENDALE MILWAUKEE COUNTY CMAQ	EE	*PE*	28.0	0.0	0.0	28.0	*LOCAL*	5.6	44.8	0.0	50.4	A	EXEMPT
				ROW	0.0	22.5	0.0	22.5	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	188.4	0.0	188.4	*FED*	22.4	179.2	0.0	201.6		
				OTHER	0.0	13.1	0.0	13.1	*CMAQ*						
				TOTAL	28.0	224.0	0.0	252.0	*TOTAL*	28.0	224.0	0.0	252.0		
GREENDALE (VILLAGE)	247	RESURFACING OF W GRANGE AVE FROM S 84TH ST TO STH 36 (W LOOMIS RD) AND S 60TH ST TO FROM W GRANGE AVE TO 1500' N OF W GRANGE AVE IN THE VILLAGE OF GREENDALE (1.95 MILE)	HP	*PE*	0.0	0.0	240.0	240.0	*LOCAL*	0.0	0.0	488.0	488.0	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	2,200.0	2,200.0	*FED*	0.0	0.0	1,952.0	1,952.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	2,440.0	2,440.0	*TOTAL*	0.0	0.0	2,440.0	2,440.0		
	248 (874)	CONSTRUCTION OF APROX. 1200 FEET OF SIDEWALK ALONG THE EAST SIDE OF LOOMIS RD (STH36) FROM RAMSEY AVE NORTHEAST IN VILLAGE OF GREENDALE	EE	*PE*	20.0	0.0	0.0	20.0	*LOCAL*	4.0	11.0	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	55.0	0.0	55.0	*FED*	16.0	44.0	0.0	60.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	20.0	55.0	0.0	75.0	*TOTAL*	20.0	55.0	0.0	75.0		
GREENFIELD (CITY)	249 (236)	RECONSTRUCTION WITH AUXILIARY LANES OF 35TH ST FROM LOOMIS RD TO LAYTON AVE IN THE CITY OF GREENFIELD (0.90 MILE)	HP	*PE*	414.0	0.0	0.0	414.0	*LOCAL*	476.6	0.0	0.0	476.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	1,968.8	0.0	0.0	1,968.8	*FED*	1,906.2	0.0	0.0	1,906.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	2,382.8	0.0	0.0	2,382.8	*TOTAL*	2,382.8	0.0	0.0	2,382.8		
HALES CORNERS (VILLAGE)	250 (238)	RECONSTRUCTION WITH AUXILIARY LANES OF W. GRANGE AVE. FROM NEW BERLIN RD. TO 108TH STREET IN VILLAGE OF HALES CORNERS (1.0 MI)	HP	*PE*	92.0	0.0	0.0	92.0	*LOCAL*	18.4	116.0	0.0	134.4	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*	73.6	464.0	0.0	537.6		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	92.0	580.0	0.0	672.0	*TOTAL*	92.0	580.0	0.0	672.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
HALES CORNERS (VILLAGE)	251 (240)	LANDSCAPING OF MEDIANS IN STH 100 AND STH 24 IN THE VILLAGE OF HALES CORNERS	EE	*PE*	13.5	0.0	0.0	13.5	*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*	32.1	0.0	0.0	32.1		
				OTHER	50.6	0.0	0.0	50.6	*STP-E*						
				TOTAL	64.1	0.0	0.0	64.1	*TOTAL*	64.1	0.0	0.0	64.1		
MILWAUKEE (CITY)	252 (242)	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*	100.0	125.0	130.0	355.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	100.0	125.0	130.0	355.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	100.0	125.0	130.0	355.0	*TOTAL*	100.0	125.0	130.0	355.0		
	253 (243)	INSTALLATION OF TRAFFIC SIGNING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	210.0	215.0	220.0	645.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	210.0	215.0	220.0	645.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	210.0	215.0	220.0	645.0	*TOTAL*	210.0	215.0	220.0	645.0		
	254 (244)	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*	10.0	10.0	10.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	10.0	10.0	10.0	30.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	10.0	10.0	10.0	30.0	*TOTAL*	10.0	10.0	10.0	30.0		
	255 (245)	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	495.0	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	495.0	*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	495.0	*TOTAL*	165.0	165.0	165.0	495.0		
	256 (246)	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*	50.0	50.0	50.0	150.0	A	EXEMPT
				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	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		
	257 (247)	RECONSTRUCTION AND RESURFACING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF MILWAUKEE	HP	*PE*	95.0	75.0	125.0	295.0	*LOCAL*	535.0	350.0	600.0	1,485.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	440.0	275.0	475.0	1,190.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	535.0	350.0	600.0	1,485.0	*TOTAL*	535.0	350.0	600.0	1,485.0		
	258 (248)	LOCAL STREET IMPROVEMENTS AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	1,102.4	0.0	1,102.4	2,204.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	1,102.4	0.0	1,102.4	2,204.8		
				CONST	2,204.8	0.0	2,204.8	4,409.6	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	*LRIP*						
				TOTAL	2,204.8	0.0	2,204.8	4,409.6	*TOTAL*	2,204.8	0.0	2,204.8	4,409.6		
	259 (252)	RECONSTRUCTION OF THE W BRADLEY RD STRUCTURE OVER LITTLE MENOMONEE RIVER INCL. APPROACHES IN THE CITY OF MILWAUKEE (0.15 MILE)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	97.0	0.0	0.0	97.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	485.0	0.0	0.0	485.0	*FED*	388.0	0.0	0.0	388.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	485.0	0.0	0.0	485.0	*TOTAL*	485.0	0.0	0.0	485.0		
	260	RECONSTRUCT BRIDGE ON WEST BROWN ST OVER CANADIAN PACIFIC RR MILWAUKEE COUNTY LOCAL BRIDGE (P-40-0859)	HP	*PE*	230.0	0.0	0.0	230.0	*LOCAL*	46.0	0.0	241.6	287.6	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	1,208.0	1,208.0	*FED*	184.0	0.0	966.4	1,150.4		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	230.0	0.0	1,208.0	1,438.0	*TOTAL*	230.0	0.0	1,208.0	1,438.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE (CITY)	261	BRIDGE REPLACEMENT OF W CAMERON AVE OVER LINCOLN CREEK CITY OF MILWAUKEE MILWAUKEE COUNTY LOCAL BRIDGE P-40-0636	HP	*PE*	91.0	0.0	0.0	91.0	*LOCAL*	18.2	0.0	86.6	104.8	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	433.0	433.0	*FED*	72.8	0.0	346.4	419.2		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	91.0	0.0	433.0	524.0	*TOTAL*	91.0	0.0	433.0	524.0		
	262	RESURFACING OF W. CENTER ST. FROM N. 76TH ST. TO N. 92ND ST. IN THE CITY OF MILWAUKEE (1.00 MILE)	HP	*PE*	325.0	0.0	0.0	325.0	*LOCAL*	65.0	193.0	0.0	258.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	920.0	0.0	920.0	*FED*	260.0	772.0	0.0	1,032.0		
	(257)			*OTHER*	0.0	45.0	0.0	45.0	*STP-M*						
				TOTAL	325.0	965.0	0.0	1,290.0	*TOTAL*	325.0	965.0	0.0	1,290.0		
	263	PAVEMENT REPLACEMENT 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	0.0	0.0	0.0	*LOCAL*	327.4	0.0	0.0	327.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	1,570.0	0.0	0.0	1,570.0	*FED*	1,309.6	0.0	0.0	1,309.6		
	(258)			*OTHER*	67.0	0.0	0.0	67.0	*STP-M*						
				TOTAL	1,637.0	0.0	0.0	1,637.0	*TOTAL*	1,637.0	0.0	0.0	1,637.0		
	264	BRIDGE RENOVATION P-40-0864 W. CHERRY ST. (LOC RD) CHERRY ST. BASCULE BRIDGE/MILW RVR BRIDGE P-40-0864 CITY OF MILWAUKEE	HP	*PE*	286.0	0.0	0.0	286.0	*LOCAL*	57.2	0.0	217.4	274.6	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	1,087.0	1,087.0	*FED*	228.8	0.0	869.6	1,098.4		
	(259)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	286.0	0.0	1,087.0	1,373.0	*TOTAL*	286.0	0.0	1,087.0	1,373.0		
	265	RESURFACING OF S CLEMENT AVE FROM E HOWARD AVE TO S WHITNALL AVE IN MILWAUKEE COUNTY (.51 MILES)	HP	*PE*	0.0	40.0	0.0	40.0	*LOCAL*	0.0	8.0	54.0	62.0	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	250.0	250.0	*FED*	0.0	32.0	216.0	248.0		
	(260)			*OTHER*	0.0	0.0	20.0	20.0	*STP-M*						
				TOTAL	0.0	40.0	270.0	310.0	*TOTAL*	0.0	40.0	270.0	310.0		
	266	RESURFACING OF W EDGERTON AVE FROM S 20TH ST TO S 13TH ST IN THE CITY OF MILWAUKEE (0.49 MILES)	HP	*PE*	0.0	0.0	60.0	60.0	*LOCAL*	0.0	0.0	12.0	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	0.0	48.0	48.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	60.0	60.0	*TOTAL*	0.0	0.0	60.0	60.0		
	267	RECONSTRUCTION WITHOUT ADDITIONAL LANES OF W. FOND DU LAC AVE. FROM N. 107TH ST. TO N. 91ST ST. IN THE CITY OF MILWAUKEE (1.44 MILES)	HP	*PE*	0.0	0.0	600.0	600.0	*LOCAL*	0.0	0.0	120.0	120.0	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	480.0	480.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	600.0	600.0	*TOTAL*	0.0	0.0	600.0	600.0		
	268	RESURFACING OF W GREENFIELD AVE FROM S 4TH ST TO S 16TH ST IN THE CITY OF MILWAUKEE (1.10 MILES)	HP	*PE*	0.0	140.0	0.0	140.0	*LOCAL*	0.0	28.0	157.0	185.0	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	725.0	725.0	*FED*	0.0	112.0	628.0	740.0		
				OTHER	0.0	0.0	60.0	60.0	*STP-M*						
				TOTAL	0.0	140.0	785.0	925.0	*TOTAL*	0.0	140.0	785.0	925.0		
	269	PAVEMENT REPLACEMENT OF N HAWLEY RD FROM HAWLEY RD VIADUCT TO W VLIET ST IN THE CITY OF MILWAUKEE (0.70 MILES)	HP	*PE*	0.0	75.0	0.0	75.0	*LOCAL*	0.0	15.0	88.5	103.5	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	417.5	417.5	*FED*	0.0	60.0	354.0	414.0		
	(263)			*OTHER*	0.0	0.0	25.0	25.0	*STP-M*						
				TOTAL	0.0	75.0	442.5	517.5	*TOTAL*	0.0	75.0	442.5	517.5		
	270	REHABILITATION OF NORTH HAWLEY RD VIADUCT FROM W VALLEY FORGE DR TO W RODER CIRCLE	HP	*PE*	227.2	0.0	0.0	227.2	*LOCAL*	499.9	0.0	0.0	499.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	2,272.0	0.0	0.0	2,272.0	*FED*	1,999.3	0.0	0.0	1,999.3		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
	(264)			*TOTAL*	2,499.2	0.0	0.0	2,499.2	*TOTAL*	2,499.2	0.0	0.0	2,499.2		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
					2002	2003	2004	Total		2002	2003	2004	Total		
MILWAUKEE (CITY)	271 (265)	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*	72.0	0.0	0.0	72.0	*LOCAL*	14.4	0.0	95.6	110.0	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	478.0	478.0	*FED*	57.6	0.0	382.4	440.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	72.0	0.0	478.0	550.0	*TOTAL*	72.0	0.0	478.0	550.0		
	272 (266)	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 (267)	PAVEMENT REPLACEMENT OF W. HOWARD AVE. FROM S. 13TH ST. TO S. 27TH ST. IN THE CITY OF MILWAUKEE (1.00 MILE)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	408.9	0.0	0.0	408.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	2,000.5	0.0	0.0	2,000.5	*FED*	1,635.6	0.0	0.0	1,635.6		
				OTHER	44.0	0.0	0.0	44.0	*STP-M*						
				TOTAL	2,044.5	0.0	0.0	2,044.5	*TOTAL*	2,044.5	0.0	0.0	2,044.5		
	274 (268)	PAVEMENT REPLACEMENT OF SOUTH HOWELL AVE FROM E. WILBUR AVE TO OKLAHOMA AVE (EXCLUDING STRUCTURE) IN THE CITY OF MILWAUKEE (0.80 MI)	HP	*PE*	204.0	0.0	0.0	204.0	*LOCAL*	40.8	282.0	0.0	322.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	1,360.0	0.0	1,360.0	*FED*	163.2	1,128.0	0.0	1,291.2		
				OTHER	0.0	50.0	0.0	50.0	*STP-M*						
				TOTAL	204.0	1,410.0	0.0	1,614.0	*TOTAL*	204.0	1,410.0	0.0	1,614.0		
	275 (269)	RENOVATION AND DECK REPLACEMENT OF THE N HUMBOLT AVE-COMMERCE STREET BRIDGE IN THE CITY OF MILWAUKEE (0.01 MILE)	HP	*PE*	36.7	0.0	0.0	36.7	*LOCAL*	7.4	39.2	0.0	46.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	196.0	0.0	196.0	*FED*	29.3	156.8	0.0	186.1		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	36.7	196.0	0.0	232.7	*TOTAL*	36.7	196.0	0.0	232.7		
	276 (270)	RENOVATION AND DECK REPLACEMENT OF THE NORTH HUMBOLT AVE BRIDGE OVER MILWAUKEE RIVER IN THE CITY OF MILWAUKEE (0.09 MILE)	HP	*PE*	120.0	0.0	0.0	120.0	*LOCAL*	24.0	132.0	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	660.0	0.0	660.0	*FED*	96.0	528.0	0.0	624.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	120.0	660.0	0.0	780.0	*TOTAL*	120.0	660.0	0.0	780.0		
	277	RESURFACING OF W KILBOURN AVE FROM N 6TH ST TO MILWAUKEE RIVER IN THE CITY OF MILWAUKEE (0.30 MILE)	HP	*PE*	0.0	84.0	0.0	84.0	*LOCAL*	0.0	16.8	121.0	137.8	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	555.0	555.0	*FED*	0.0	67.2	484.0	551.2		
				OTHER	0.0	0.0	50.0	50.0	*STP-M*						
				TOTAL	0.0	84.0	605.0	689.0	*TOTAL*	0.0	84.0	605.0	689.0		
	278 (272)	PAVEMENT REPLACEMENT 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	0.0	*LOCAL*	190.8	0.0	0.0	190.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	916.0	0.0	0.0	916.0	*FED*	763.2	0.0	0.0	763.2		
				OTHER	38.0	0.0	0.0	38.0	*STP-M*						
				TOTAL	954.0	0.0	0.0	954.0	*TOTAL*	954.0	0.0	0.0	954.0		
	279 (273)	RENOVATION OF THE WEST KILBOURN AVE-MILWAUKEE RIVER BRIDGE IN THE CITY OF MILWAUKEE (0.04 MILE)	HP	*PE*	336.0	0.0	0.0	336.0	*LOCAL*	67.2	288.2	0.0	355.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	1,441.0	0.0	1,441.0	*FED*	268.8	1,152.8	0.0	1,421.6		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	336.0	1,441.0	0.0	1,777.0	*TOTAL*	336.0	1,441.0	0.0	1,777.0		
	280	RESURFACING OF E LINCOLN AVE FROM S LINCOLN MEMORIAL DRIVE TO E BAY ST (EXCLUDING STRUCTURE) IN THE CITY OF MILWAUKEE (0.32 MILE)	HP	*PE*	75.0	0.0	0.0	75.0	*LOCAL*	15.0	88.0	0.0	103.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	440.0	0.0	440.0	*FED*	60.0	352.0	0.0	412.0		
				OTHER	0.0	0.0	0.0	0.0	*NHS*						
				TOTAL	75.0	440.0	0.0	515.0	*TOTAL*	75.0	440.0	0.0	515.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
MILWAUKEE (CITY)	281	RESURFACING OF W LOCUST ST FROM N DR MARTIN LUTHER KING DR TO N 15TH ST IN THE CITY OF MILWAUKEE (0.83 MILES)	HP	*PE*	0.0	0.0	172.0	172.0	*LOCAL*	0.0	0.0	34.4	34.4	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*	0.0	0.0	137.6	137.6		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	172.0	172.0	*TOTAL*	0.0	0.0	172.0	172.0		
	282 (276)	RENOVATION AND DECK REPLACEMENT P-40-0840 E LINCOLN AVE(LOC RD) E. LINCOLN AVE/UNION PACIFIC RR BRIDGE P-40-0804 CITY OF MILWAUKEE	HP	*PE*	0.0	392.0	0.0	392.0	*LOCAL*	0.0	78.4	674.0	752.4	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	3,370.0	3,370.0	*FED*	0.0	313.6	2,696.0	3,009.6		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	0.0	392.0	3,370.0	3,762.0	*TOTAL*	0.0	392.0	3,370.0	3,762.0		
	283	RESURFACING OF E LINCOLN AVE FROM S 1ST ST TO S KINNICKINNIC AVE IN THE CITY OF MILWAUKEE (0.36 MILES)	HP	*PE*	0.0	0.0	52.0	52.0	*LOCAL*	0.0	0.0	10.4	10.4	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*	0.0	0.0	41.6	41.6		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	52.0	52.0	*TOTAL*	0.0	0.0	52.0	52.0		
	284	PAVEMENT REPLACEMENT OF W LISBON AVE FROM N 40TH ST TO SOO LINE RAILROAD IN THE CITY OF MILWAUKEE (0.62 MILES)	HP	*PE*	0.0	0.0	110.0	110.0	*LOCAL*	0.0	0.0	22.0	22.0	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	88.0	88.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	110.0	110.0	*TOTAL*	0.0	0.0	110.0	110.0		
	285 (278)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE W MILL RD BRIDGE OVER THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE	HP	*PE*	30.0	0.0	0.0	30.0	*LOCAL*	131.0	0.0	0.0	131.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	625.0	0.0	0.0	625.0	*FED*	524.0	0.0	0.0	524.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	655.0	0.0	0.0	655.0	*TOTAL*	655.0	0.0	0.0	655.0		
	286 (283)	RESURFACING OF W. ST. PAUL AVE. FROM N. 5TH ST. TO N. 13TH ST. IN THE CITY OF MILWAUKEE (0.52 MILES)	HP	*PE*	82.0	0.0	0.0	82.0	*LOCAL*	16.4	111.4	0.0	127.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	547.0	0.0	547.0	*FED*	65.6	445.6	0.0	511.2		
				OTHER	0.0	10.0	0.0	10.0	*STP-M*						
				TOTAL	82.0	557.0	0.0	639.0	*TOTAL*	82.0	557.0	0.0	639.0		
	287 (285)	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	570.0	0.0	570.0	*LOCAL*	0.0	114.0	776.0	890.0	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	3,800.0	3,800.0	*FED*	0.0	456.0	3,104.0	3,560.0		
				OTHER	0.0	0.0	80.0	80.0	*STP-M*						
				TOTAL	0.0	570.0	3,880.0	4,450.0	*TOTAL*	0.0	570.0	3,880.0	4,450.0		
	288 (287)	RENOVATION AND CATHODIC PROTECTION OF THE NORTH TEUTONIA AVE-WEST SILVER SPRING DRIVE BRIDGE IN THE CITY OF MILWAUKEE (0.01 MILE)	HP	*PE*	46.0	0.0	0.0	46.0	*LOCAL*	9.2	0.0	62.4	71.6	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	312.0	312.0	*FED*	36.8	0.0	249.6	286.4		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	46.0	0.0	312.0	358.0	*TOTAL*	46.0	0.0	312.0	358.0		
	289 (288)	RECONSTRUCTION OF THE TEUTONIA AVENUE BRIDGE OVER THE UNION PACIFIC RR B-40-0035 IN THE CITY OF MILWAUKEE	HP	*PE*	413.0	0.0	0.0	413.0	*LOCAL*	82.6	0.0	550.6	633.2	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	2,753.0	2,753.0	*FED*	330.4	0.0	2,202.4	2,532.8		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	413.0	0.0	2,753.0	3,166.0	*TOTAL*	413.0	0.0	2,753.0	3,166.0		
	290 (289)	RENOVATION OF THE N. TEUTONIA AVE. BRIDGE OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (0.15 MILE)	HP	*PE*	50.0	0.0	0.0	50.0	*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	250.0	0.0	0.0	250.0	*FED*	240.0	0.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	300.0	0.0	0.0	300.0	*TOTAL*	300.0	0.0	0.0	300.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE (CITY)	291 (290)	PAVEMENT REPLACEMENT 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	50.0	0.0	0.0	50.0	LOCAL	30.0	610.0	0.0	640.0	A	EXEMPT
				ROW	100.0	0.0	0.0	100.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	3,000.0	0.0	3,000.0	FED	120.0	2,440.0	0.0	2,560.0		
				OTHER	0.0	50.0	0.0	50.0	STP-M						
				TOTAL	150.0	3,050.0	0.0	3,200.0	TOTAL	150.0	3,050.0	0.0	3,200.0		
	292 (291)	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	120.0	0.0	120.0	LOCAL	0.0	24.0	153.0	177.0	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	96.0	612.0	708.0		
				OTHER	0.0	0.0	15.0	15.0	STP-M						
				TOTAL	0.0	120.0	765.0	885.0	TOTAL	0.0	120.0	765.0	885.0		
	293	RESURFACING OF W WASHINGTON BLVD FROM N 47TH ST TO N 60TH ST IN THE CITY OF MILWAUKEE (0.77 MILE)	HP	PE	0.0	120.0	0.0	120.0	LOCAL	0.0	24.0	163.0	187.0	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	800.0	800.0	FED	0.0	96.0	652.0	748.0		
				OTHER	0.0	0.0	15.0	15.0	STP-M						
				TOTAL	0.0	120.0	815.0	935.0	TOTAL	0.0	120.0	815.0	935.0		
	294 (292)	PAVEMENT REPLACEMENT 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	120.0	0.0	0.0	120.0	LOCAL	24.0	162.0	0.0	186.0	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	96.0	648.0	0.0	744.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	120.0	810.0	0.0	930.0	TOTAL	120.0	810.0	0.0	930.0		
	295 (293)	RESURFACING OF W WISCONSIN AVE FROM N 11TH ST TO N 20TH ST IN THE CITY OF MILWAUKEE (0.49 MILE)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	160.0	0.0	0.0	160.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	800.0	0.0	0.0	800.0	FED	640.0	0.0	0.0	640.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	800.0	0.0	0.0	800.0	TOTAL	800.0	0.0	0.0	800.0		
	296	RESURFACING OF S 1ST ST FROM S KINNICKINNIC AVE TO E LINCOLN AVE IN THE CITY OF MILWAUKEE (0.70 MILES)	HP	PE	0.0	0.0	200.0	200.0	LOCAL	0.0	0.0	40.0	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	0.0	0.0	160.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	200.0	200.0	TOTAL	0.0	0.0	200.0	200.0		
	297	RESURFACING OF S 2ND ST FROM W NATIONAL AVE TO MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.63 MILE)	HP	PE	125.0	0.0	0.0	125.0	LOCAL	25.0	158.0	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	750.0	0.0	750.0	FED	100.0	632.0	0.0	732.0		
				OTHER	0.0	40.0	0.0	40.0	STP-M						
				TOTAL	125.0	790.0	0.0	915.0	TOTAL	125.0	790.0	0.0	915.0		
	298 (294)	RESURFACING OF S 6TH ST FROM W OHIO AVE. TO W HAYES AVE IN THE CITY OF MILWAUKEE (1.30 MILES)	HP	PE	136.5	0.0	0.0	136.5	LOCAL	27.3	0.0	189.4	216.7	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	910.0	910.0	FED	109.2	0.0	757.6	866.8		
				OTHER	0.0	0.0	37.0	37.0	STP-M						
				TOTAL	136.5	0.0	947.0	1,083.5	TOTAL	136.5	0.0	947.0	1,083.5		
	299	RESURFACING OF S 11TH ST FROM W WINDLAKE AVE TO W BRUCE ST IN THE CITY OF MILWAUKEE (1.28 MILES)	HP	PE	0.0	180.0	0.0	180.0	LOCAL	0.0	36.0	250.6	286.6	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	1,185.0	1,185.0	FED	0.0	144.0	1,002.4	1,146.4		
				OTHER	0.0	0.0	68.0	68.0	STP-M						
				TOTAL	0.0	180.0	1,253.0	1,433.0	TOTAL	0.0	180.0	1,253.0	1,433.0		
	300 (296)	PAVEMENT REPLACEMENT/ RESURFACING OF N 12TH ST FROM W WISCONSIN AVE TO W HIGHLAND BLVD IN THE CITY OF MILWAUKEE (0.39 MILE)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	101.0	0.0	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	460.0	0.0	0.0	460.0	FED	404.0	0.0	0.0	404.0		
				OTHER	45.0	0.0	0.0	45.0	STP-M						
				TOTAL	505.0	0.0	0.0	505.0	TOTAL	505.0	0.0	0.0	505.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE (CITY)	301 (249)	RESURFACING OF N.16TH STREET FROM W.CLYBOURN STREET TO W.WISCONSIN AVENUE IN THE CITY OF MILWAUKEE (0.18 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	31.8	0.0	0.0	31.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	159.0	0.0	0.0	159.0	FED	127.2	0.0	0.0	127.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	159.0	0.0	0.0	159.0	TOTAL	159.0	0.0	0.0	159.0		
	302 (298)	PAVEMENT REPLACEMENT 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	125.0	0.0	0.0	125.0	LOCAL	25.0	148.0	0.0	173.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	697.0	0.0	697.0	FED	100.0	592.0	0.0	692.0		
				OTHER	0.0	43.0	0.0	43.0	STP-M						
				TOTAL	125.0	740.0	0.0	865.0	TOTAL	125.0	740.0	0.0	865.0		
	303	RESURFACING OF S 20TH ST FROM W LAYTON AVE TO W GRANGE AVE IN THE CITY OF MILWAUKEE (1.00 MILES)	HP	PE	0.0	0.0	150.0	150.0	LOCAL	0.0	0.0	30.0	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	0.0	120.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	150.0	150.0	TOTAL	0.0	0.0	150.0	150.0		
	304 (299)	RENOVATION OF THE NORTH 35TH STREET BRIDGE OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (0.06 MILE)	HP	PE	45.0	0.0	0.0	45.0	LOCAL	9.0	45.6	0.0	54.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	228.0	0.0	228.0	FED	36.0	182.4	0.0	218.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	45.0	228.0	0.0	273.0	TOTAL	45.0	228.0	0.0	273.0		
	305	PAVEMENT REPLACEMENT OF S 35TH ST FROM W MORGAN AVE TO W LAKEFIELD DR IN THE CITY OF MILWAUKEE (0.41 MILE)	HP	PE	0.0	125.0	0.0	125.0	LOCAL	0.0	25.0	167.4	192.4	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	812.0	812.0	FED	0.0	100.0	669.6	769.6		
				OTHER	0.0	0.0	25.0	25.0	STP-M						
				TOTAL	0.0	125.0	837.0	962.0	TOTAL	0.0	125.0	837.0	962.0		
	306	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	100.0	100.0	LOCAL	0.0	0.0	20.0	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	0.0	0.0	80.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	100.0	100.0	TOTAL	0.0	0.0	100.0	100.0		
	307 (305)	RESURFACING OF N 84TH ST FROM W BURLEIGH ST TO W HAMPTON AVE IN THE CITY OF MILWAUKEE (2.00 MILES)	HP	PE	238.0	0.0	0.0	238.0	LOCAL	47.6	323.0	0.0	370.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,600.0	0.0	1,600.0	FED	190.4	1,292.0	0.0	1,482.4		
				OTHER	0.0	15.0	0.0	15.0	STP-M						
				TOTAL	238.0	1,615.0	0.0	1,853.0	TOTAL	238.0	1,615.0	0.0	1,853.0		
	308 (306)	RESURFACING OF N 91ST STREET FROM W FLAGG AVE TO W MILL RD IN THE CITY OF MILWAUKEE (0.53 MILES)	HP	PE	120.0	0.0	0.0	120.0	LOCAL	24.0	160.0	0.0	184.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	800.0	0.0	800.0	FED	96.0	640.0	0.0	736.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	120.0	800.0	0.0	920.0	TOTAL	120.0	800.0	0.0	920.0		
	309 (307)	PAVEMENT REPLACEMENT 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	300.0	300.0	LOCAL	0.0	0.0	60.0	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	0.0	240.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	300.0	300.0	TOTAL	0.0	0.0	300.0	300.0		
	310	RECONSTRUCTION WITHOUT ADDITIONAL LANES OF N. 124TH ST. FROM W. FAIRY CHASM TO W. BROWN DEER RD. IN THE CITY OF MILWAUKEE (0.57 MILES)	HP	PE	0.0	0.0	75.0	75.0	LOCAL	0.0	0.0	15.0	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	0.0	0.0	60.0	60.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	75.0	75.0	TOTAL	0.0	0.0	75.0	75.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE (CITY)	311 (241)	CONSTRUCTION OF LOCAL STREET CONNECTIONS AND IMPROVEMENTS/MODIFICATIONS ASSOCIATED WITH REMOVAL/NEW TERMINUS OF PARK EAST FWY	HP	*PE*	350.0	0.0	0.0	350.0	*LOCAL*	1,252.5	0.0	0.0	1,252.5	A	NON-EXEMPT
				ROW	1,000.0	0.0	0.0	1,000.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	4,500.0	0.0	0.0	4,500.0	*FED*	7,097.5	0.0	0.0	7,097.5		
				OTHER	2,500.0	0.0	0.0	2,500.0	*IH-C/S*						
				TOTAL	8,350.0	0.0	0.0	8,350.0	*TOTAL*	8,350.0	0.0	0.0	8,350.0		
	312 (309)	CONSTRUCTION OF A NEW MCKINLEY/KNAPP STREET BRIDGE OVER THE MILWAUKEE RIVER IN THE CITY OF MILWAUKEE	HP	*PE*	690.0	0.0	0.0	690.0	*LOCAL*	1,183.5	0.0	0.0	1,183.5	A	NON-EXEMPT
				ROW	200.0	0.0	0.0	200.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	7,000.0	0.0	0.0	7,000.0	*FED*	6,706.5	0.0	0.0	6,706.5		
				OTHER	0.0	0.0	0.0	0.0	*IH-C/S*						
				TOTAL	7,890.0	0.0	0.0	7,890.0	*TOTAL*	7,890.0	0.0	0.0	7,890.0		
	313	RECONSTRUCTION/EXPANSION OF W CANAL ST FROM MILLER PARK TO N 6TH ST IN THE CITY OF MILWAUKEE (2.77 MILES)	HE	*PE*	3,152.0	0.0	0.0	3,152.0	*LOCAL*	1,576.0	2,085.0	9,805.9	13,466.9	A	NON-EXEMPT
				ROW	0.0	200.0	0.0	200.0	*STATE*	1,576.0	2,085.0	9,805.9	13,466.9		
				CONST	0.0	3,970.0	19,305.8	23,275.8	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	306.0	306.0							
				TOTAL	3,152.0	4,170.0	19,611.8	26,933.8	*TOTAL*	3,152.0	4,170.0	19,611.8	26,933.8		
	314 (311)	DESIGN AND INSTALLATION OF EXPRESS BUS ROUTE TRAFFIC SIGNAL PRE-EMPTION EQUIPMENT	TI	*PE*	0.0	7.5	7.5	15.0	*LOCAL*	0.0	15.0	15.0	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	67.5	67.5	135.0	*FED*	0.0	60.0	60.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	0.0	75.0	75.0	150.0	*TOTAL*	0.0	75.0	75.0	150.0		
	315 (312)	RECONSTRUCTION AND RESURFACING AT VARIOUS LOCATIONS ON CITY STREETS OFF THE FEDERAL-AID SYSTEM IN THE CITY OF MILWAUKEE	OH	*PE*	1,000.0	1,500.0	975.0	3,475.0	*LOCAL*	3,965.0	6,150.0	3,900.0	14,015.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	2,965.0	4,650.0	2,925.0	10,540.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	3,965.0	6,150.0	3,900.0	14,015.0	*TOTAL*	3,965.0	6,150.0	3,900.0	14,015.0		
	316 (313)	REHABILITATION OF WEST GLENDALE AVE BRIDGE OVER THE LINCOLN CREEK IN THE CITY OF MILWAUKEE (0.01 MILE)	OH	*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	75.0	0.0	0.0	75.0	*FED*	60.0	0.0	0.0	60.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	75.0	0.0	0.0	75.0	*TOTAL*	75.0	0.0	0.0	75.0		
	317 (314)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE N. GRANVILLE RD. BRIDGE OVER THE LITTLE MENOMONEE RIVER IN THE CITY OF MILWAUKEE	OH	*PE*	47.0	0.0	0.0	47.0	*LOCAL*	9.4	70.8	0.0	80.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	354.0	0.0	354.0	*FED*	37.6	283.2	0.0	320.8		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	47.0	354.0	0.0	401.0	*TOTAL*	47.0	354.0	0.0	401.0		
	318	REHABILITATE BRIDGE ON SOUTH 29TH ST OVER KINNICKINNIC RIVER MILWAUKEE COUNTY LOCAL BRIDGE (P-40-0630)	OH	*PE*	116.0	0.0	0.0	116.0	*LOCAL*	23.2	0.0	113.8	137.0	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	569.0	569.0	*FED*	92.8	0.0	455.2	548.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	116.0	0.0	569.0	685.0	*TOTAL*	116.0	0.0	569.0	685.0		
	319 (315)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE S. 29TH ST BRIDGE OVER THE UNION PACIFIC RR IN THE CITY OF MILWAUKEE (0.05 MILES)	OH	*PE*	97.0	0.0	0.0	97.0	*LOCAL*	19.4	0.0	137.0	156.4	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	685.0	685.0	*FED*	77.6	0.0	548.0	625.6		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	97.0	0.0	685.0	782.0	*TOTAL*	97.0	0.0	685.0	782.0		
	320	BRIDGE REPLACEMENT OF N 45TH ST OVER MENOMONEE RIVER CITY OF MILWAUKEE MILWAUKEE COUNTY LOCAL BRIDGE P-40-0601	OH	*PE*	56.0	0.0	0.0	56.0	*LOCAL*	11.2	0.0	46.2	57.4	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	231.0	231.0	*FED*	44.8	0.0	184.8	229.6		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	56.0	0.0	231.0	287.0	*TOTAL*	56.0	0.0	231.0	287.0		

Source: SEWRPC.

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2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE (CITY)	321 (319)	INSTALL TRAFFIC SIGNAL MAST ARMS AT 5 LOCATIONS IN THE CITY OF MILWAUKEE TO IMPROVE SIGNAL VISIBILITY & SAFETY	HS	*PE*	5.9	0.0	0.0	5.9	*LOCAL*	4.2	0.0	0.0	4.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	35.8	0.0	0.0	35.8	*FED*	37.5	0.0	0.0	37.5		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	41.7	0.0	0.0	41.7	*TOTAL*	41.7	0.0	0.0	41.7		
	322 (318)	PEDESTRIAN SAFETY IMPROVEMENTS FOR THE FACILITIES: WISCONSIN AVE. CENTER ST. CESAR CHAVEZ DR. BURLEIGH ST. 27TH ST. AND 35TH ST	HS	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	20.2	20.2	40.5	80.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	202.4	202.4	404.8	809.6	*FED*	182.2	182.2	364.3	728.7		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	202.4	202.4	404.8	809.6	*TOTAL*	202.4	202.4	404.8	809.6		
	323 (316)	SPOT TRAFFIC SIGNAL IMPROVEMENTS AT VARIOUS HIGH HAZARD LOCATIONS IN THE CITY OF MILWAUKEE	HS	*PE*	12.0	12.0	12.0	36.0	*LOCAL*	13.2	13.2	13.2	39.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	120.0	120.0	120.0	360.0	*FED*	118.8	118.8	118.8	356.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	132.0	132.0	132.0	396.0	*TOTAL*	132.0	132.0	132.0	396.0		
	324 (320)	ADD LEFT TURN LANES AND SIGNAL MAST ARMS AT THE S. CESAR CHAVEZ DR. AND W. MITCHELL ST. INTERSECTION IN THE CITY OF MILWAUKEE	HS	*PE*	1.8	0.0	0.0	1.8	*LOCAL*	1.3	0.0	0.0	1.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	11.5	0.0	0.0	11.5	*FED*	12.0	0.0	0.0	12.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	13.3	0.0	0.0	13.3	*TOTAL*	13.3	0.0	0.0	13.3		
	325 (875)	CONSTRUCT MINI ROUND-ABOUTS AT THE KILBOURN AVENUE INTERSECTIONS WITH 16TH & 17TH STREETS IN THE CITY OF MILWAUKEE	HS	*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*	1.5	8.5	0.0	10.0		
				CONST	0.0	85.0	0.0	85.0	*FED*	13.5	76.5	0.0	90.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	15.0	85.0	0.0	100.0	*TOTAL*	15.0	85.0	0.0	100.0		
	326 (322)	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*	25.0	0.0	0.0	25.0	A	EXEMPT
				ROW	50.0	0.0	0.0	50.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	200.0	0.0	0.0	200.0	*FED*	225.0	0.0	0.0	225.0		
				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		
	327 (323)	ADD LEFT TURN LANES AND SIGNAL MAST ARMS AT THE INTERSECTION OF 70TH & MAIN IN MILWAUKEE TO IMPROVE SAFETY	HS	*PE*	0.9	0.0	0.0	0.9	*LOCAL*	0.6	0.0	0.0	0.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	5.1	0.0	0.0	5.1	*FED*	5.4	0.0	0.0	5.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	6.0	0.0	0.0	6.0	*TOTAL*	6.0	0.0	0.0	6.0		
	328 (893)	RECONSTRUCT THE LAKE MICHIGAN SHORELINE PROTECTION SYSTEM CREATING A PEDESTRIAN/ BIKE TRAIL NEAR MILW. ART MUSEUM ADDITION	EE	*PE*	43.5	0.0	0.0	43.5	*LOCAL*	8.7	171.3	0.0	180.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	672.5	0.0	672.5	*FED*	34.8	501.2	0.0	536.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	43.5	672.5	0.0	716.0	*TOTAL*	43.5	672.5	0.0	716.0		
	329	INSTALLATION OF GUIDE SIGNS TO DIRECT MOTORISTS TO PARKING CITY OF MILWAUKEE CMAQ	EE	*PE*	15.0	0.0	0.0	15.0	*LOCAL*	3.0	14.0	0.0	17.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	70.0	0.0	70.0	*FED*	12.0	56.0	0.0	68.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	15.0	70.0	0.0	85.0	*TOTAL*	15.0	70.0	0.0	85.0		
	330 (336)	SCHOOL ZONE SPEED LIMIT SIGNINGING UPGRADE	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	50.0	50.0	50.0	150.0	A	EXEMPT
				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	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		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE (CITY)	331 (326)	VARIOUS CONGESTION MITIGATION/ AIR QUALITY PROJECTS VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	EE	*PE*	50.0	100.0	100.0	250.0	*LOCAL*	60.0	120.0	120.0	300.0	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	480.0	480.0	1,200.0		
				OTHER	250.0	500.0	500.0	1,250.0	*CMAQ*						
				TOTAL	300.0	600.0	600.0	1,500.0	*TOTAL*	300.0	600.0	600.0	1,500.0		
	332 (327)	VARIOUS TRANSPORTATION ENHANCEMENT/SMIP PROJECTS AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	EE	*PE*	50.0	100.0	100.0	250.0	*LOCAL*	60.0	120.0	120.0	300.0	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	480.0	480.0	1,200.0		
				OTHER	250.0	500.0	500.0	1,250.0	*STP-E*						
				TOTAL	300.0	600.0	600.0	1,500.0	*TOTAL*	300.0	600.0	600.0	1,500.0		
	333 (341)	CONDUCT OF A OFF-STREET BICYCLE STUDY TO IDENTIFY AND PRIORITZE TRAVEL CORRIDORS	EE	*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	*STP-E*						
				TOTAL	100.0	0.0	0.0	100.0	*TOTAL*	100.0	0.0	0.0	100.0		
	334 (342)	UPDATE AND DISTRIBUTE CITY OF MILWAUKEE BICYCLE ROUTE MAPS	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	15.0	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*	0.0	60.0	0.0	60.0		
				OTHER	0.0	75.0	0.0	75.0	*STP-E*						
				TOTAL	0.0	75.0	0.0	75.0	*TOTAL*	0.0	75.0	0.0	75.0		
	335 (343)	EVALUATION, SELECTION, DESIGNATION AND SPOT IMPROVEMENT OF BICYCLE ROUTES ON EXISTING STREETS IN CITY OF MILWAUKEE: 1995	EE	*PE*	79.0	0.0	0.0	79.0	*LOCAL*	79.0	48.0	0.0	127.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	316.0	240.0	0.0	556.0	*FED*	316.0	192.0	0.0	508.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	395.0	240.0	0.0	635.0	*TOTAL*	395.0	240.0	0.0	635.0		
	336 (344)	INSTALLATION OF BICYCLE PARKING FACILITIES AT VARIOUS LOCATIONS IN CITY OF MILWAUKEE	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	20.0	20.0	12.0	52.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	100.0	100.0	60.0	260.0	*FED*	80.0	80.0	48.0	208.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	100.0	100.0	60.0	260.0	*TOTAL*	100.0	100.0	60.0	260.0		
	337 (345)	DESIGN AND CONSTRUCTION OF THE BEER LINE BICYCLE AND PEDESTRIAN PATH IN THE CITY OF MILWAUKEE	EE	*PE*	15.0	0.0	0.0	15.0	*LOCAL*	13.0	0.0	0.0	13.0	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*	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		
	338 (346)	CONSTRUCTION OF 'B' BEERLINE BICYCLE TRAIL AND PEDESTRIAN PATH FROM N. HUMBOLDT AVE. TO E. PLEASANT ST. IN THE CITY OF MILWAUKEE (0.75 MILES)	EE	*PE*	5.0	5.0	0.0	10.0	*LOCAL*	11.0	15.0	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	50.0	70.0	0.0	120.0	*FED*	44.0	60.0	0.0	104.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	55.0	75.0	0.0	130.0	*TOTAL*	55.0	75.0	0.0	130.0		
	339 (347)	DESIGN AND CONSTRUCTION OF HENRY AARON BIKE TRAIL FROM MILLER PARK TO EMMBER LANE IN THE CITY OF MILWAUKEE	EE	*PE*	125.0	0.0	0.0	125.0	*LOCAL*	109.0	311.0	0.0	420.0	A	EXEMPT
				ROW	420.0	0.0	0.0	420.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	1,555.0	0.0	1,555.0	*FED*	436.0	1,244.0	0.0	1,680.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	545.0	1,555.0	0.0	2,100.0	*TOTAL*	545.0	1,555.0	0.0	2,100.0		
	340 (348)	CONSTRUCTION OF A BICYCLE TRAIL ALONG FORMER UP RR ROW FROM 6TH AND ROSENDALE TO E WASHINGTON AVE IN THE CITY OF MILWAUKEE (2.2 M)	EE	*PE*	75.0	0.0	0.0	75.0	*LOCAL*	235.0	63.0	0.0	298.0	A	EXEMPT
				ROW	600.0	0.0	0.0	600.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	500.0	315.0	0.0	815.0	*FED*	940.0	252.0	0.0	1,192.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	1,175.0	315.0	0.0	1,490.0	*TOTAL*	1,175.0	315.0	0.0	1,490.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE (CITY)	341 (350)	DESIGN AND CONSTRUCTION OF HENRY AARON BIKE TRAIL FROM MILLER PARK TO DOYNE PARK IN THE CITY OF MILWAUKEE	EE	*PE*	80.0	0.0	0.0	80.0	*LOCAL*	146.0	0.0	0.0	146.0	A	EXEMPT
				ROW	20.0	0.0	0.0	20.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	630.0	0.0	0.0	630.0	*FED*	584.0	0.0	0.0	584.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	730.0	0.0	0.0	730.0	*TOTAL*	730.0	0.0	0.0	730.0		
	342 (351)	DESIGN AND CONSTRUCTION OF WALKWAY ENHANCEMENTS ALONG WISCONSIN AVE AND WATER ST IN THE MILWAUKEE CBD PHASE 1	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	471.6	0.0	0.0	471.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	2,357.8	0.0	0.0	2,357.8	*FED*	1,886.2	0.0	0.0	1,886.2		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	2,357.8	0.0	0.0	2,357.8	*TOTAL*	2,357.8	0.0	0.0	2,357.8		
	343 (338)	LANDSCAPING ALONG IH 94 EAST ON-RAMP AT MINERAL AND 9TH ST AND BETWEEN MINERAL ST AND WASHINGTON ST IN THE CITY OF MILWAUKEE	EE	*PE*	12.8	0.0	0.0	12.8	*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	62.3	0.0	0.0	62.3	*FED*	60.1	0.0	0.0	60.1		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	75.1	0.0	0.0	75.1	*TOTAL*	75.1	0.0	0.0	75.1		
	344 (353)	INSTALLATION OF TRAFFIC SIGNAL INTERCONNECT CABLE ON VARIOUS ARTERIAL STREETS IN CITY OF MILWAUKEE: 1995-96	EE	*PE*	42.8	0.0	0.0	42.8	*LOCAL*	8.6	342.4	0.0	351.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	428.0	0.0	428.0	*FED*	34.2	85.6	0.0	119.8		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	42.8	428.0	0.0	470.8	*TOTAL*	42.8	428.0	0.0	470.8		
	345 (354)	INSTALLATION OF HARD WIRE INTERCONNECT CABLE TO PROVIDE SIGNAL COORDINATION: 1993	EE	*PE*	24.0	0.0	0.0	24.0	*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	236.0	0.0	0.0	236.0	*FED*	208.0	0.0	0.0	208.0		
				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		
	346 (355)	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	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		
	347 (356)	COMPUTER OPTIMIZATION AND SIGNAL EQUIPMENT UPGRADE OF 25 SIGNAL SYSTEM ON APPLETON AVE AND LISBON AVE IN CITY OF MILWAUKEE: 1996-97	EE	*PE*	50.0	0.0	0.0	50.0	*LOCAL*	25.0	0.0	0.0	25.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	75.0	0.0	0.0	75.0	*FED*	100.0	0.0	0.0	100.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	125.0	0.0	0.0	125.0	*TOTAL*	125.0	0.0	0.0	125.0		
	348 (357)	INSTALLATION OF A COMPUTER-CONTROLLED SYSTEM INTEGRATING 21 TRAFFIC SIGNALS ON THE SOUTH SIDE OF THE CITY OF MILWAUKEE	EE	*PE*	140.0	0.0	0.0	140.0	*LOCAL*	88.0	0.0	0.0	88.0	A	EXEMPT
				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*	352.0	0.0	0.0	352.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	440.0	0.0	0.0	440.0	*TOTAL*	440.0	0.0	0.0	440.0		
	349 (358)	COMPUTER OPTIMIZATION OF 83 SIGNAL SYSTEM ON SOUTH SIDE OF CITY OF MILWAUKEE: 1995 (1996 FUNDS)	EE	*PE*	150.0	0.0	0.0	150.0	*LOCAL*	30.0	10.0	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	50.0	0.0	50.0	*FED*	120.0	40.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	150.0	50.0	0.0	200.0	*TOTAL*	150.0	50.0	0.0	200.0		
	350 (359)	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*	70.0	0.0	0.0	70.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	350.0	0.0	0.0	350.0	*FED*	280.0	0.0	0.0	280.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	350.0	0.0	0.0	350.0	*TOTAL*	350.0	0.0	0.0	350.0		

Source: SEWRPC.

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
MILWAUKEE (CITY)	351	SUMMERFEST PARKING MANAGEMENT SYSTEM	EE	PE	290.0	0.0	0.0	290.0	LOCAL	300.0	0.0	0.0	300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,210.0	0.0	0.0	1,210.0	FED	1,200.0	0.0	0.0	1,200.0		
	(361)			OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
	352	BILLBOARD REMOVAL FOR W. LISBON AVE (USH 41) UPTOWN TRIANGLE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	4.0	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	20.0	20.0	FED	0.0	0.0	16.0	16.0		
	(362)			OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	20.0	20.0	TOTAL	0.0	0.0	20.0	20.0		
	353	INSTALLATION OF DECORATIVE STREET LIGHTING ALONG NATIONAL AVE (STH 59) FROM 12TH STREET TO 1ST STREET IN CITY OF MILWAUKEE	EE	PE	85.0	0.0	0.0	85.0	LOCAL	17.0	130.0	0.0	147.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	650.0	0.0	650.0	FED	68.0	520.0	0.0	588.0		
	(877)			OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	85.0	650.0	0.0	735.0	TOTAL	85.0	650.0	0.0	735.0		
	354	LANDSCAPING OF FOND DU LAC AVE (STH 145) FROM 19TH ST TO 36TH STREET IN THE CITY OF MILWAUKEE	EE	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		
	(876)			OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	355	INSTALL DECORATIVE STREET LIGHTS & LANDSCAPING AT ATKINSON/CAPITOL/ TEUTONIA TRIANGLE AND ON CAPITOL DR. FROM 27TH ST. TO ATKINSON AVE.	EE	PE	105.0	0.0	0.0	105.0	LOCAL	21.0	154.0	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	770.0	0.0	770.0	FED	84.0	616.0	0.0	700.0		
	(878)			OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	105.0	770.0	0.0	875.0	TOTAL	105.0	770.0	0.0	875.0		
	356	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT INTERSECTION OF N.76TH STREET AND W.CAPITOL DRIVE	EE	PE	0.0	0.0	0.0	0.0	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	10.0	0.0	0.0	10.0	FED	9.0	0.0	0.0	9.0		
	(330)			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		
	357	COORDINATION OF TRAFFIC SIGNALS ALONG W.CAPITOL DRIVE AND W.FOND DU LAC AVENUES	EE	PE	0.0	0.0	0.0	0.0	LOCAL	7.3	9.6	6.9	23.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	73.0	96.0	69.0	238.0	FED	65.7	86.4	62.1	214.2		
	(332)			OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	73.0	96.0	69.0	238.0	TOTAL	73.0	96.0	69.0	238.0		
	358	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT INTERSECTION OF W.CAPITOL DRIVE AND W.TEUTONIA AVENUE	EE	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	8.0	0.0	0.0	8.0	FED	7.2	0.0	0.0	7.2		
	(333)			OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	8.0	0.0	0.0	8.0	TOTAL	8.0	0.0	0.0	8.0		
	359	IMPROVEMENT OF TRAFFIC SIGNALS AT INTERSECTION OF W. CAPITOL DRIVE, W. FOND DU LAC AVENUE, AND N. 51ST STREET	EE	PE	0.0	0.0	0.0	0.0	LOCAL	8.0	2.4	1.8	12.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	80.0	24.0	18.0	122.0	FED	72.0	21.6	16.2	109.8		
	(334)			OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	80.0	24.0	18.0	122.0	TOTAL	80.0	24.0	18.0	122.0		
	360	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT INTERSECTION OF W.HAMPTON AVENUE AND N.SHERMAN BOULEVARD	EE	PE	0.0	0.0	0.0	0.0	LOCAL	3.7	0.0	0.0	3.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	37.0	0.0	0.0	37.0	FED	33.3	0.0	0.0	33.3		
	(328)			OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	37.0	0.0	0.0	37.0	TOTAL	37.0	0.0	0.0	37.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MILWAUKEE (CITY)	361 (331)	PEDESTRIAN AND TRAFFIC SIGNAL ENHANCEMENTS ON S.CESAR CHAVEZ DRIVE (0.50 MILES)	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	6.5	68.5	75.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	65.0	685.0	750.0	*FED*	0.0	58.5	616.5	675.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	0.0	65.0	685.0	750.0	*TOTAL*	0.0	65.0	685.0	750.0		
	362	CONSTRUCT MARSUPIAL BRIDGE N HOLTON ST VIADUCT N COMMERCE ST TO N WATER ST BIKE/PED CITY OF MILWAUKEE CMAQ	EE	*PE*	330.0	0.0	0.0	330.0	*LOCAL*	66.0	576.8	0.0	642.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	2,884.0	0.0	2,884.0	*FED*	264.0	2,307.2	0.0	2,571.2		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	330.0	2,884.0	0.0	3,214.0	*TOTAL*	330.0	2,884.0	0.0	3,214.0		
	363	CONSTRUCT MARQUETTE UNIVERSITY PEDESTRIAN CORRIDOR ON WISCONSIN AVE N 12TH ST AND N 16TH ST CITY OF MILWAUKEE CMAQ	EE	*PE*	34.6	0.0	0.0	34.6	*LOCAL*	198.0	0.0	0.0	198.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	955.3	0.0	0.0	955.3	*FED*	791.9	0.0	0.0	791.9		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	989.9	0.0	0.0	989.9	*TOTAL*	989.9	0.0	0.0	989.9		
	364	ENHANCE E/W WISCONSIN AVE & N WATER STREET ALONG PEDESTRIAN CORRIDOR STREETSCAPE. LIGHTING. & LANDSCAPE STAGE II MILWAUKEE COUNTY CMAQ	EE	*PE*	440.0	0.0	0.0	440.0	*LOCAL*	88.0	412.0	0.0	500.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	2,060.0	0.0	2,060.0	*FED*	352.0	1,648.0	0.0	2,000.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	440.0	2,060.0	0.0	2,500.0	*TOTAL*	440.0	2,060.0	0.0	2,500.0		
	365	ENHANCE E/W WISCONSIN AVE & N WATER STREET ALONG PEDESTRIAN CORRIDOR STREETSCAPE. LIGHTING. & LANDSCAPE STAGE III MILWAUKEE COUNTY CMAQ	EE	*PE*	0.0	440.0	0.0	440.0	*LOCAL*	0.0	500.0	0.0	500.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	2,060.0	0.0	2,060.0	*FED*	0.0	2,000.0	0.0	2,000.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	0.0	2,500.0	0.0	2,500.0	*TOTAL*	0.0	2,500.0	0.0	2,500.0		
	366 (329)	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT INTERSECTION OF N.27TH STREET AND W.WSCONSIN AVENUE	EE	*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	19.0	0.0	0.0	19.0	*FED*	17.1	0.0	0.0	17.1		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	19.0	0.0	0.0	19.0	*TOTAL*	19.0	0.0	0.0	19.0		
	367	ENHANCE E/W WISCONSIN AVE & N WATER STREET ALONG PEDESTRIAN CORRIDOR STREETSCAPE. LIGHTING. & LANDSCAPE STAGE IV MILWAUKEE COUNTY CMAQ	EE	*PE*	0.0	0.0	440.0	440.0	*LOCAL*	0.0	0.0	500.0	500.0	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	2,060.0	2,060.0	*FED*	0.0	0.0	2,000.0	2,000.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	0.0	0.0	2,500.0	2,500.0	*TOTAL*	0.0	0.0	2,500.0	2,500.0		
OAK CREEK (CITY)	368 (364)	RECONDITIONING OF PENNSYLVANIA AVE FROM RYAN ROAD TO PUETZ ROAD IN THE CITY OF OAK CREEK (1.00 MILES)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	141.6	0.0	0.0	141.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	708.0	0.0	0.0	708.0	*FED*	566.4	0.0	0.0	566.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	708.0	0.0	0.0	708.0	*TOTAL*	708.0	0.0	0.0	708.0		
	369 (366)	CONSTRUCTION OF BICYCLE PEDESTRIAN PATH ON FORMER CHICAGO NORTH SHORE RIGHT-OF-WAY IN THE CITY OF OAK CREEK	EE	*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	720.0	0.0	0.0	720.0	*FED*	576.0	0.0	0.0	576.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	720.0	0.0	0.0	720.0	*TOTAL*	720.0	0.0	0.0	720.0		
RIVER HILLS (VILLAGE)	370 (367)	REPLACEMENT OF WEST GREEN TREE ROAD BRIDGE OVER MILWAUKEE RIVER (B-40-0929) IN THE VILLAGE OF RIVER HILLS	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	184.0	0.0	0.0	184.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	920.0	0.0	0.0	920.0	*FED*	736.0	0.0	0.0	736.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	920.0	0.0	0.0	920.0	*TOTAL*	920.0	0.0	0.0	920.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
					2002	2003	2004	Total		2002	2003	2004	Total		
ST FRANCIS (CITY)	371 (368)	CLOSING OF THE NORWICH AVENUE/UNION PACIFIC RR CROSSING IN THE CITY OF ST FRANCIS	HS	*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	70.0	0.0	0.0	70.0	*FED*	63.0	0.0	0.0	63.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	70.0	0.0	0.0	70.0	*TOTAL*	70.0	0.0	0.0	70.0		
SHOREWOOD (VILLAGE)	372 (369)	RECONSTRUCTION OF THE OAK LEAF TRAIL BRIDGE OVER CAPITOL DRIVE IN THE VILLAGE SHOREWOOD	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	24.4	0.0	0.0	24.4	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*	97.5	0.0	0.0	97.5		
				OTHER	121.9	0.0	0.0	121.9	*STP-E*						
				TOTAL	121.9	0.0	0.0	121.9	*TOTAL*	121.9	0.0	0.0	121.9		
SOUTH MILWAUKEE (CITY)	373 (371)	REPLACE BRIDGE P-40-0737 (0.3M S. CTH ZZ) 15TH AVENUE (LOC STR) BRIDGE REPLACEMENT OVER OAK CREEK BRIDGE P-40- 0737 CITY OF S MILWAUKE	HP	*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	600.0	0.0	0.0	600.0	*FED*	480.0	0.0	0.0	480.0		
				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		
WAUWAUTOSA (CITY)	374	RESURFACING OF GRANTOSA DR. FROM N. 94TH ST. TO N. 100TH ST. IN THE CITY OF WAUWATOSA (0.44 MILES)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	139.0	0.0	0.0	139.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	139.0	0.0	0.0	139.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	139.0	0.0	0.0	139.0	*TOTAL*	139.0	0.0	0.0	139.0		
	375 (374)	RESURFACE N 124TH ST (LOC STR) BURLEIGH ST- CAPITAL DR. C/WAUWATOSA -- JOINT PROJECT W/ BROOKFIELD	HP	*PE*	125.2	0.0	0.0	125.2	*LOCAL*	25.0	160.0	0.0	185.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	800.0	0.0	800.0	*FED*	100.2	640.0	0.0	740.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	125.2	800.0	0.0	925.2	*TOTAL*	125.2	800.0	0.0	925.2		
	376	RECONSTRUCTION WITH ADDITIONAL LANES OF N 124TH ST FROM LISBON RD TO RUBY AVE IN THE CITY OF WAUWATOSA (0.50 MILE)	HI	*PE*	0.0	0.0	203.0	203.0	*LOCAL*	0.0	0.0	48.7	48.7	A	NON-EXEMPT
				ROW	0.0	0.0	40.6	40.6	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0		0.0	*FED*	0.0	0.0	194.9	194.9		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0		0.0	*TOTAL*	0.0	0.0	243.6	243.6		
	377 (375)	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*	227.2	0.0	0.0	227.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	227.2	0.0	0.0	227.2	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	227.2	0.0	0.0	227.2	*TOTAL*	227.2	0.0	0.0	227.2		
	378 (377)	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG MENOMONEE RIVER FROM HART PARK TO 63 RD STREET IN THE CITY OF WAUWATOSA	EE	*PE*	20.0	0.0	0.0	20.0	*LOCAL*	4.0	1.0	105.0	110.0	A	EXEMPT
				ROW	0.0	5.0	0.0	5.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	525.0	525.0	*FED*	16.0	4.0	420.0	440.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	20.0	5.0	525.0	550.0	*TOTAL*	20.0	5.0	525.0	550.0		
WEST ALLIS (CITY)	379 (378)	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	465.0	0.0	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	465.0	0.0	465.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	465.0	0.0	465.0	*TOTAL*	0.0	465.0	0.0	465.0		
	380	RESURFACING OF W LINCOLN AVE FROM S 96TH ST TO S 108THST IN THE CITY OF WEST ALLIS(0.76 MILES)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	640.0	640.0	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	640.0	640.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	640.0	640.0	*TOTAL*	0.0	0.0	640.0	640.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type		Estimated Costs (Thousands $) 2002	2003	2004	Total		Source of Funds (Thousands $) 2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WEST ALLIS (CITY)	381	RESURFACING OF S 60TH ST FROM W LINCOLN AVE TO N CITY LIMITS IN THE CITY OF WEST ALLIS (1.57 MILES)	HP	*PE*	0.0	0.0	489.7	489.7	*LOCAL*	0.0	0.0	100.0	100.0	A	EXEMPT
				ROW	0.0	0.0	10.0	10.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	399.7	399.7		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	499.7	499.7	*TOTAL*	0.0	0.0	499.7	499.7		
	382	RESURFACING OF S 70TH ST FROM NORTH CITY LIMITS TO W GREENFIELD AVE IN THE CITY OF WEST ALLIS(0.51 MILES)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	2,000.0	0.0	0.0	2,000.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	2,000.0	0.0	0.0	2,000.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,000.0	0.0	0.0	2,000.0	*TOTAL*	2,000.0	0.0	0.0	2,000.0		
	383 (380)	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*	260.0	0.0	0.0	260.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	260.0	0.0	0.0	260.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	260.0	0.0	0.0	260.0	*TOTAL*	260.0	0.0	0.0	260.0		
	384	RECONFIGURATION OF W NATIONAL AVE FROM S ROOT RIVER TO W OKLAHOMA AVE CITY OF WEST ALLIS HES	HS	*PE*	156.0	0.0	0.0	156.0	*LOCAL*	25.6	86.3	0.0	111.9	A	EXEMPT
				ROW	100.0	0.0	0.0	100.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	863.0	0.0	863.0	*FED*	230.4	776.7	0.0	1,007.1		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	256.0	863.0	0.0	1,119.0	*TOTAL*	256.0	863.0	0.0	1,119.0		

Source: SEWRPC.

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
					2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	385 (384)	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*						
				TOTAL	50.0	0.0	0.0	50.0	*TOTAL*	50.0	0.0	0.0	50.0		
	386 (386)	RECONDITIONING OF I-43 FROM STH 32 TO THE NO. COUNTY LINE IN OZAUKEE COUNTY (17.5 MILES)	HP	*PE*	0.0	0.0	2,000.0	2,000.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	400.0	400.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	1,600.0	1,600.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	0.0	2,000.0	2,000.0	*TOTAL*	0.0	0.0	2,000.0	2,000.0		
	387 (387)	RECONSTRUCTION WITH NO ADDITIONAL TRAVEL LANES OF STH 32 FROM IH 43 TO CTH CC IN OZAUKEE CO. (2.5 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	1,900.0	0.0	1,900.0		
				CONST	0.0	9,500.0	0.0	9,500.0	*FED*	0.0	7,600.0	0.0	7,600.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	9,500.0	0.0	9,500.0	*TOTAL*	0.0	9,500.0	0.0	9,500.0		
	388	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM GRAND AVE. TO IH-43 (1.63 MILES)	HP	*PE*	0.0	600.0	0.0	600.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	120.0	0.0	120.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	480.0	0.0	480.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	600.0	0.0	600.0	*TOTAL*	0.0	600.0	0.0	600.0		
	389	RECONSTRUCTION OF STH 33 WITH NO ADDITIONAL LANES FROM S. MILL ST. TO RIVERSIDE DR. IN THE VILLAGE OF SAUKVILLE (0.26 MILE)	HP	*PE*	300.0	0.0	0.0	300.0	*LOCAL*	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	500.0	0.0	0.0	500.0	*STATE*	560.0	0.0	0.0	560.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	240.0	0.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	800.0	0.0	0.0	800.0	*TOTAL*	800.0	0.0	0.0	800.0		
	390 (389)	RECONDITIONING OF STH 60 FROM KEUP ROAD TO CTH O	HP	*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	100.0	105.0		
				CONST	0.0	0.0	500.0	500.0	*FED*	20.0	0.0	400.0	420.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	25.0	0.0	500.0	525.0	*TOTAL*	25.0	0.0	500.0	525.0		
	391 (391)	RESURFACING OF STH 167 FROM STH 57 TO IH 43 IN THE CITY OF MEQUON (3.0 MI)	HP	*PE*	0.0	300.0	0.0	300.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	60.0	0.0	60.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	240.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	300.0	0.0	300.0	*TOTAL*	0.0	300.0	0.0	300.0		
	392 (396)	CONSTRUCTION OF TURN LANES AT SELECTED INTERSECTIONS ON STH 181 FROM MEQUON RD. (STH 167) TO CTH C IN THE CITY OF MEQUON (4.00 MILES)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	500.0	2,800.0	0.0	3,300.0	*STATE*	500.0	4,300.0	0.0	4,800.0		
				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	500.0	4,300.0	0.0	4,800.0	*TOTAL*	500.0	4,300.0	0.0	4,800.0		
	393 (393)	PRELIMINARY ENGINEERING FOR RECONSTRUCTION WITH ADDITIONAL TRAVEL LANES OF STH 33 FROM MARKET ST TO TOWER DR. IN OZAUKEE COUNTY (1.5 MI)	HI	*PE*	450.0	0.0	0.0	450.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	530.5	530.5	*STATE*	90.0	0.0	530.5	620.5		
				CONST	0.0	0.0	0.0	0.0	*FED*	360.0	0.0	0.0	360.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	450.0	0.0	530.5	980.5	*TOTAL*	450.0	0.0	530.5	980.5		
	394 (394)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 57 FROM IH 43 TO OZAUKEE - SHEBOYGAN COUNTY LINE	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*	1,980.0	0.0	0.0	1,980.0		
				CONST	9,900.0	0.0	0.0	9,900.0	*FED*	7,920.0	0.0	0.0	7,920.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	9,900.0	0.0	0.0	9,900.0	*TOTAL*	9,900.0	0.0	0.0	9,900.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	395 (879)	JOB ACCESS SEC 3037 TRANSIT PROJECT 2000- OZAUKEE COUNTY EXPRESS TRANSIT SERVICE EXPANSION FOR WESTERN OZAUKEE COUNTY	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	18.5	0.0	0.0	18.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	74.2	0.0	0.0	74.2		
				CONST	0.0	0.0	0.0	0.0	*FED*	92.7	0.0	0.0	92.7		
				OTHER	185.4	0.0	0.0	185.4	*FTA 3037*						
				TOTAL	185.4	0.0	0.0	185.4	*TOTAL*	185.4	0.0	0.0	185.4		
	396 (398)	CONSTRUCTION OF BICYCLE PATH PARALELLING STH 60 (WASHINGTON ST/ULAO RD) FROM 16TH ST TO IH 43 IN THE VILLAGE AND TOWN OF GRAFTON	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	38.4	0.0	0.0	38.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	192.0	0.0	0.0	192.0	*FED*	153.6	0.0	0.0	153.6		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	192.0	0.0	0.0	192.0	*TOTAL*	192.0	0.0	0.0	192.0		
OZAUKEE COUNTY	397 (402)	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		
	398 (401)	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		
	399 (406)	REPLACE EXISTING BRIDGE LAKEFIELD RD (CTH T) BRIDGE OVER CEDAR CREEK BRIDGE B-45-0014 OZAUKEE COUNTY	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	103.5	0.0	0.0	103.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	517.5	0.0	0.0	517.5	*FED*	414.0	0.0	0.0	414.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	517.5	0.0	0.0	517.5	*TOTAL*	517.5	0.0	0.0	517.5		
	400 (408)	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*	0.0	0.0	0.0	0.0	*LOCAL*	46.0	852.0	0.0	898.0	A	NON-EXEMPT
				ROW	230.0	0.0	0.0	230.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	4,260.0	0.0	4,260.0	*FED*	184.0	3,408.0	0.0	3,592.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	230.0	4,260.0	0.0	4,490.0	*TOTAL*	230.0	4,260.0	0.0	4,490.0		
	401 (409)	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN OZAUKEE COUNTY: 2000	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	17.7	18.6	19.6	55.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	71.0	74.5	78.2	223.7		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	88.7	93.1	97.8	279.6							
				TOTAL	88.7	93.1	97.8	279.6	*TOTAL*	88.7	93.1	97.8	279.6		
	402	OPERATING ASSISTANCE FOR OZAUKEE COUNTY EXPRESS: 2002-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	156.0	163.4	171.0	490.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	283.9	297.4	311.4	892.7		
				CONST	0.0	0.0	0.0	0.0	*FED*	292.8	306.8	321.1	920.7		
				OTHER	732.7	767.6	803.5	2,303.8	*STP-O*						
				TOTAL	732.7	767.6	803.5	2,303.8	*TOTAL*	732.7	767.6	803.5	2,303.8		
	403 (410)	OPERATION OF SHARED RIDE TAXI PROGRAM IN URBANIZED PORTION OF OZAUKEE COUNTY 2002-2004	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	133.0	139.0	145.3	417.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	525.7	546.1	567.2	1,639.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	658.7	685.1	712.5	2,056.3							
				TOTAL	658.7	685.1	712.5	2,056.3	*TOTAL*	658.7	685.1	712.5	2,056.3		
	404 (411)	OPERATION OF SHARED RIDE TAXI PROGRAM IN THE SAUKVILLE AND RURAL PORTIONS OF OZAUKEE COUNTY 2002-2004	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	59.4	61.6	64.1	185.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	32.6	33.9	35.3	101.8		
				CONST	0.0	0.0	0.0	0.0	*FED*	72.8	75.7	78.8	227.3		
				OTHER	164.8	171.2	178.2	514.2	*FTA 5311*						
				TOTAL	164.8	171.2	178.2	514.2	*TOTAL*	164.8	171.2	178.2	514.2		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
OZAUKEE COUNTY	405 (412)	CAPITAL NEEDS FOR OZAUKEE CO RURAL AND URBAN 2002-2004 11 VEHICLES SHARED RIDE TAXI PROGRAM	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	36.0	15.0	15.0	66.0	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*	144.0	60.0	60.0	264.0		
				OTHER	180.0	75.0	75.0	330.0	*FTA 5311*						
				TOTAL	180.0	75.0	75.0	330.0	*TOTAL*	180.0	75.0	75.0	330.0		
	406 (415)	PURCHASE OF 3 TRANSIT BUSES FOR THE OZAUKEE COUNTY EXPRESS TRANSIT SERVICE 2002	TE	*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 5311*						
				TOTAL	750.0	0.0	0.0	750.0	*TOTAL*	750.0	0.0	0.0	750.0		
	407 (418)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN OZAUKEE COUNTY	HS	*PE*	25.0	0.0	0.0	25.0	*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*	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		
	408 (421)	INSTALLATION OF A COMMERCIAL CNG REFUELING STATION AT DEKORA STREET, SAUKVILLE LOCATION	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	70.0	0.0	0.0	70.0	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*	280.0	0.0	0.0	280.0		
				OTHER	350.0	0.0	0.0	350.0	*CMAQ*						
				TOTAL	350.0	0.0	0.0	350.0	*TOTAL*	350.0	0.0	0.0	350.0		
	409 (419)	PRELIMINARY ENGINEERING FOR VARIOUS BICYCLE/ PEDESTRIAN PROJECTS IN OZAUKEE COUNTY	EE	*PE*	10.0	10.0	10.0	30.0	*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	30.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	10.0	10.0	10.0	30.0	*TOTAL*	10.0	10.0	10.0	30.0		
	410 (422)	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG WEPCO ROW TO CONNECT WITH CITY/ VILLAGE PATHS IN OZAUKEE COUNTY	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	269.0	0.0	0.0	269.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	1,345.0	0.0	0.0	1,345.0	*FED*	1,076.0	0.0	0.0	1,076.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	1,345.0	0.0	0.0	1,345.0	*TOTAL*	1,345.0	0.0	0.0	1,345.0		
CEDARBURG (CITY)	411 (423)	REPLACE BRIDGE DECK ON BRIDGE ROAD BRIDGE OVER CEDAR CREEK (P-40-0702) IN THE CITY OF CEDARBURG	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	40.5	0.0	0.0	40.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	202.5	0.0	0.0	202.5	*FED*	162.0	0.0	0.0	162.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	202.5	0.0	0.0	202.5	*TOTAL*	202.5	0.0	0.0	202.5		
	412 (424)	ACQUISITION,RESTORATION AND PRESERVATION OF INTERURBAN DEPOT IN THE CITY OF CEDARBURG	EE	*PE*	3.8	0.0	0.0	3.8	*LOCAL*	40.5	0.0	0.0	40.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	198.5	0.0	0.0	198.5	*FED*	161.8	0.0	0.0	161.8		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	202.3	0.0	0.0	202.3	*TOTAL*	202.3	0.0	0.0	202.3		
CEDARBURG (TOWN)	413 (425)	RECONSTRUCT CEDAR CREEK ROAD BRIDGE(0.7 M WEST OF CTH I) P-45-0037 IN THE TOWN OF CEDARBURG	OH	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	58.2	0.0	58.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	291.0	0.0	291.0	*FED*	0.0	232.8	0.0	232.8		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	0.0	291.0	0.0	291.0	*TOTAL*	0.0	291.0	0.0	291.0		
	414 (426)	DESIGN AND CONSTRUCTION OF PAVED SHOULDERS TO PROVIDE A BICYCLE WAY ALONG COVERED BRIDGE RD FROM STH 60 TO CEDAR CREEK ROAD	EE	*PE*	8.0	0.0	0.0	8.0	*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	50.0	0.0	0.0	50.0	*FED*	46.4	0.0	0.0	46.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	58.0	0.0	0.0	58.0	*TOTAL*	58.0	0.0	0.0	58.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
CEDARBURG (TOWN)	415 (881)	CONSTRUCTION OF A BICYCLE PATH PARALLEL TO STH 60 FROM HORN'S CORNERS ROAD TO WASHINGTON AVE(CTH NN) IN TOWN OF GRAFTON	EE	PE	47.8	0.0	0.0	47.8	LOCAL	59.1	0.0	0.0	59.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	247.5	0.0	0.0	247.5	FED	236.2	0.0	0.0	236.2		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	295.3	0.0	0.0	295.3	TOTAL	295.3	0.0	0.0	295.3		
	416 (896)	DESIGN AND CONSTRUCT FOUR FOOT WIDE PAVED SHOULDERS ON BOTH SIDES OF CEDAR CREEK RD FROM COVERED BRIDGE RD TO HORNS CORNERS RD	EE	PE	3.1	0.0	0.0	3.1	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	56.7	0.0	0.0	56.7	FED	47.8	0.0	0.0	47.8		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	59.8	0.0	0.0	59.8	TOTAL	59.8	0.0	0.0	59.8		
GRAFTON (VILLAGE)	417	CONSTRUCT GRAFTON COMMUTER CENTER AT STH 60 AND CTH W VILLAGE OF GRAFTON CMAQ	EE	PE	145.0	0.0	0.0	145.0	LOCAL	29.0	150.0	72.0	251.0	A	EXEMPT
				ROW	0.0	750.0	0.0	750.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	360.0	360.0	FED	116.0	600.0	288.0	1,004.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	145.0	750.0	360.0	1,255.0	TOTAL	145.0	750.0	360.0	1,255.0		
	418 (882)	LANDSCAPING OF WASHINGTON ST (STH 60) FROM 16TH AVE TO I-43 IN VILLAGE OF GRAFTON	EE	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	149.8	0.0	0.0	149.8	FED	119.8	0.0	0.0	119.8		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	149.8	0.0	0.0	149.8	TOTAL	149.8	0.0	0.0	149.8		
MEQUON (CITY)	419	RESURFACING OF CTH C (PIONEER RD) FROM GREEN BAY RD TO KLUG LN IN THE CITY OF MEQUON (1.40 MILES)	HP	PE	0.0	0.0	122.5	122.5	LOCAL	0.0	0.0	44.3	44.3	A	EXEMPT
				ROW	0.0	0.0	98.9	98.9	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	177.1	177.1		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	221.4	221.4	TOTAL	0.0	0.0	221.4	221.4		
	420 (428)	RECONDITIONING OF GRANVILLE ROAD FROM COUNTY LINE ROAD TO MEQUON RD IN THE CITY OF MEQUON	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	133.4	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	0.0	667.0	0.0	667.0	FED	0.0	533.6	0.0	533.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	667.0	0.0	667.0	TOTAL	0.0	667.0	0.0	667.0		
	421	BRIDGE REPLACEMEMNT ON GRANVILLE RD OVER LITTLE MENOMONEE CREEK CITY OF MEQUON LOCAL BRIDGE P-45-0712	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	36.0	0.0	46.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	180.0	0.0	180.0	FED	40.0	144.0	0.0	184.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	50.0	180.0	0.0	230.0	TOTAL	50.0	180.0	0.0	230.0		
	422 (429)	RECONDITIONING OF WASAUKEE RD FROM COUNTY LINE ROAD TO MEQUON RD ON THE MEQUON/ GERMANTOWN BORDER (3.22 KM)	HP	PE		0.0	0.0	0.0	LOCAL	2.7	88.9	0.0	91.6	A	EXEMPT
				ROW	13.5	0.0	0.0	13.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	444.6	0.0	444.6	FED	10.8	355.7	0.0	366.5		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL		444.6	0.0	444.6	TOTAL	13.5	444.6	0.0	458.1		
	423	CONSTRUCT PEDESTRIAN PATHS LINKING NEIGHBORHOODS CITY OF MEQUON OZAUKEE COUNTY CMAQ	EE	PE	23.9	0.0	0.0	23.9	LOCAL	47.4	0.0	0.0	47.4	A	EXEMPT
				ROW	11.3	0.0	0.0	11.3	STATE	0.0	0.0	0.0	0.0		
				CONST	132.7	0.0	0.0	132.7	FED	189.6	0.0	0.0	189.6		
				OTHER	69.1	0.0	0.0	69.1	CMAQ						
				TOTAL	237.0	0.0	0.0	237.0	TOTAL	237.0	0.0	0.0	237.0		
	424 (430)	CONSTRUCTION OF THE MEQUON-THIENSVILLE BICYCLE AND PEDESTRIAN TRAIL ALONG THE FORMER INTERURBAN RR ROW	EE	PE	0.0	0.0	0.0	0.0	LOCAL	145.0	0.0	0.0	145.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	725.0	0.0	0.0	725.0	FED	580.0	0.0	0.0	580.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	725.0	0.0	0.0	725.0	TOTAL	725.0	0.0	0.0	725.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
MEQUON (CITY)	425 (897)	CONSTRUCTION OF 4 FOOT BIKE LANES ON BOTH SIDES OF HIGHLAND ROAD CONNECTING EXISTING BIKE LANES IN THE CITY OF MEQUON	EE	*PE*	43.6	0.0	0.0	43.6	*LOCAL*	8.7	58.1	0.0	66.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	290.6	0.0	290.6	*FED*	34.9	232.5	0.0	267.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	43.6	290.6	0.0	334.2	*TOTAL*	43.6	290.6	0.0	334.2		
PORT WASHINGTON (CITY)	426 (431)	OPERATING ASSISTANCE FOR THE CITY OF PORT WASHINGTON SHARED-RIDE TAXICAB SYSTEM: 2002-2004	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	9.3	9.6	9.8	28.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	56.0	57.9	58.8	172.7		
				CONST	0.0	0.0	0.0	0.0	*FED*	51.3	53.1	53.8	158.2		
				OTHER	116.6	120.6	122.4	359.6	*FTA 5311*						
				TOTAL	116.6	120.6	122.4	359.6	*TOTAL*	116.6	120.6	122.4	359.6		
	427 (432)	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	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		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	428 (435)	CONSTRUCTION OF SIGNALS AND TURN LANES AT THE USH 41 AND STH 167 INTERCHANGE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	50.0	0.0	0.0	50.0	STATE	50.0	896.0	0.0	946.0		
				CONST	0.0	4,480.0	0.0	4,480.0	FED	0.0	3,584.0	0.0	3,584.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	4,480.0	0.0	4,530.0	TOTAL	50.0	4,480.0	0.0	4,530.0		
	429 (926)	RECONSTRUCTION AND RECONFIGURATION OF THE USH 41 AND STH 144 INTERCHANGE	HP	PE	0.0	500.0	0.0	500.0	LOCAL	0.0	400.0	0.0	400.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	100.0	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	STP-O						
				TOTAL	0.0	500.0	0.0	500.0	TOTAL	0.0	500.0	0.0	500.0		
	430	MODERNIZATION OF THE USH 41 AND STH 60 INTERCHANGE	HP	PE	0.0	250.0	250.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	1,000.0	1,000.0	STATE	0.0	50.0	1,050.0	1,100.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	200.0	200.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	250.0	1,250.0	1,500.0	TOTAL	0.0	250.0	1,250.0	1,500.0		
	431	RESURFACING OF STH 28 FROM USH 45 TO STH 144 (5.82 MILES)	HP	PE	0.0	0.0	100.0	100.0	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	20.0	20.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	80.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	100.0	100.0	TOTAL	0.0	0.0	100.0	100.0		
	432 (439)	RECONSTRUCTION WITH AUXILIARY LANES OF STH 33 FROM STH 175 TO TH EAST BRANCH OF THE ROCK RIVER (1.75 MILES)	HP	PE	362.0	0.0	0.0	362.0	LOCAL	149.0	0.0	0.0	149.0	A	EXEMPT
				ROW	234.0	0.0	0.0	234.0	STATE	447.0	0.0	0.0	447.0		
				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	STP-O						
				TOTAL	596.0	0.0	0.0	596.0	TOTAL	596.0	0.0	0.0	596.0		
	433	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 33 FROM MILWAUKEE RIVER TO WISCONSIN ST. IN THE CITY OF WEST BEND (0.10 MILE)	HP	PE	0.0	0.0	100.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	115.0	115.0	STATE	0.0	0.0	135.0	135.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	80.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	215.0	215.0	TOTAL	0.0	0.0	215.0	215.0		
	434	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 33 FROM 4000 FEET EAST OF OAK RD. TO THE OZAUKEE COUNTY LINE (3.40 MILES)	HP	PE	0.0	0.0	150.0	150.0	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	30.0	30.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	120.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	150.0	150.0	TOTAL	0.0	0.0	150.0	150.0		
	435 (440)	RECONDITIONING OF STH 60 FROM WEST WASHINGTON COUNTY LINE TO THE CITY OF HARTFORD	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	52.0	0.0	0.0	52.0		
				CONST	260.0	0.0	0.0	260.0	FED	208.0	0.0	0.0	208.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	260.0	0.0	0.0	260.0	TOTAL	260.0	0.0	0.0	260.0		
	436	RECONSTRUCTION OF STH 60 WITH NO ADDITIONAL LANES FROM MAIN ST. TO POND RD. IN THE CITY OF HARTFORD (0.70 MILE)	HP	PE	0.0	200.0	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	0.0	40.0	0.0	40.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	160.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	200.0	0.0	200.0	TOTAL	0.0	200.0	0.0	200.0		
	437 (441)	RECONDITIONING OF STH 60 FROM CTH P TO RIDGEWAY DRIVE IN THE VILLAGE OF JACKSON	HP	PE	0.0	100.0	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	0.0	20.0	0.0	20.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	80.0	0.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	100.0	0.0	100.0	TOTAL	0.0	100.0	0.0	100.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	438	RECONSTRUCTION OF STH 83 WITH NO ADDITIONAL LANES FROM MAIN ST. TO WILSON ST. IN THE CITY OF HARTFORD (0.80 MILE)	HP	*PE*	0.0	200.0	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*	0.0	40.0	0.0	40.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	160.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	200.0	0.0	200.0	*TOTAL*	0.0	200.0	0.0	200.0		
	439	RECONTRUCTION OF STH 144 WITH NO ADDITIONAL CAPACITY FROM TENNIS DR. TO USH 41 IN THE VILLAGE OF SLINGER (1.63 MILES)	HP	*PE*	0.0	200.0	0.0	200.0	*LOCAL*	0.0	10.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	30.0	0.0	30.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	160.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	200.0	0.0	200.0	*TOTAL*	0.0	200.0	0.0	200.0		
	440 (444)	RECONDITIONING OF STH 144 FROM THE CITY OF WEST BEND TO SHEBOYGAN COUNTY	HP	*PE*	150.0	0.0	0.0	150.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	30.0	0.0	190.0	220.0		
				CONST	0.0	0.0	950.0	950.0	*FED*	120.0	0.0	760.0	880.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	150.0	0.0	950.0	1,100.0	*TOTAL*	150.0	0.0	950.0	1,100.0		
	441 (446)	CONSTRUCTION OF STH 164 BRIDGE OVER THE WISCONSIN SOUTHERN AND CANADIAN NATIONAL RAILROADS AND STH 175 IN WASHINGTON 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*	400.0	0.0	0.0	400.0		
				CONST	2,000.0	0.0	0.0	2,000.0	*FED*	1,600.0	0.0	0.0	1,600.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	2,000.0	0.0	0.0	2,000.0	*TOTAL*	2,000.0	0.0	0.0	2,000.0		
	442 (448)	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 45 FROM THE CITY OF WEST BEND TO THE VILLAGE OF KEWASKUM (3.0 MILES)	HI	*PE*	630.0	0.0	0.0	630.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	126.0	1,800.0	0.0	1,926.0		
				CONST	0.0	9,000.0	0.0	9,000.0	*FED*	504.0	7,200.0	0.0	7,704.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	630.0	9,000.0	0.0	9,630.0	*TOTAL*	630.0	9,000.0	0.0	9,630.0		
	443 (449)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 33 FROM USH 41 TO EAST BRANCH OF ROCK RIVER IN THE VILLAGE OF ALLENTON (0.34 MILES)	HI	*PE*	317.4	0.0	0.0	317.4	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	63.5	0.0	0.0	63.5		
				CONST	0.0	0.0	0.0	0.0	*FED*	253.9	0.0	0.0	253.9		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	317.4	0.0	0.0	317.4	*TOTAL*	317.4	0.0	0.0	317.4		
	444 (450)	RECONSTRUCTION ON NEW ALIGNMENT AND WITH ADDITIONAL LANES OF STH 33 FROM TRENTON RD. TO OAK RD. IN THE TOWN OF TRENTON (1.3 MILES)	HI	*PE*	0.0	368.0	0.0	368.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	128.8	0.0	128.8	*STATE*	0.0	202.4	0.0	202.4		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	294.4	0.0	294.4		
				OTHER	0.0	0.0	0.0	0.0	*NHS*						
				TOTAL	0.0	496.8	0.0	496.8	*TOTAL*	0.0	496.8	0.0	496.8		
	445 (451)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 60 FROM USH 41 TO USH 45 IN WASHINGTON COUNTY (3.30 MILES)	HI	*PE*	200.0	0.0	0.0	200.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	1,000.0	1,000.0	*STATE*	40.0	0.0	1,000.0	1,040.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	160.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	200.0	0.0	1,000.0	1,200.0	*TOTAL*	200.0	0.0	1,000.0	1,200.0		
	446 (452)	RECONSTRUCTION WITH ADDITIONAL LANES OF LOVERS LANE ROAD (STH 164) FROM STH 175 TO STH 60 IN WASHINGTON COUNTY (0.88 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*	6,000.0	0.0	0.0	6,000.0		
				CONST	6,000.0	0.0	0.0	6,000.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	6,000.0	0.0	0.0	6,000.0	*TOTAL*	6,000.0	0.0	0.0	6,000.0		
	447	ELDERLY/DISABLED TRANSPORATION SEC 5310 AMERICAN RED CROSS-WEST BEND CHAP 2002-2004 THREE FULLY MOD VANS 7/1	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	6.5	6.5	6.5	19.5	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*	26.1	26.1	26.1	78.3		
				OTHER	32.6	32.6	32.6	97.8	*FTA 5310*						
				TOTAL	32.6	32.6	32.6	97.8	*TOTAL*	32.6	32.6	32.6	97.8		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	448	PURCHASE VEHICLES FOR CITY OF WEST BEND SHARED-RIDE TAXI SERVICE SIX MINIVANS 7/0 AND TWO MODIFIED MINIVANS 7/1 2002-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	8.0	22.0	8.0	38.0	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	88.0	32.0	152.0		
				OTHER	40.0	110.0	40.0	190.0	*FTA 5311*						
				TOTAL	40.0	110.0	40.0	190.0	*TOTAL*	40.0	110.0	40.0	190.0		
	449 (883)	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF WASHINGTON ST (STH 33) AND CTH B IN THE CITY OF WEST BEND	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*	10.5	0.0	0.0	10.5		
				CONST	105.0	0.0	0.0	105.0	*FED*	94.5	0.0	0.0	94.5		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	105.0	0.0	0.0	105.0	*TOTAL*	105.0	0.0	0.0	105.0		
	450 (456)	ACQUISITION OF RIGHT OF WAY FOR PARK RIDE LOT AT USH 41/USH 45 AND STH 145 IN WASHINGTON COUNTY	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	50.0	0.0	0.0	50.0	*STATE*	50.0	0.0	0.0	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	50.0	0.0	0.0	50.0	*TOTAL*	50.0	0.0	0.0	50.0		
WASHINGTON COUNTY	451 (457)	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		
	452 (458)	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		
	453 (459)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH A FROM STH 144 TO THE OZAUKEE COUNTY LINE	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	150.0	0.0	0.0	150.0	A	EXEMPT
				ROW	750.0	0.0	0.0	750.0	*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	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	750.0	0.0	0.0	750.0	*TOTAL*	750.0	0.0	0.0	750.0		
	454 (461)	REPLACEMENT OF CTH M BRIDGE OVER CEDAR CREEK B-66-0974 IN WASHINGTON COUNTY	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	55.0	175.0	0.0	230.0	A	EXEMPT
				ROW	275.0	0.0	0.0	275.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	875.0	0.0	875.0	*FED*	220.0	700.0	0.0	920.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	275.0	875.0	0.0	1,150.0	*TOTAL*	275.0	875.0	0.0	1,150.0		
	455	BRIDGE REPLACEMENT ON CTH W OVER KOHLSVILLE RIVER WASHINGTON COUNTY LOCAL BRIDGE B-66-0972	HP	*PE*	60.0	0.0	0.0	60.0	*LOCAL*	12.0	10.0	54.0	76.0	A	EXEMPT
				ROW	0.0	50.0	0.0	50.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	270.0	270.0	*FED*	48.0	40.0	216.0	304.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	60.0	50.0	270.0	380.0	*TOTAL*	60.0	50.0	270.0	380.0		
	456 (463)	REPLACEMENT OF CTH MY BRIDGE OVER MILWAUKEE RIVER B-66-0971 IN WASHINGTON COUNTY	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	10.0	220.0	0.0	230.0	A	EXEMPT
				ROW	50.0	0.0	0.0	50.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	1,100.0	0.0	1,100.0	*FED*	40.0	880.0	0.0	920.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	50.0	1,100.0	0.0	1,150.0	*TOTAL*	50.0	1,100.0	0.0	1,150.0		
	457 (464)	RECONSTRUCTION WITH ADDITIONAL LANES OF COUNTY LINE ROAD (CTH Q) FROM USH 41/45 TO PILGRIM ROAD	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	115.0	115.0	A	NON-EXEMPT
				ROW	0.0	0.0	575.0	575.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	460.0	460.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	575.0	575.0	*TOTAL*	0.0	0.0	575.0	575.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type		Estimated Costs (Thousands $) 2002	2003	2004	Total		Source of Funds (Thousands $) 2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WASHINGTON COUNTY	458	PURCHASE OF TWO MEDIUM BUSES FOR WASHINGTON COUNTY COMMUTER BUS SERVICE	TP	*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	0.0	0.0	0.0	0.0	*FED*	104.0	0.0	0.0	104.0		
				OTHER	130.0	0.0	0.0	130.0	*FTA 5307*						
				TOTAL	130.0	0.0	0.0	130.0	*TOTAL*	130.0	0.0	0.0	130.0		
	459	OPERATING ASSISTANCE FOR WASHINGTON COUNTY COMMUTER BUS SERVICE	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	97.5	133.9	138.1	369.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	292.5	401.7	413.8	1,108.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	210.0	288.4	297.1	795.5		
				OTHER	600.0	824.0	849.0	2,273.0	*FTA 5311*						
				TOTAL	600.0	824.0	849.0	2,273.0	*TOTAL*	600.0	824.0	849.0	2,273.0		
	460 (466)	PROVISION OF COUNTY WIDE SPECIALIZED DEMAND RESPONSIVE TRANS. SERVICES FOR ELDERLY/ DISABLED PEOPLE IN WASHINGTON COUNTY: 2002-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	23.6	24.7	26.0	74.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	94.2	99.0	103.9	297.1		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	117.8	123.7	129.9	371.4							
				TOTAL	117.8	123.7	129.9	371.4	*TOTAL*	117.8	123.7	129.9	371.4		
	461	ELDERLY/DISABLED TRANP SEC 5310 THE THRESHOLD 2 LG BUSES 2000 2 MOD VAN 2000 2LG BUSES 2004 2SM BUSES 2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	40.4	0.0	42.3	82.7	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*	161.4	0.0	169.0	330.4		
				OTHER	201.8	0.0	211.3	413.1	*FTA 5310*						
				TOTAL	201.8	0.0	211.3	413.1	*TOTAL*	201.8	0.0	211.3	413.1		
	462 (467)	OPERATING ASSISTANCE WASHINGTON COUNTY SHARED RIDE TAXI SERVICE RURAL WASHINGTON CO 2002-2004	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	149.7	164.9	170.5	485.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	64.1	70.7	73.1	207.9		
				CONST	0.0	0.0	0.0	0.0	*FED*	213.8	235.6	243.6	693.0		
				OTHER	427.6	471.2	487.2	1,386.0	*FTA 5311*						
				TOTAL	427.6	471.2	487.2	1,386.0	*TOTAL*	427.6	471.2	487.2	1,386.0		
	463 (468)	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM TAXI CAB SERVICE IN GERMANTOWN/ RICHFIELD AREA OPERATING COSTS: 2002-2004	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	133.5	137.6	141.9	413.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	200.2	206.4	212.8	619.4		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	333.7	344.0	354.7	1,032.4	*FTA 5307*						
				TOTAL	333.7	344.0	354.7	1,032.4	*TOTAL*	333.7	344.0	354.7	1,032.4		
	464 (469)	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM RURAL TAXI CAB SERVICE 14 VEHICLES 2002-2004	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	32.0	20.0	16.0	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*	128.0	80.0	64.0	272.0		
				OTHER	160.0	100.0	80.0	340.0	*FTA 5311*						
				TOTAL	160.0	100.0	80.0	340.0	*TOTAL*	160.0	100.0	80.0	340.0		
	465 (471)	INITIATION OF WASHINGTON COUNTY COMMUTER BUS SERVICE 1999-2002	TE	*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	*CMAQ*						
				TOTAL	250.0	0.0	0.0	250.0	*TOTAL*	250.0	0.0	0.0	250.0		
	466 (472)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN WASHINGTON 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		
	467	PUBLIC CNG COMPRESSED NATURAL GAS FUELING FACILITY WASHINGTON COUNTY CMAQ	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	76.0	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	380.0	380.0	*FED*	0.0	0.0	304.0	304.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	0.0	0.0	380.0	380.0	*TOTAL*	0.0	0.0	380.0	380.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
HARTFORD (CITY)	468	CONSTRUCT GARAGE FOR CITY OF HARTFORD SHARED-RIDE TAXI OPERATION 2002	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	2.0	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	0.0	8.0	8.0		
	(914)			*OTHER*	0.0	0.0	10.0	10.0	*FTA 5311*						
				TOTAL	0.0	0.0	10.0	10.0	*TOTAL*	0.0	0.0	10.0	10.0		
	469	OPERATING ASSISTANCE FOR CITY OF HARTFORD SHARED RIDE TAXI: 2002-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	11.5	12.1	12.8	36.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	57.5	60.4	63.4	181.3		
				CONST	0.0	0.0	0.0	0.0	*FED*	53.8	56.4	59.3	169.5		
	(476)			*OTHER*	122.8	128.9	135.5	387.2	*FTA 5311*						
				TOTAL	122.8	128.9	135.5	387.2	*TOTAL*	122.8	128.9	135.5	387.2		
	470	RENOVATION OF THE HARTFORD HERITAGE AUTO MUSEUM IN THE CITY OF HARTFORD	EE	*PE*	20.0	0.0	0.0	20.0	*LOCAL*	4.0	81.3	0.0	85.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	406.5	0.0	406.5	*FED*	16.0	325.2	0.0	341.2		
	(898)			*OTHER*	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	20.0	406.5	0.0	426.5	*TOTAL*	20.0	406.5	0.0	426.5		
	471	CONSTRUCTION OF THE RUBICON RIVER BICYCLE AND PEDESTRIAN TRAIL IN THE CITY OF HARTFORD	EE	*PE*	39.4	0.0	0.0	39.4	*LOCAL*	25.0	0.0	0.0	25.0	A	EXEMPT
				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		
	(478)			*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		
HARTFORD (TOWN)	472	RECONSTRUCTION WITH AUXILIARY LANES OF EAST MONROE AVENUE FROM HAWTHORN LANE TO CTH K IN THE TOWN OF HARTFORD	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	162.8	0.0	0.0	162.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	814.2	0.0	0.0	814.2	*FED*	651.4	0.0	0.0	651.4		
	(479)			*OTHER*	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	814.2	0.0	0.0	814.2	*TOTAL*	814.2	0.0	0.0	814.2		
	473	GUARDRAIL ALONG KETTLE MORAINE ROAD BETWEEN CTH E AND WATERFORD ROAD (SMALL HES) WASHINGTON COUNTY	HS	*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	12.0	0.0	0.0	12.0	*FED*	10.8	0.0	0.0	10.8		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	12.0	0.0	0.0	12.0	*TOTAL*	12.0	0.0	0.0	12.0		
JACKSON (TOWN)	474	BRIDGE REPLACEMENT OF WESTERN AVE OVER CTH Q TOWN OF JACKSON LOCAL BRIDGE P-66-0070	HP	*PE*	37.5	0.0	0.0	37.5	*LOCAL*	7.5	5.0	40.5	53.0	A	EXEMPT
				ROW	0.0	25.0	0.0	25.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	202.5	202.5	*FED*	30.0	20.0	162.0	212.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	37.5	25.0	202.5	265.0	*TOTAL*	37.5	25.0	202.5	265.0		
KEWASKUM (VILLAGE)	475	CONSTRUCTION OF A PARK & RIDE LOT AT CTH H AND USH 45 IN THE VILLAGE OF KEWASKUM	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	4.4	0.0	0.0	4.4	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	44.3	0.0	0.0	44.3	*FED*	39.9	0.0	0.0	39.9		
	(481)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	44.3	0.0	0.0	44.3	*TOTAL*	44.3	0.0	0.0	44.3		
POLK (TOWN)	476	ELIMINATION OF FOUR RAIL/ HIGHWAY CROSSINGS NEAR ACKERVILLE BY CONNECTING SHERMAN RD WITH FOND DU LAC RD 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		
	(482)			*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		
	477	RELOCATION,RESTORATION, AND INSTALLATION OF TWO HISTORIC BRIDGES IN THE TOWN OF POLK	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	4.4	0.0	0.0	4.4	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*	17.6	0.0	0.0	17.6		
	(483)			*OTHER*	22.0	0.0	0.0	22.0	*STP-E*						
				TOTAL	22.0	0.0	0.0	22.0	*TOTAL*	22.0	0.0	0.0	22.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WEST BEND (CITY)	478	CAPITAL NEEDS FOR THE CITY OF WEST BEND SHARED RIDE TAXICAB SYSTEM 2002-2004 8 TAXI VEHICLES	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	8.0	16.0	8.0	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*	32.0	64.0	32.0	128.0		
				OTHER	40.0	80.0	40.0	160.0	*FTA 5311*						
				TOTAL	40.0	80.0	40.0	160.0	*TOTAL*	40.0	80.0	40.0	160.0		
	479 (915)	PURCHASE VEHICLES FOR CITY OF WEST BEND SHARED-RIDE TAXI SERVICE 2 MINI VANS 4/1, 2 MODIFIED VANS 7/1 2001	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	24.0	0.0	24.0	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	96.0	0.0	96.0		
				OTHER	0.0	120.0	0.0	120.0	*FTA 5311*						
				TOTAL	0.0	120.0	0.0	120.0	*TOTAL*	0.0	120.0	0.0	120.0		
	480 (486)	OPERATING ASSISTANCE FOR THE CITY OF WEST BEND SHARED RIDE TAXICAB SYSTEM: 2002-2004	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	39.9	42.2	44.6	126.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	279.6	295.6	312.4	887.6		
				CONST	0.0	0.0	0.0	0.0	*FED*	251.1	265.4	280.5	797.0		
				OTHER	570.6	603.2	637.5	1,811.3	*FTA 5311*						
				TOTAL	570.6	603.2	637.5	1,811.3	*TOTAL*	570.6	603.2	637.5	1,811.3		
	481	CONSTRUCT PED/BIKE PAT ALONG FOREST HIGHLANDS FROM HARGROVE PLACE TO DECORAH ELEMENTARY SCHOOL CITY OF WEST BEND CMAQ	EE	*PE*	20.7	0.0	0.0	20.7	*LOCAL*	4.1	18.4	0.0	22.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	75.0	0.0	75.0	*FED*	16.6	73.6	0.0	90.2		
				OTHER	0.0	17.0	0.0	17.0	*CMAQ*						
				TOTAL	20.7	92.0	0.0	112.7	*TOTAL*	20.7	92.0	0.0	112.7		
	482 (487)	INSTALLATION OF A CNG REFUELING FACILITY FOR THE CITY OF WEST BEND	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	70.9	0.0	0.0	70.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	354.4	0.0	0.0	354.4	*FED*	283.5	0.0	0.0	283.5		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	354.4	0.0	0.0	354.4	*TOTAL*	354.4	0.0	0.0	354.4		
	483 (899)	PURCHASE AND REMOVAL OF TWO BILLBOARDS ALONG STH 33 IN THE CITY OF WEST BEND	EE	*PE*	31.0	0.0	0.0	31.0	*LOCAL*	10.1	26.0	0.0	36.1	A	EXEMPT
				ROW	19.5	0.0	0.0	19.5	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	130.0	0.0	130.0	*FED*	40.4	104.0	0.0	144.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	50.5	130.0	0.0	180.5	*TOTAL*	50.5	130.0	0.0	180.5		
	484 (900)	CONSTRUCTION OF A TRAIL INTERCONNECTING NEIGH-BORHOODS. THE CENTRAL BUSINESS DISTRICT AND OTHER EXISTING TRAILS IN CITY OF WEST BEND	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	68.5	0.0	0.0	68.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	342.3	0.0	0.0	342.3	*FED*	273.8	0.0	0.0	273.8		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	342.3	0.0	0.0	342.3	*TOTAL*	342.3	0.0	0.0	342.3		
	485 (901)	LANDSCAPING ALONG WASHINGTON STREET (STH 33) FROM SCHMIDT RD TO CLEARVIEW DR IN THE CITY OF WEST BEND	EE	*PE*	42.0	0.0	0.0	42.0	*LOCAL*	45.0	0.0	0.0	45.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	183.0	0.0	0.0	183.0	*FED*	180.0	0.0	0.0	180.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	225.0	0.0	0.0	225.0	*TOTAL*	225.0	0.0	0.0	225.0		
	486 (489)	LANDSCAPING ALONG STH 144 IN THE CITY OF WEST BEND	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	24.0	0.0	0.0	24.0	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*	96.0	0.0	0.0	96.0		
				OTHER	120.0	0.0	0.0	120.0	*STP-E*						
				TOTAL	120.0	0.0	0.0	120.0	*TOTAL*	120.0	0.0	0.0	120.0		
	487 (488)	PARADISE DR. PARK/RIDE LOT IN THE CITY OF WEST BEND: 1993	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	19.5	0.0	0.0	19.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	97.3	0.0	0.0	97.3	*FED*	77.8	0.0	0.0	77.8		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	97.3	0.0	0.0	97.3	*TOTAL*	97.3	0.0	0.0	97.3		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	488	RECONSTRUCTION OF THE RAMPS AT IH-43 AND MOORLAND RD INTERCHANGE IN THE CITY OF NEW BERLIN	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*	225.0	0.0	0.0	225.0		
				CONST	2,250.0	0.0	0.0	2,250.0	*FED*	2,025.0	0.0	0.0	2,025.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	2,250.0	0.0	0.0	2,250.0	*TOTAL*	2,250.0	0.0	0.0	2,250.0		
	489	RECONSTRUCTION OF THE RAMP ON I-94 AT CTH SS, CTH T, AND STH 16	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	50.0	0.0	0.0	50.0	*STATE*	50.0	0.0	240.0	290.0		
				CONST	0.0	0.0	1,200.0	1,200.0	*FED*	0.0	0.0	960.0	960.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	50.0	0.0	1,200.0	1,250.0	*TOTAL*	50.0	0.0	1,200.0	1,250.0		
	490	PAINTING OF USH 18 BRIDGE OVER IH 94 B-67-44 AND B-67-45	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*	750.0	0.0	0.0	750.0		
				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							
	(493)			*TOTAL*	750.0	0.0	0.0	750.0	*TOTAL*	750.0	0.0	0.0	750.0		
	491	RECONSTRUCTION OF THE USH 18 AND MANHATTAN DR. INTERSECTION	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*	140.0	0.0	0.0	140.0		
				CONST	700.0	0.0	0.0	700.0	*FED*	560.0	0.0	0.0	560.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
	(494)			*TOTAL*	700.0	0.0	0.0	700.0	*TOTAL*	700.0	0.0	0.0	700.0		
	492	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*	0.0	0.0	120.0	120.0	*LOCAL*	0.0	0.0	30.0	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	0.0	90.0	90.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
	(495)			*TOTAL*	0.0	0.0	120.0	120.0	*TOTAL*	0.0	0.0	120.0	120.0		
	493	RESURFACING OF STH 18 FROM 200' W OF GREEN MEADOW DR. TO NORTH ST. IN THE CITY OF WAUKESHA (1.70 MILES)	HP	*PE*	350.0	0.0	0.0	350.0	*LOCAL*	81.0	0.0	0.0	81.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	269.0	0.0	0.0	269.0		
				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	350.0	0.0	0.0	350.0	*TOTAL*	350.0	0.0	0.0	350.0		
	494	REPLACE STH 16 BRIDGE OVER THE OCONOMOWOC RIVER IN WAUKESHA COUNTY B67-0943	HP	*PE*	0.0	0.0	100.0	100.0	*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	20.0	20.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	80.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
	(497)			*TOTAL*	0.0	0.0	100.0	100.0	*TOTAL*	0.0	0.0	100.0	100.0		
	495	RECONDITIONING OF STH 36 FROM LOOMIS DR. TO USH 45 IN THE CITY OF FRANKLIN (0.49 MILE)	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*	50.0	371.0	0.0	421.0		
				CONST	0.0	371.0	0.0	371.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	50.0	371.0	0.0	421.0	*TOTAL*	50.0	371.0	0.0	421.0		
	496	RECONDITIONING OF STH 59 FROM JEFFERSON COUNTY TO THE VILLAGE OF EAGLE	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	204.0	204.0		
				CONST	0.0	0.0	1,020.1	1,020.1	*FED*	0.0	0.0	816.1	816.1		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
	(500)			*TOTAL*	0.0	0.0	1,020.1	1,020.1	*TOTAL*	0.0	0.0	1,020.1	1,020.1		
	497	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 59 FROM WISCONSIN AND SOUTHERN RR TO OAK RIDGE DRIVE IN THE VILLAGE OF NORTH PRAIRIE	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	20.0	0.0	0.0	20.0	*STATE*	20.0	0.0	330.0	350.0		
				CONST	0.0	0.0	1,650.0	1,650.0	*FED*	0.0	0.0	1,320.0	1,320.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
	(502)			*TOTAL*	20.0	0.0	1,650.0	1,670.0	*TOTAL*	20.0	0.0	1,650.0	1,670.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type		Estimated Costs (Thousands $) 2002	2003	2004	Total		Source of Funds (Thousands $) 2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	498 (503)	RECONDITIONING OF STH 67 FROM STH 16 TO TO CTH K	HP	*PE*	0.0	0.0	50.0	50.0	*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	10.0	10.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	40.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	0.0	50.0	50.0	*TOTAL*	0.0	0.0	50.0	50.0		
	499 (505)	RECONSTRUCTION WITH AUXILIARY LANES AT SELECTED LOCATIONS OF STH 74 FROM WAUKESHA AVE TO THE VILLAGE OF MENOMONEE FALLS	HP	*PE*	0.0	0.0	900.0	900.0	*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	180.0	180.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	720.0	720.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	0.0	900.0	900.0	*TOTAL*	0.0	0.0	900.0	900.0		
	500 (506)	RECONDITIONING OF STH 74 FROM ELDER LANE TO SHERIDAN DRIVE IN THE VILLAGE OF MENOMONEE FALLS (0.90 MILES)	HP	*PE*	174.0	0.0	0.0	174.0	*LOCAL*	43.5	0.0	0.0	43.5	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*	130.5	0.0	0.0	130.5		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	174.0	0.0	0.0	174.0	*TOTAL*	174.0	0.0	0.0	174.0		
	501	RESURFACING OF STH 83 FROM STH 59 TO GENESEE DEPOT AND FROM CTH D TO CTH DE (1.60 MILES)	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*	50.0	800.0	0.0	850.0		
				CONST	0.0	800.0	0.0	800.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	50.0	800.0	0.0	850.0	*TOTAL*	50.0	800.0	0.0	850.0		
	502	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 83 FROM CTH NN TO STH 59 (6.10 MILES)	HP	*PE*	0.0	0.0	1,000.0	1,000.0	*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	200.0	200.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	800.0	800.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	0.0	1,000.0	1,000.0	*TOTAL*	0.0	0.0	1,000.0	1,000.0		
	503 (510)	RESURFACING OF STH 83 FROM STH 16 TO CTH VV IN WAUKESHA COUNTY (4.50 MI)	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	370.0	410.0		
				CONST	0.0	0.0	1,850.0	1,850.0	*FED*	160.0	0.0	1,480.0	1,640.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	200.0	0.0	1,850.0	2,050.0	*TOTAL*	200.0	0.0	1,850.0	2,050.0		
	504 (513)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 164 FROM MAIN TO STH 59 IN WAUKESHA COUNTY	HP	*PE*	50.0	0.0	0.0	50.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	250.0	0.0	0.0	250.0	*STATE*	260.0	600.0	0.0	860.0		
				CONST	0.0	3,000.0	0.0	3,000.0	*FED*	40.0	2,400.0	0.0	2,440.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	300.0	3,000.0	0.0	3,300.0	*TOTAL*	300.0	3,000.0	0.0	3,300.0		
	505	RESURFACING OF STH 164 FROM CTH VV TO CTH Q IN WAUKESHA COUNTY (3.90 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*	800.0	0.0	0.0	800.0		
				CONST	800.0	0.0	0.0	800.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	800.0	0.0	0.0	800.0	*TOTAL*	800.0	0.0	0.0	800.0		
	506	RESURFACING OF STH 164 FROM CANADIAN NATIONAL RAILWAY TO WESTWOOD DR. (1.75 MILES)	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	1,000.0	1,100.0		
				CONST	0.0	0.0	1,000.0	1,000.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	100.0	0.0	1,000.0	1,100.0	*TOTAL*	100.0	0.0	1,000.0	1,100.0		
	507 (514)	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	0.0	0.0	*LOCAL*	69.5	0.0	0.0	69.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	325.0	0.0	0.0	325.0		
				CONST	1,972.3	0.0	0.0	1,972.3	*FED*	1,577.8	0.0	0.0	1,577.8		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	1,972.3	0.0	0.0	1,972.3	*TOTAL*	1,972.3	0.0	0.0	1,972.3		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	508	RECONSTRUCTION OF WITH NO ADDITIONAL LANES OF STH 175 FROM RIDGE RD. TO MILL ST. IN THE VILLAGE OF MENOMONEE FALLS (0.49 MILE)	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	260.0	260.0		
				CONST	0.0	0.0	1,300.0	1,300.0	*FED*	0.0	0.0	1,040.0	1,040.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	0.0	1,300.0	1,300.0	*TOTAL*	0.0	0.0	1,300.0	1,300.0		
	509	INTERSECTION IMPROVEMENTS FOR THE INTERSECTION OF STH 190 AND SPRINGDALE RD. IN THE CITY OF BROOKFIELD	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	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-O*						
				TOTAL	200.0	0.0	0.0	200.0	*TOTAL*	200.0	0.0	0.0	200.0		
	510 (516)	ACQUIRE HARDSHIP ROW FOR IH 94 (E-W FREEWAY) FROM STH 83 TO CTH T	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	271.0	0.0	0.0	271.0	*STATE*	271.0	0.0	0.0	271.0		
				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	271.0	0.0	0.0	271.0	*TOTAL*	271.0	0.0	0.0	271.0		
	511 (519)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 59 FROM STH 164 TO CALHOUN ROAD	HI	*PE*	2,000.0	2,000.0	0.0	4,000.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	2,000.0	0.0	2,000.0	*STATE*	400.0	2,400.0	2,000.0	4,800.0		
				CONST	0.0	0.0	10,000.0	10,000.0	*FED*	1,600.0	1,600.0	8,000.0	11,200.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	2,000.0	4,000.0	10,000.0	16,000.0	*TOTAL*	2,000.0	4,000.0	10,000.0	16,000.0		
	512 (520)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM STH 16 TO MARINER DRIVE IN THE CITY OF DELAFIELD	HI	*PE*	1,100.0	0.0	0.0	1,100.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	2,200.0	0.0	2,200.0	*STATE*	220.0	2,200.0	0.0	2,420.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	880.0	0.0	0.0	880.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	1,100.0	2,200.0	0.0	3,300.0	*TOTAL*	1,100.0	2,200.0	0.0	3,300.0		
	513 (521)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM WOLF RUN TO CTH NN IN THE VILLAGE OF MUKWONAGO (2.0 MILES)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	7,930.5	0.0	0.0	7,930.5		
				CONST	7,930.5	0.0	0.0	7,930.5	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	7,930.5	0.0	0.0	7,930.5	*TOTAL*	7,930.5	0.0	0.0	7,930.5		
	514	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM USH 18 TO IH-94 (2.90 MILES)	HI	*PE*	1,000.0	0.0	0.0	1,000.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	2,400.0	2,400.0	*STATE*	200.0	0.0	2,400.0	2,600.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	800.0	0.0	0.0	800.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	1,000.0	0.0	2,400.0	3,400.0	*TOTAL*	1,000.0	0.0	2,400.0	3,400.0		
	515 (522)	RECONSTRUCTION OF STH 164 OVER I-94 RAMPS AND ROADWAY IN THE TOWN OF PEWAUKEE (0.40 MILES)	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*	50.0	0.0	670.0	720.0		
				CONST	0.0	0.0	6,700.0	6,700.0	*FED*	450.0	0.0	6,030.0	6,480.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	500.0	0.0	6,700.0	7,200.0	*TOTAL*	500.0	0.0	6,700.0	7,200.0		
	516	RECONSTRUCTION OF STH 164 WITH ADDITIONAL CAPACITY FROM STH 190 TO CTH VV IN WAUKEHA COUNTY (4.11 MILES)	HI	*PE*	1,000.0	0.0	0.0	1,000.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	500.0	0.0	0.0	500.0	*STATE*	300.0	0.0	0.0	300.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	1,200.0	0.0	0.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	1,500.0	0.0	0.0	1,500.0	*TOTAL*	1,500.0	0.0	0.0	1,500.0		
	517 (525)	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		

Source: SEWRPC.

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
					2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	518 (526)	CONSTRUCTION OF THE CITY OF OCONOMOWOC NORTH BYPASS INCLUDING THE REMAINING STH 16/67 LEG AND STH 16 TO JEFFERSON CO. (7.4 MI)	HE	*PE*	500.0	500.0	500.0	1,500.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	900.0	100.0	0.0	1,000.0	*STATE*	2,100.0	13,100.0	19,200.0	34,400.0		
				CONST	700.0	12,500.0	18,700.0	31,900.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,100.0	13,100.0	19,200.0	34,400.0	*TOTAL*	2,100.0	13,100.0	19,200.0	34,400.0		
	519 (528)	RECONDITIONING OF THE PARK AND RIDE LOT AT IH 43 AND MOORLAND RD IN THE CITY OF NEW BERLIN	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*	350.0	0.0	0.0	350.0		
				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	350.0	0.0	0.0	350.0	*TOTAL*	350.0	0.0	0.0	350.0		
	520 (530)	CONSTRUCTION OF PARK AND RIDE LOT AT THE IH 94/MOORLAND RD. INTERCHANGE IN THE CITY OF BROOKFIELD (350 SPACES)	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*	0.0	120.0	0.0	120.0		
				CONST	0.0	600.0	0.0	600.0	*FED*	0.0	480.0	0.0	480.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	0.0	600.0	0.0	600.0	*TOTAL*	0.0	600.0	0.0	600.0		
	521	REALIGN INTERSECTION OF MUSKEGO DAM ROAD AND STH 36 WAUKESHA COUNTY HES	HS	*PE*	40.0	0.0	0.0	40.0	*LOCAL*	4.0	41.0	0.0	45.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	410.0	0.0	410.0	*FED*	36.0	369.0	0.0	405.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	40.0	410.0	0.0	450.0	*TOTAL*	40.0	410.0	0.0	450.0		
	522	INSTALL SIGNAL AT STH 190 AND MEADOW CREEK AND GEOMETRIC IMPROVEMENTS ON STH 190 BETWEEN STH 16 AND STH 164 WAUKESHA COUNTY HES	HS	*PE*	30.0	0.0	0.0	30.0	*LOCAL*	3.0	44.5	0.0	47.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	445.0	0.0	445.0	*FED*	27.0	400.5	0.0	427.5		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	30.0	445.0	0.0	475.0	*TOTAL*	30.0	445.0	0.0	475.0		
	523	CONSTRUCT CONCORD PARK AND RIDE LOT AT CTH F AND I-94 JEFFERSON COUNTY CMAQ	EE	*PE*	18.0	0.0	0.0	18.0	*LOCAL*	3.6	35.0	5.0	43.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	175.0	25.0	200.0	*FED*	14.4	140.0	20.0	174.4		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	18.0	175.0	25.0	218.0	*TOTAL*	18.0	175.0	25.0	218.0		
WAUKESHA COUNTY	524	RESURFACING OF VARIOUS COUNTY TRUNK HIGHWAYS	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	2,035.0	2,085.0	2,135.0	6,255.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	2,035.0	2,085.0	2,135.0	6,255.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,035.0	2,085.0	2,135.0	6,255.0	*TOTAL*	2,035.0	2,085.0	2,135.0	6,255.0		
	525 (539)	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		
	526 (540)	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		
	527 (541)	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		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WAUKESHA COUNTY	528 (551)	RECONSTRUCT THE EXISTING BOX CULVERT ON CTH B AT UPPER NASHOTAH LAKE	HP	*PE*	15.0	0.0	0.0	15.0	*LOCAL*	39.0	116.0	0.0	155.0	A	EXEMPT
				ROW	24.0	0.0	0.0	24.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	116.0	0.0	116.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	39.0	116.0	0.0	155.0	*TOTAL*	39.0	116.0	0.0	155.0		
	529 (542)	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		
	530 (544)	RECONSTRUCTION OF THE CTH I BOX CULVERT AT MUSKEGO CREEK & CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN	HP	*PE*	0.0	0.0	72.0	72.0	*LOCAL*	0.0	0.0	119.0	119.0	A	EXEMPT
				ROW	0.0	0.0	47.0	47.0	*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	119.0	119.0	*TOTAL*	0.0	0.0	119.0	119.0		
	531 (545)	REPLACEMENT OF CTH K BRIDGE OVER OCONOMOWOC RIVER (P-67-0042) IN TOWN OF MERTON	HP	*PE*	60.0	0.0	0.0	60.0	*LOCAL*	52.0	41.0	51.0	144.0	A	EXEMPT
				ROW	0.0	41.0	0.0	41.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	255.0	255.0	*FED*	8.0	0.0	204.0	212.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	60.0	41.0	255.0	356.0	*TOTAL*	60.0	41.0	255.0	356.0		
	532	RECONSTRUCTION AND SIGNALIZATION OF THE INTERSECTION OF CTH K AND CALHOUN ROAD	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	661.0	0.0	0.0	661.0	A	EXEMPT
				ROW	99.0	0.0	0.0	99.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	562.0	0.0	0.0	562.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	661.0	0.0	0.0	661.0	*TOTAL*	661.0	0.0	0.0	661.0		
	533 (546)	RECONSTRUCT BOX CULVERT ON CTH L AT MUSKEGO LAKE	HP	*PE*	0.0	40.0	0.0	40.0	*LOCAL*	0.0	40.0	206.0	246.0	A	EXEMPT
				ROW	0.0	0.0	22.0	22.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	184.0	184.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	40.0	206.0	246.0	*TOTAL*	0.0	40.0	206.0	246.0		
	534 (547)	REHABILITATION OF FOREST HOME AVE (CTH L) BRIDGE OVER FOX RIVER IN TOWN OF VERNON (B-67-0008)	HP	*PE*	62.0	0.0	0.0	62.0	*LOCAL*	54.0	77.4	0.0	131.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	387.0	0.0	387.0	*FED*	8.0	309.6	0.0	317.6		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	62.0	387.0	0.0	449.0	*TOTAL*	62.0	387.0	0.0	449.0		
	535	REHABILITATION OF CONCRETE PAVEMENT ON CTH O FROM CTH I TO STH 59 (4.35 MILES)	HP	*PE*	0.0	0.0	367.0	367.0	*LOCAL*	0.0	0.0	367.0	367.0	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	0.0	0.0	367.0	367.0	*TOTAL*	0.0	0.0	367.0	367.0		
	536 (548)	REHABILITATE CTH P FROM ROAD T TO ROAD P, TOWN OF OCONOMOWOC	HP	*PE*	0.0	200.0	0.0	200.0	*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	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	200.0	0.0	200.0	*TOTAL*	0.0	200.0	0.0	200.0		
	537 (549)	REPLACEMENT OF SAYLESVILLE ROAD (CTH X) BRIDGE OVER GENESEE CREEK (P-67-0069)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	29.0	0.0	48.0	77.0	A	EXEMPT
				ROW	29.0	0.0	0.0	29.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	240.0	240.0	*FED*	0.0	0.0	192.0	192.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	29.0	0.0	240.0	269.0	*TOTAL*	29.0	0.0	240.0	269.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type		Estimated Costs (Thousands $) 2002	2003	2004	Total		Source of Funds (Thousands $) 2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WAUKESHA COUNTY	538 (550)	REPLACEMENT OF CTH Y (BARKER ROAD) BRIDGE OVER POPLAR CREEK P-67-0962 IN WAUKESHA COUNTY	HP	PE	0.0	104.0	0.0	104.0	LOCAL	0.0	104.0	106.0	210.0	A	EXEMPT
				ROW	0.0	0.0	25.0	25.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	406.0	406.0	FED	0.0	0.0	325.0	325.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	104.0	431.0	535.0	TOTAL	0.0	104.0	431.0	535.0		
	539 (553)	REPLACEMENT OF THE CTH DR BRIDGE OVER THE BARK RIVER IN WAUKESHA COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	310.0	87.8	397.8	A	EXEMPT
				ROW	0.0	310.0	0.0	310.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	439.0	439.0	FED	0.0	0.0	351.2	351.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	310.0	439.0	749.0	TOTAL	0.0	310.0	439.0	749.0		
	540 (554)	REHABILITATION OF CTH DR FROM CTH BB TO CTH P	HP	PE	0.0	0.0	0.0	0.0	LOCAL	259.0	2,688.0	0.0	2,947.0	A	EXEMPT
				ROW	259.0	0.0	0.0	259.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,688.0	0.0	2,688.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	259.0	2,688.0	0.0	2,947.0	TOTAL	259.0	2,688.0	0.0	2,947.0		
	541 (555)	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	0.0	0.0	688.0	688.0	A	EXEMPT
				ROW	0.0	0.0	688.0	688.0	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	688.0	688.0	TOTAL	0.0	0.0	688.0	688.0		
	542 (556)	RECONSTRUCTION OF THE CTH HH REVERSE CURVES BETWEEN SMALL ROAD AND CTH O	HP	PE	0.0	111.0	0.0	111.0	LOCAL	0.0	111.0	583.0	694.0	A	EXEMPT
				ROW	0.0	0.0	583.0	583.0	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	111.0	583.0	694.0	TOTAL	0.0	111.0	583.0	694.0		
	543 (557)	REPLACEMENT OF THE CTH JJ BRIDGE DECK OVER THE TRIBUTARY TO THE PEWAUKEE RIVER	HP	PE	10.0	0.0	0.0	10.0	LOCAL	52.0	179.0	41.0	272.0	A	EXEMPT
				ROW	42.0	0.0	0.0	42.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	179.0	41.0	220.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	52.0	179.0	41.0	272.0	TOTAL	52.0	179.0	41.0	272.0		
	544 (558)	RECONSTRUCTION OF THE CTH LO STRUCTURE OVER THE JERICHO CREEK IN THE TOWN OF EAGLE	HP	PE	0.0	45.0	0.0	45.0	LOCAL	0.0	69.0	208.0	277.0	A	EXEMPT
				ROW	0.0	24.0	0.0	24.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	208.0	208.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	69.0	208.0	277.0	TOTAL	0.0	69.0	208.0	277.0		
	545 (559)	REPLACEMENT OF THE CTH NN BRIDGE OVER THE JERICHO CREEK P-67-0029 IN THE TOWN OF EAGLE	HP	PE	104.0	0.0	0.0	104.0	LOCAL	104.0	67.0	0.0	171.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	335.0	0.0	335.0	FED	0.0	268.0	0.0	268.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	104.0	335.0	0.0	439.0	TOTAL	104.0	335.0	0.0	439.0		
	546 (560)	REPLACE EXISTING STRUCTURE ON CTH TT OVER PEBBLE CREEK	HP	PE	54.0	0.0	0.0	54.0	LOCAL	98.0	414.0	0.0	512.0	A	EXEMPT
				ROW	44.0	0.0	0.0	44.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	414.0	0.0	414.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	98.0	414.0	0.0	512.0	TOTAL	98.0	414.0	0.0	512.0		
	547 (561)	REHABILITATION AND INTERSECTION IMPROVEMENT OF CTH VV FROM STH 83 TO CTH J	HP	PE	0.0	0.0	0.0	0.0	LOCAL	5,488.0	1,729.0	0.0	7,217.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	5,488.0	1,729.0	0.0	7,217.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	5,488.0	1,729.0	0.0	7,217.0	TOTAL	5,488.0	1,729.0	0.0	7,217.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
WAUKESHA COUNTY	548 (562)	RECONSTRUCTION WITH ADDITIONAL LANES OF PEWAUKEE RD (CTH J) FROM ROCKWOOD DR TO CAPITOL DR (STH 190) WAUKESHA CO	HI	*PE*	736.0	0.0	0.0	736.0	*LOCAL*	736.0	285.2	1,514.2	2,535.4	A	NON-EXEMPT
				ROW	0.0	1,426.0	0.0	1,426.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	7,571.0	7,571.0	*FED*	0.0	1,140.8	6,056.8	7,197.6		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	736.0	1,426.0	7,571.0	9,733.0	*TOTAL*	736.0	1,426.0	7,571.0	9,733.0		
	549 (563)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH L FROM CTH O TO THE MILWAUKEE COUNTY LINE IN THE CITY OF MUSKEGO	HI	*PE*	621.0	0.0	0.0	621.0	*LOCAL*	621.0	3,600.0	1,700.0	5,921.0	A	NON-EXEMPT
				ROW	0.0	3,600.0	1,700.0	5,300.0	*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	621.0	3,600.0	1,700.0	5,921.0	*TOTAL*	621.0	3,600.0	1,700.0	5,921.0		
	550	RECONSTRUCTION WITH ADDITITONAL LANES OF CTH Q FROM COLGATE TO STH 175 (3.03 MILES)	HI	*PE*	844.0	0.0	0.0	844.0	*LOCAL*	844.0	353.0	0.0	1,197.0	A	NON-EXEMPT
				ROW	0.0	353.0	0.0	353.0	*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	844.0	353.0	0.0	1,197.0	*TOTAL*	844.0	353.0	0.0	1,197.0		
	551	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH X BETWEEN STH 59 AND HARRIS HIGHLANDS (1.80 MILES)	HI	*PE*	0.0	1,079.0	0.0	1,079.0	*LOCAL*	0.0	1,079.0	2,246.8	3,325.8	A	NON-EXEMPT
				ROW	0.0	0.0	174.0	174.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	11,060.0	11,060.0	*FED*	0.0	0.0	8,987.2	8,987.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	1,079.0	11,234.0	12,313.0	*TOTAL*	0.0	1,079.0	11,234.0	12,313.0		
	552	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y BETWEEN CTH L AND CTH I (4.00 MILES)	HI	*PE*	0.0	0.0	1,402.0	1,402.0	*LOCAL*	0.0	0.0	1,402.0	1,402.0	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*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	1,402.0	1,402.0	*TOTAL*	0.0	0.0	1,402.0	1,402.0		
	553	CONSTRUCT ADDITIONAL LANES ON CTH TT FROM USH 18 TO NORTH VIEW ROAD (1.00 MILE)	HI	*PE*	0.0	263.0	0.0	263.0	*LOCAL*	0.0	263.0	378.0	641.0	A	NON-EXEMPT
				ROW	0.0	0.0	378.0	378.0	*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	263.0	378.0	641.0	*TOTAL*	0.0	263.0	378.0	641.0		
	554 (564)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH VV FROM CTH Y TO BETTE DRIVE IN THE VILLAGE OF MENOMONEE FALLS	HI	*PE*	0.0	0.0	800.0	800.0	*LOCAL*	0.0	0.0	800.0	800.0	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*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	800.0	800.0	*TOTAL*	0.0	0.0	800.0	800.0		
	555	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH YY FROM CTH K TO CTH VV (1.00 MILE)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	3,152.0	0.0	0.0	3,152.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	3,152.0	0.0	0.0	3,152.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	3,152.0	0.0	0.0	3,152.0	*TOTAL*	3,152.0	0.0	0.0	3,152.0		
	556	PREVENTATIVE MAINTENANCE COST FOR MASS TRANSIT AND PARATRANSIT SERVICE FOR WAUKESHA COUNTY 2002-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	150.9	159.9	185.6	496.4	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*	603.8	639.7	742.5	1,986.0		
				OTHER	754.7	799.6	928.1	2,482.4	*FTA 5307*						
				TOTAL	754.7	799.6	928.1	2,482.4	*TOTAL*	754.7	799.6	928.1	2,482.4		
	557 (566)	OPERATING ASSISTANCE FOR WAUKESHA COUNTY TRANSIT SERVICE: 2002-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	1,532.1	1,868.3	1,955.0	5,355.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	1,539.0	1,875.4	1,962.5	5,376.9		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	3,071.1	3,743.7	3,917.5	10,732.3							
				TOTAL	3,071.1	3,743.7	3,917.5	10,732.3	*TOTAL*	3,071.1	3,743.7	3,917.5	10,732.3		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
WAUKESHA COUNTY	558 (573)	PROVIDE TRANSIT SERVICE: GOERKE'S CORNERS TO DELAFIELD VIA IH 94 HARTLAND/DELAFIELD RT 303	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	45.1	0.0	0.0	45.1	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*	180.4	0.0	0.0	180.4		
				OTHER	225.5	0.0	0.0	225.5	*CMAQ*						
				TOTAL	225.5	0.0	0.0	225.5	*TOTAL*	225.5	0.0	0.0	225.5		
	559 (574)	PROVIDE EXPRESS TRANSIT SERVICE: GOERKE'S CORNERS TO PEWAUKEE VIA IH 94/CTH J PEWAUKEE RT 304	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	12.8	0.0	0.0	12.8	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*	51.3	0.0	0.0	51.3		
				OTHER	64.1	0.0	0.0	64.1	*CMAQ*						
				TOTAL	64.1	0.0	0.0	64.1	*TOTAL*	64.1	0.0	0.0	64.1		
	560 (571)	PROVIDE TRANSIT SERVICE TO EMPLOYERS IN THE VILLAGE OF MENOMONEE FALLS ROUTE 263	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	32.4	0.0	0.0	32.4	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*	125.1	0.0	0.0	125.1		
				OTHER	157.5	0.0	0.0	157.5	*CMAQ*						
				TOTAL	157.5	0.0	0.0	157.5	*TOTAL*	157.5	0.0	0.0	157.5		
	561 (575)	PROVIDE TRANSIT SERVICE- NEW BERLIN TO BROOKFIELD SQUARE VIA MOORLAND ROAD NEW BERLIN RTE 302	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	37.3	0.0	0.0	37.3	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	0.0	*FED*	149.1	0.0	0.0	149.1		
				OTHER	186.4	0.0	0.0	186.4	*CMAQ*						
				TOTAL	186.4	0.0	0.0	186.4	*TOTAL*	186.4	0.0	0.0	186.4		
	562 (572)	PROVIDE EARLY SATURDAY, SATURDAY EVENING, AND SUNDAY TRANSIT SERVICE ON ROUTE 10 2002-2003	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	9.8	4.8	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	0.0	0.0	0.0	0.0	*FED*	39.2	19.4	0.0	58.6		
				OTHER	49.0	24.2	0.0	73.2	*CMAQ*						
				TOTAL	49.0	24.2	0.0	73.2	*TOTAL*	49.0	24.2	0.0	73.2		
	563 (568)	PROVIDE SPECIALIZED ER/DEMAND RESPONSIVE TRANS SERVICES FOR ELDERLY & DISABLED PERSONS IN WAUKESHA COUNTY 2002-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	572.1	674.8	816.0	2,062.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	404.5	418.7	431.2	1,254.4		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	976.6	1,093.5	1,247.2	3,317.3							
				TOTAL	976.6	1,093.5	1,247.2	3,317.3	*TOTAL*	976.6	1,093.5	1,247.2	3,317.3		
	564 (569)	PROVIDE USER-SIDE SUBSIDY ADVANCE RESERVATION AND DRIVER ESCORT FOR THE ELDERLY AND DISABLED IN WAUKESHA COUNTY: 2002-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	218.7	229.1	255.7	703.5	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	0.0	0.0	0.0		
				OTHER	218.7	229.1	255.7	703.5							
				TOTAL	218.7	229.1	255.7	703.5	*TOTAL*	218.7	229.1	255.7	703.5		
	565 (570)	CAPITAL COST OF 3RD PARTY CONTRACTING AND OVERHEAD EXPENSES FOR WAUKESHA COUNTY TRANSIT SERVICE: 2002-2004	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*	103.1	115.3	120.0	338.4		
				CONST	0.0	0.0	0.0	0.0	*FED*	412.6	461.4	479.8	1,353.8		
				OTHER	515.7	576.7	599.8	1,692.2	*FTA 5307*						
				TOTAL	515.7	576.7	599.8	1,692.2	*TOTAL*	515.7	576.7	599.8	1,692.2		
	566 (576)	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		
	567 (577)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH TJ FROM CTH T WESTERLY 0.6 MILES	OH	*PE*	173.0	0.0	0.0	173.0	*LOCAL*	173.0	154.0	2,740.0	3,067.0	A	EXEMPT
				ROW	0.0	154.0	297.0	451.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,443.0	2,443.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	173.0	154.0	2,740.0	3,067.0	*TOTAL*	173.0	154.0	2,740.0	3,067.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WAUKESHA COUNTY	568 (578)	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		
	569 (579)	BEAM GUARD INSTALLATION AND SIGNAGE IMPROVEMENT ON CTH I FROM S COUNTY LINE TO SANDY BEACH RD IN TOWN OF MUKWONAGO	HS	*PE*	16.0	0.0	0.0	16.0	*LOCAL*	16.0	9.0	7.0	32.0	A	EXEMPT
				ROW	0.0	9.0	0.0	9.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	35.0	35.0	*FED*	0.0	0.0	28.0	28.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	16.0	9.0	35.0	60.0	*TOTAL*	16.0	9.0	35.0	60.0		
	570 (580)	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	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		
BROOKFIELD (CITY)	571	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN ROAD FROM WISCONSIN AVENUE TO GEBHARDT ROAD (1.0 MILES)	HI	*PE*	470.0	0.0	0.0	470.0	*LOCAL*	470.0	950.0	940.0	2,360.0	A	NON-EXEMPT
				ROW	0.0	950.0	0.0	950.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	4,700.0	4,700.0	*FED*	0.0	0.0	3,760.0	3,760.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	470.0	950.0	4,700.0	6,120.0	*TOTAL*	470.0	950.0	4,700.0	6,120.0		
	572 (592)	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*	0.0	0.0	220.0	220.0	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	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-M*						
				TOTAL	0.0	0.0	1,100.0	1,100.0	*TOTAL*	0.0	0.0	1,100.0	1,100.0		
	573 (902)	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATHWAY ON PILGRIM PARKWAY FROM NORTH AVE TO GEBHARDT RD IN THE CITY OF BROOKFIELD	EE	*PE*	22.0	0.0	0.0	22.0	*LOCAL*	4.4	22.0	0.0	26.4	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*	17.6	88.0	0.0	105.6		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	22.0	110.0	0.0	132.0	*TOTAL*	22.0	110.0	0.0	132.0		
	574 (593)	CONSTRUCTION OF A SIDEWALK 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		
	575 (594)	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		
	576 (595)	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG PILGRIM ROAD FROM DIXON SCHOOL TO BURLEIGH ROAD IN THE CITY OF BROOKFIELD	EE	*PE*	15.0	0.0	0.0	15.0	*LOCAL*	9.0	23.6	0.0	32.6	A	EXEMPT
				ROW	30.0	0.0	0.0	30.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	118.0	0.0	118.0	*FED*	36.0	94.4	0.0	130.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	45.0	118.0	0.0	163.0	*TOTAL*	45.0	118.0	0.0	163.0		
BROOKFIELD (TOWN)	577 (596)	RECONSTRUCTION WITH NO ADDITIONAL TRAVEL LANES OF BROOKFIELD RD. FROM WISCONSIN AVE. TO BLACK FOREST DR. IN THE T/BROOKFIELD (0.26 MI)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	135.0	0.0	0.0	135.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	675.0	0.0	0.0	675.0	*FED*	540.0	0.0	0.0	540.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	675.0	0.0	0.0	675.0	*TOTAL*	675.0	0.0	0.0	675.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
DELAFIELD (CITY)	578 (597)	RECONSTRUCTION OF GENESEE STREET (HWY C) FROM STOCKS DRIVE TO THE BARK RIVER IN THE CITY OF DELAFIELD	HP	*PE*	130.0	0.0	0.0	130.0	*LOCAL*	26.0	260.0	0.0	286.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	1,300.0	0.0	1,300.0	*FED*	104.0	1,040.0	0.0	1,144.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	130.0	1,300.0	0.0	1,430.0	*TOTAL*	130.0	1,300.0	0.0	1,430.0		
	579 (598)	REPLACEMENT OF CUSHING PARK ROAD BRIDGE OVER BARK RIVER IN THE CITY OF DELAFIELD	OH	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	111.0	0.0	0.0	111.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	555.0	0.0	0.0	555.0	*FED*	444.0	0.0	0.0	444.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	555.0	0.0	0.0	555.0	*TOTAL*	555.0	0.0	0.0	555.0		
ELM GROVE (VILLAGE)	580 (599)	REPLACEMENT OF WALL STREET BRIDGE OVER UNDERWOOD CREEK P-67-0783 IN THE VILLAGE OF ELM GROVE	OH	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	197.2	0.0	0.0	197.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	440.2	0.0	0.0	440.2	*FED*	243.0	0.0	0.0	243.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	440.2	0.0	0.0	440.2	*TOTAL*	440.2	0.0	0.0	440.2		
MENOMONEE FALLS (VILLAGE)	581 (603)	REPLACEMENT OF FOND DU LAC AVE BRIDGE OVER THE MENOMONEE RIVER B-67-0961 IN THE VILLAGE OF MENOMONEE FALLS	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	69.0	0.0	0.0	69.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	345.0	0.0	0.0	345.0	*FED*	276.0	0.0	0.0	276.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	345.0	0.0	0.0	345.0	*TOTAL*	345.0	0.0	0.0	345.0		
	582	RECONSTRUCTION WITH NO ADDITIONAL LANES OF LILLY RD FROM SILVER SPRING DR TO MILL RD IN THE VILLAGE OF MENOMONEE FALLS (1.05 MILES)	HP	*PE*	0.0	0.0	596.6	596.6	*LOCAL*	0.0	0.0	171.0	171.0	A	EXEMPT
				ROW	0.0	0.0	258.6	258.6	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	684.2	684.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	855.2	855.2	*TOTAL*	0.0	0.0	855.2	855.2		
	583	RECONSTRUCTION WITH NO ADDITIONAL LANES OF LILLY RD FROM MILL RD TO GOOD HOPE RD IN THE VILLAGE OF MENOMONEE FALLS (0.96 MILE)	HP	*PE*	0.0	0.0	431.9	431.9	*LOCAL*	0.0	0.0	138.6	138.6	A	EXEMPT
				ROW	0.0	0.0	260.8	260.8	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	554.1	554.1		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	692.7	692.7	*TOTAL*	0.0	0.0	692.7	692.7		
	584	RECONSTRUCTION WITH NO ADDITIONAL LANES OF LILLY RD FROM GOOD HOPE RD TO APPLETON AVE IN THE VILLAGE OF MENOMONEE FALLS (0.48 MILE)	HP	*PE*	0.0	0.0	229.7	229.7	*LOCAL*	0.0	0.0	132.3	132.3	A	EXEMPT
				ROW	0.0	0.0	431.9	431.9	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	529.3	529.3		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	661.6	661.6	*TOTAL*	0.0	0.0	661.6	661.6		
	585	RECONSTRUCTION WITH ADDITIONAL LANES OLD ORCHARD RD (OLD STH 145) FROM W BROWN DEER RD TO 3000' S OF W BROWN DEER RD	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	1,500.0	0.0	0.0	1,500.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	1,500.0	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	1,500.0	0.0	0.0	1,500.0	*TOTAL*	1,500.0	0.0	0.0	1,500.0		
	586 (605)	RECONSTRUCTION WITH ADDITIONAL LANES OF PILGRIM RD FROM MEGAL DR TO CTH Q IN THE VILLAGE OF MENOMONEE FALLS	HI	*PE*	0.0	0.0	265.9	265.9	*LOCAL*	0.0	0.0	79.8	79.8	A	NON-EXEMPT
				ROW	0.0	0.0	133.1	133.1	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	319.2	319.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	399.0	399.0	*TOTAL*	0.0	0.0	399.0	399.0		
	587 (606)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WATER ST. FROM MAIN ST. TO RICHFIELD WAY IN THE VILLAGE OF MENOMONEE FALLS (0.55 MILES)	OH	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	500.0	0.0	0.0	500.0	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*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	0.0	0.0	500.0	*TOTAL*	500.0	0.0	0.0	500.0		

Source: SEWRPC.

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
MENOMONEE FALLS (VILLAGE)	588	INSTALLATION OF TRAFFIC SIGNALS AT APPLETON AVE AND RIVER CREST DR IN THE VILLAGE OF MENOMONEE FALLS	HS	*PE*	0.0	0.0	26.6	26.6	*LOCAL*	0.0	0.0	46.6	46.6	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	206.4	206.4	*FED*	0.0	0.0	186.4	186.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	233.0	233.0	*TOTAL*	0.0	0.0	233.0	233.0		
NEW BERLIN (CITY)	589 (609)	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN ROAD FROM GREENFIELD AVE (STH 59) TO CLEVELAND AVE IN CITY OF NEW BERLIN (1.60 MI)	HI	*PE*	23.0	0.0	0.0	23.0	*LOCAL*	23.0	0.0	0.0	23.0	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*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	23.0	0.0	0.0	23.0	*TOTAL*	23.0	0.0	0.0	23.0		
	590	INSTALL TRAFFIC SIGNAL PREEMPTOR SYSTEM AT VARIOUS LOCATION IN THE CITY OF NEW BERLIN HES	HS	*PE*	32.0	0.0	0.0	32.0	*LOCAL*	3.2	25.1	0.0	28.3	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	0.0	*FED*	28.8	226.3	0.0	255.1		
				OTHER	0.0	251.4	0.0	251.4	*STP-S*						
				TOTAL	32.0	251.4	0.0	283.4	*TOTAL*	32.0	251.4	0.0	283.4		
	591 (611)	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	A	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		
	592 (612)	DESIGN AND CONSTRUCTION OF A PEDESTRIAN PATH ALONG NATIONAL AVENUE FROM 124TH ST TO CALHOUN RD IN THE CITY OF NEW BERLIN	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	98.0	0.0	0.0	98.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	490.0	0.0	0.0	490.0	*FED*	392.0	0.0	0.0	392.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	490.0	0.0	0.0	490.0	*TOTAL*	490.0	0.0	0.0	490.0		
OCONOMOWOC (TOWN)	593 (613)	REHABILITATION OF LAKE DRIVE BRIDGE OVER OKAUCHEE LAKE IN TOWN OF OCONOMOWOC (P-67-0917)	OH	*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	300.0	0.0	0.0	300.0	*FED*	240.0	0.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	300.0	0.0	0.0	300.0	*TOTAL*	300.0	0.0	0.0	300.0		
	594 (614)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE MILL STREET BRIDGE OVER THE ASHIPPUN RIVER IN THE TOWN OF OCONOMOWOC	OH	*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	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	*BRF*						
				TOTAL	250.0	0.0	0.0	250.0	*TOTAL*	250.0	0.0	0.0	250.0		
	595 (904)	CONSTRUCTION OF SIDEWALKS AND BICYCLE FACILITIES IN THE DOWNTOWN AREA OF OKAUCHEE	EE	*PE*	10.0	0.0	0.0	10.0	*LOCAL*	95.0	0.0	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	460.0	0.0	0.0	460.0	*FED*	380.0	0.0	0.0	380.0		
				OTHER	5.0	0.0	0.0	5.0	*STP-E*						
				TOTAL	475.0	0.0	0.0	475.0	*TOTAL*	475.0	0.0	0.0	475.0		
PEWAUKEE (CITY)	596 (615)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF DUPLAINVILLE RD FROM GREEN RD TO CP RR TRACKS IN THE CITY OF PEWAUKEE (0.80 MILES)	OH	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	75.0	75.0	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	75.0	75.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	75.0	75.0	*TOTAL*	0.0	0.0	75.0	75.0		
PEWAUKEE (TOWN)	597 (618)	RECONSTRUCTION WITH AUXILIARY LANES OF WISCONSIN AVENUE FROM HIGH STREET TO RYAN STREET IN THE VILLAGE OF PEWAUKEE	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	257.8	0.0	0.0	257.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	1,289.0	0.0	0.0	1,289.0	*FED*	1,031.2	0.0	0.0	1,031.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	1,289.0	0.0	0.0	1,289.0	*TOTAL*	1,289.0	0.0	0.0	1,289.0		

Source: SEWRPC.

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
SUMMIT (TOWN)	598	BRIDGE REPLACEMENT ON MILL RD OVER BARK RIVER TOWN OF SUMMIT LOCAL BRIDGE P-67-0911	OH	*PE*	20.0	27.0	0.0	47.0	*LOCAL*	4.0	5.4	32.6	42.0	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	163.0	163.0	*FED*	16.0	21.6	130.4	168.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	20.0	27.0	163.0	210.0	*TOTAL*	20.0	27.0	163.0	210.0		
SUSSEX (VILLAGE)	599 (621)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MAPLE AVE FROM MAIN ST TO CLOVER DR IN THE VILLAGE OF SUSSEX (0.50 MILES)	HP	*PE*	110.4	0.0	0.0	110.4	*LOCAL*	22.1	184.0	0.0	206.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	920.0	0.0	920.0	*FED*	88.3	736.0	0.0	824.3		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	110.4	920.0	0.0	1,030.4	*TOTAL*	110.4	920.0	0.0	1,030.4		
WAUKESHA (CITY)	600	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E BROADWAY FROM N HARTWELL AVE TO LAKE ST (0.09 MILES)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	110.4	0.0	110.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	110.4	0.0	110.4	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	110.4	0.0	110.4	*TOTAL*	0.0	110.4	0.0	110.4		
	601	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E. BROADWAY FROM LAKE ST. TO OAKLAND AVE. (0.20 MILES)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	199.0	0.0	199.0	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	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	199.0	0.0	199.0	*TOTAL*	0.0	199.0	0.0	199.0		
	602	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E. BROADWAY FROM OAKLAND AVE. TO A POINT APPROXIMATELY 150 FEET NORTHWEST OF PORTER AVE. (0.32 MILES)	HP	*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	310.0	310.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	310.0	310.0	*TOTAL*	0.0	0.0	310.0	310.0		
	603 (623)	REHABILITATION OF THE BARSTOW STREET BRIDGE OVER THE FOX RIVER IN THE CITY OF WAUKESHA	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	24.0	0.0	0.0	24.0	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*	96.0	0.0	0.0	96.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	120.0	0.0	0.0	120.0	*TOTAL*	120.0	0.0	0.0	120.0		
	604 (624)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W. COLLEGE AVE FROM PRAIRIE AVE. TO THE CANADIAN NATIONAL RR IN C/WAUKESHA (0.46 MILES)	HP	*PE*	303.6	0.0	0.0	303.6	*LOCAL*	60.7	232.6	0.0	293.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	1,162.7	0.0	1,162.7	*FED*	242.9	930.1	0.0	1,173.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	303.6	1,162.7	0.0	1,466.3	*TOTAL*	303.6	1,162.7	0.0	1,466.3		
	605	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N EAST AVE FROM COLLEGE TO BROADWAY IN THE CITY OF WAUKESHA (0.38 MILE)	HP	*PE*	0.0	0.0	225.7	225.7	*LOCAL*	0.0	0.0	45.1	45.1	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*	0.0	0.0	180.6	180.6		
				OTHER	0.0	0.0	0.0	0.0	*STP-M*						
				TOTAL	0.0	0.0	225.7	225.7	*TOTAL*	0.0	0.0	225.7	225.7		
	606 (626)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N. RACINE AVE. FROM BROADWAY TO OAKLAND AVE. IN THE CITY OF WAUKESHA (0.25 MILES)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	245.0	0.0	0.0	245.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	245.0	0.0	0.0	245.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	245.0	0.0	0.0	245.0	*TOTAL*	245.0	0.0	0.0	245.0		
	607 (627)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W. ST. PAUL AVE FROM MADISON ST TO WISCONSIN AVE IN THE CITY OF WAUKESHA (0.26 MI)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	300.0	300.0	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	300.0	300.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	300.0	300.0	*TOTAL*	0.0	0.0	300.0	300.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WAUKESHA (CITY)	608 (629)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WEST AVE. FROM WISCONSIN AVE. TO NEWHALL AVE. IN THE CITY OF WAUKESHA (0.7M)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	246.0	0.0	0.0	246.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	246.0	0.0	0.0	246.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	246.0	0.0	0.0	246.0	*TOTAL*	246.0	0.0	0.0	246.0		
	609 (631)	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	760.0	760.0	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	760.0	760.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	760.0	760.0	*TOTAL*	0.0	0.0	760.0	760.0		
	610 (632)	35 FT REPLACEMENT BUSES FOR WAUKESHA METRO TRANSIT: 2002 - 3, 2003 - 4, 2004 - 3	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	159.0	222.6	175.3	556.9	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*	636.0	890.4	701.2	2,227.6		
				OTHER	795.0	1,113.0	876.5	2,784.5	*FTA 5309*						
				TOTAL	795.0	1,113.0	876.5	2,784.5	*TOTAL*	795.0	1,113.0	876.5	2,784.5		
	611 (634)	UPGRADE OVERHEAD DOORS AND STORAGE AND SERVICE LANE HEATERS AT WAUKESHA METRO TRANSIT (WI-90-X324)	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*	120.0	0.0	0.0	120.0		
				OTHER	150.0	0.0	0.0	150.0	*FTA 5307*						
				TOTAL	150.0	0.0	0.0	150.0	*TOTAL*	150.0	0.0	0.0	150.0		
	612 (635)	CAPITAL COST OF PARATRANSIT AT WAUKESHA METRO TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	5.6	6.0	6.0	17.6	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*	22.4	24.0	24.0	70.4		
				OTHER	28.0	30.0	30.0	88.0	*FTA 5307*						
				TOTAL	28.0	30.0	30.0	88.0	*TOTAL*	28.0	30.0	30.0	88.0		
	613	AUTOMATED DATA PROCESSING SOFTWARE UPGRADES FOR WAUKESHA METRO TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.5	0.5	0.5	1.5	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*	2.0	2.0	2.0	6.0		
				OTHER	2.5	2.5	2.5	7.5	*FTA 5307*						
				TOTAL	2.5	2.5	2.5	7.5	*TOTAL*	2.5	2.5	2.5	7.5		
	614	14 ENGINE AND TRANSMISSION REBUILDS FOR WAUKESHA METRO TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	140.0	0.0	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	0.0	0.0	*FED*	0.0	560.0	0.0	560.0		
				OTHER	0.0	700.0	0.0	700.0	*FTA 5309*						
				TOTAL	0.0	700.0	0.0	700.0	*TOTAL*	0.0	700.0	0.0	700.0		
	615	EMPLOYEE PARKING LOT ADDITION AT WAUKESHA METRO TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	3.6	0.0	0.0	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*	14.4	0.0	0.0	14.4		
				OTHER	18.0	0.0	0.0	18.0	*FTA 5309*						
				TOTAL	18.0	0.0	0.0	18.0	*TOTAL*	18.0	0.0	0.0	18.0		
	616	REPLACE WHEELCHAIR RAMPS AND RESTRAINTS ON 14 BUSES	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	12.4	0.0	12.4	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*	0.0	111.6	0.0	111.6		
				OTHER	0.0	124.0	0.0	124.0	*FTA 5309*						
				TOTAL	0.0	124.0	0.0	124.0	*TOTAL*	0.0	124.0	0.0	124.0		
	617	SERVICE VEHICLE REPLACEMENTS AND ADDITIONS FOR WAUKESHA METRO TRANSIT: VAN IN 2002, TRUCK IN 2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	4.4	0.0	6.0	10.4	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*	17.6	0.0	24.0	41.6		
				OTHER	22.0	0.0	30.0	52.0	*FTA 5309*						
				TOTAL	22.0	0.0	30.0	52.0	*TOTAL*	22.0	0.0	30.0	52.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WAUKESHA (CITY)	618	OFFICE EQUIPMENT REPLACEMENT FOR WAUKESHA METRO TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	8.0	0.7	8.7	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*	0.0	32.0	2.8	34.8		
				OTHER	0.0	40.0	3.5	43.5	*FTA 5309*						
				TOTAL	0.0	40.0	3.5	43.5	*TOTAL*	0.0	40.0	3.5	43.5		
	619	4 PARATRANSIT REPLACEMENT BUSES FOR WAUKESHA METRO TRANSIT:2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	176.0	176.0	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	704.0	704.0		
	(650)			*OTHER*	0.0	0.0	880.0	880.0	*FTA 5309*						
				TOTAL	0.0	0.0	880.0	880.0	*TOTAL*	0.0	0.0	880.0	880.0		
	620	OPERATING ASSISTANCE FOR WAUKESHA METRO TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	1,345.9	1,386.4	1,427.9	4,160.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	1,855.8	1,911.4	1,968.8	5,736.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
	(638)			*OTHER*	3,201.7	3,297.8	3,396.7	9,896.2	*FTA 5307*						
				TOTAL	3,201.7	3,297.8	3,396.7	9,896.2	*TOTAL*	3,201.7	3,297.8	3,396.7	9,896.2		
	621	SHOP EQUIPMENT FOR WAUKESHA METRO TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	17.2	10.4	38.0	65.6	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*	68.8	41.6	152.0	262.4		
	(641)			*OTHER*	86.0	52.0	190.0	328.0	*FTA 5309*						
				TOTAL	86.0	52.0	190.0	328.0	*TOTAL*	86.0	52.0	190.0	328.0		
	622	BUS PARTS FOR WAUKESHA METRO TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	6.0	6.0	7.2	19.2	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*	24.0	24.0	28.8	76.8		
	(642)			*OTHER*	30.0	30.0	36.0	96.0	*FTA 5307*						
				TOTAL	30.0	30.0	36.0	96.0	*TOTAL*	30.0	30.0	36.0	96.0		
	623	WAUKESHA METRO TRANSIT OPERATING FACILITY REMODELING	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 5307*						
				TOTAL	35.0	0.0	0.0	35.0	*TOTAL*	35.0	0.0	0.0	35.0		
	624	ENGINE AND TRANSMISSION REBUILDS FOR WAUKESHA METRO TRANSIT (WI-90-X350)	TP	*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		
	(643)			*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		
	625	TIRE LEASE FOR THE CITY OF WAUKESHA TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	5.6	5.8	6.4	17.8	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*	22.4	23.2	25.6	71.2		
	(644)			*OTHER*	28.0	29.0	32.0	89.0	*FTA 5307*						
				TOTAL	28.0	29.0	32.0	89.0	*TOTAL*	28.0	29.0	32.0	89.0		
	626	CAPITAL MAINTENANCE FOR WAUKESHA METRO TRANSIT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	38.0	40.0	40.0	118.0	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*	152.0	160.0	160.0	472.0		
	(645)			*OTHER*	190.0	200.0	200.0	590.0	*FTA 5307*						
				TOTAL	190.0	200.0	200.0	590.0	*TOTAL*	190.0	200.0	200.0	590.0		
	627	CONCRETE PADS AT BUS STOPS FOR WAUKESHA METRO TRANSIT	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	8.8	0.0	0.0	8.8	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*	35.2	0.0	0.0	35.2		
	(647)			*OTHER*	44.0	0.0	0.0	44.0	*FTA 5307*						
				TOTAL	44.0	0.0	0.0	44.0	*TOTAL*	44.0	0.0	0.0	44.0		

Source: SEWRPC.

Table B-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WAUKESHA (CITY)	628 (648)	CONSULTANT STUDY FOR FEASIBILITY OF RUBBER TIRED TROLLEY BUS SYSTEM FOR WAUKESHA METRO TRANSIT	TI	*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 5307*						
				TOTAL	0.0	50.0	0.0	50.0	*TOTAL*	0.0	50.0	0.0	50.0		
	629	AUTOMATED DATA PROCESSING HARDWARE FOR WAUKESHA METRO TRANSIT	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	2.6	2.9	3.6	9.1	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*	10.3	11.7	14.2	36.2		
				OTHER	12.9	14.6	17.8	45.3	*FTA 5309*						
				TOTAL	12.9	14.6	17.8	45.3	*TOTAL*	12.9	14.6	17.8	45.3		
	630 (649)	DOWNTOWN TERMINAL PROPERTY AQUISITION AND CONSTRUCTION FOR WAUKESHA METRO TRANSIT SEC 5309	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	1,400.0	0.0	0.0	1,400.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	7,200.0	0.0	0.0	7,200.0	*FED*	5,800.0	0.0	0.0	5,800.0		
				OTHER	0.0	0.0	0.0	0.0	*FTA 5307*						
				TOTAL	7,200.0	0.0	0.0	7,200.0	*TOTAL*	7,200.0	0.0	0.0	7,200.0		
	631 (646)	VEHICLE LOCATOR SYSTEM USING GPS TECHNOLOGY FOR WAUKESHA METRO TRANSIT (WI-90-X350)	TI	*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	300.0	0.0	0.0	300.0	*FED*	240.0	0.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	*FTA 5307*						
				TOTAL	300.0	0.0	0.0	300.0	*TOTAL*	300.0	0.0	0.0	300.0		
	632 (651)	INITIATE SUNDAY SERVICE ON ALL 9 WEEKEND TRANSIT ROUTES OPERATED BY WAUKESHA METRO	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	39.4	42.4	81.8	163.6	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*	157.8	169.6	327.4	654.8		
				OTHER	197.2	212.0	409.2	818.4	*CMAQ*						
				TOTAL	197.2	212.0	409.2	818.4	*TOTAL*	197.2	212.0	409.2	818.4		
	633	INSTALL SIGNALS AND TROMBONE ARMS FOR APPROACHES ON DELAFIELD AND MORELAND BLVD CITY OF WAUKESHA	HS	*PE*	3.0	0.0	0.0	3.0	*LOCAL*	2.4	0.0	0.0	2.4	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*	21.9	0.0	0.0	21.9		
				OTHER	21.3	0.0	0.0	21.3	*STP-S*						
				TOTAL	24.3	0.0	0.0	24.3	*TOTAL*	24.3	0.0	0.0	24.3		
	634	INSTALL NEW CONDUIT AND TRAFFIC SIGNAL CABLE AT GRAND AVE AND WISCONSIN AVE CITY OF WAUKESHA HES	HS	*PE*	9.0	0.0	0.0	9.0	*LOCAL*	7.6	0.0	0.0	7.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	67.0	0.0	0.0	67.0	*FED*	68.4	0.0	0.0	68.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	76.0	0.0	0.0	76.0	*TOTAL*	76.0	0.0	0.0	76.0		
	635	N GRANDVIEW BOULEVARD RAISED PAVEMENT MARKINGS SHERRYL LANE TO JASPER LANE (SMALL HES) WAUKESHA COUNTY	HS	*PE*	0.0	0.0	0.0	0.0	*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	10.5	0.0	0.0	10.5	*FED*	9.5	0.0	0.0	9.5		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	10.5	0.0	0.0	10.5	*TOTAL*	10.5	0.0	0.0	10.5		
	636 (653)	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG MEADOWBROOK ROAD IN THE CITY OF WAUKESHA	EE	*PE*	18.6	0.0	0.0	18.6	*LOCAL*	20.1	0.0	0.0	20.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	81.7	0.0	0.0	81.7	*FED*	80.2	0.0	0.0	80.2		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	100.3	0.0	0.0	100.3	*TOTAL*	100.3	0.0	0.0	100.3		

Source: SEWRPC.

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	637 (657)	SIGNAL INSTALLATION AND TURN LANE IMPROVEMENTS AT INTERSECTIONS IN SELECTED INTERSECTIONS IN SOUTHEASTERN WISCONSIN	HP	*PE*	100.0	100.0	100.0	300.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	220.0	220.0	220.0	660.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	*FED*	880.0	880.0	880.0	2,640.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	1,100.0	1,100.0	1,100.0	3,300.0	*TOTAL*	1,100.0	1,100.0	1,100.0	3,300.0		
	638 (658)	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*						
				TOTAL	50.0	0.0	0.0	50.0	*TOTAL*	50.0	0.0	0.0	50.0		
	639 (655)	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*	200.0	100.0	100.0	400.0		
				CONST	100.0	100.0	100.0	300.0	*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		
	640 (656)	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	300.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	*FED*	900.0	900.0	900.0	2,700.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	1,000.0	1,000.0	1,000.0	3,000.0	*TOTAL*	1,000.0	1,000.0	1,000.0	3,000.0		
	641 (659)	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		
	642 (660)	RECONSTRUCTION OF WEIGH STA 21 ON WESTBOUND 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	0.0	0.0	0.0	0.0	*STATE*	0.0	1,380.0	0.0	1,380.0		
				CONST	0.0	6,900.0	0.0	6,900.0	*FED*	0.0	5,520.0	0.0	5,520.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	6,900.0	0.0	6,900.0	*TOTAL*	0.0	6,900.0	0.0	6,900.0		
	643	PURCHASE OF REAL ESTATE FOR WETLAND MITIGATION REQUIRED AS PART OF IH-94 CONSTRUCTION PROJECTS	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	500.0	0.0	500.0	*STATE*	0.0	500.0	0.0	500.0		
				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	500.0	0.0	500.0	*TOTAL*	0.0	500.0	0.0	500.0		
	644	RECONSTRUCTION OF THE IH-94 AND STH 142 INTERCHANGE	HP	*PE*	0.0	0.0	500.0	500.0	*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	100.0	100.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	400.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	0.0	0.0	500.0	500.0	*TOTAL*	0.0	0.0	500.0	500.0		
	645	RECONSTRUCTION OF THE IH-94 AND STH 158 INTERCHANGE	HP	*PE*	0.0	0.0	500.0	500.0	*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	100.0	100.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	400.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	0.0	0.0	500.0	500.0	*TOTAL*	0.0	0.0	500.0	500.0		
	646 (662)	RESURFACING OF USH 45 FROM ILLINOIS STATE LINE TO STH 50 IN KENOSHA COUNTY (5.50 MILES)	HP	*PE*	90.0	0.0	0.0	90.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	63.0	0.0	63.0	*STATE*	18.0	63.0	0.0	81.0		
				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-O*						
				TOTAL	90.0	63.0	0.0	153.0	*TOTAL*	90.0	63.0	0.0	153.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type		Estimated Costs (Thousands $) 2002	2003	2004	Total		Source of Funds (Thousands $) 2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	647 (663)	RESURFACING OF THE EXISTING ROUTE OF STH 31 FROM 56TH AVE TO CTH KR IN KENOSHA COUNTY (0.74 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*	38.0	0.0	0.0	38.0		
				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-O*						
				TOTAL	190.0	0.0	0.0	190.0	*TOTAL*	190.0	0.0	0.0	190.0		
	648 (654)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM ALFORD DR TO CTH KR IN KENOSHA COUNTY (3.0 MILES)	HP	*PE*	0.0	300.0	300.0	600.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	60.0	60.0	120.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	240.0	240.0	480.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	300.0	300.0	600.0	*TOTAL*	0.0	300.0	300.0	600.0		
	649 (677)	STH 50 CORRIDOR STUDY FROM IH 94 TO 43RD AVE. IN THE CITY OF KENOSHA AND VILLAGE OF PLEASANT PRAIRIE	HP	*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	RECONDITIONING OF STH 50 FROM 242ND AVE. TO 144TH AVE. IN KENOSHA COUNTY (6.10 MILES)	HP	*PE*	300.0	0.0	0.0	300.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	300.0	0.0	3,200.0	3,500.0		
				CONST	0.0	0.0	3,200.0	3,200.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	300.0	0.0	3,200.0	3,500.0	*TOTAL*	300.0	0.0	3,200.0	3,500.0		
	651 (670)	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*	280.0	0.0	0.0	280.0	*LOCAL*	70.0	0.0	0.0	70.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	210.0	2,400.0	0.0	2,610.0		
				CONST	0.0	2,400.0	0.0	2,400.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	280.0	2,400.0	0.0	2,680.0	*TOTAL*	280.0	2,400.0	0.0	2,680.0		
	652 (740)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM 7TH AVE TO SHERIDAN ROAD (1.35 MILES)	HP	*PE*	720.0	0.0	0.0	720.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	1,180.0	0.0	0.0	1,180.0	*STATE*	1,180.0	0.0	730.0	1,910.0		
				CONST	0.0	0.0	3,650.0	3,650.0	*FED*	720.0	0.0	2,920.0	3,640.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	1,900.0	0.0	3,650.0	5,550.0	*TOTAL*	1,900.0	0.0	3,650.0	5,550.0		
	653 (671)	RECONDITIONING OF STH 83 FROM STH 50 TO THE ILLINOIS STATE LINE IN THE TOWN OF SALEM (5.15 MILES)	HP	*PE*	80.0	0.0	0.0	80.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	400.0	0.0	0.0	400.0	*STATE*	416.0	0.0	440.0	856.0		
				CONST	0.0	0.0	2,200.0	2,200.0	*FED*	64.0	0.0	1,760.0	1,824.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	480.0	0.0	2,200.0	2,680.0	*TOTAL*	480.0	0.0	2,200.0	2,680.0		
	654 (672)	REHABILITATION OF STH 83 FROM STH 50 TO CTH JB/KD IN THE TOWN OF WHEATLAND (1.53 MILES)	HP	*PE*	140.0	0.0	0.0	140.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	114.3	0.0	0.0	114.3	*STATE*	142.3	0.0	480.0	622.3		
				CONST	0.0	0.0	2,400.0	2,400.0	*FED*	112.0	0.0	1,920.0	2,032.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	254.3	0.0	2,400.0	2,654.3	*TOTAL*	254.3	0.0	2,400.0	2,654.3		
	655 (673)	RESURFACING OF STH 142 FROM CTH J TO IH 94 IN KENOSHA COUNTY (12.6 MI)	HP	*PE*	400.0	0.0	0.0	400.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	80.0	720.0	0.0	800.0		
				CONST	0.0	3,600.0	0.0	3,600.0	*FED*	320.0	2,880.0	0.0	3,200.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	400.0	3,600.0	0.0	4,000.0	*TOTAL*	400.0	3,600.0	0.0	4,000.0		
	656 (661)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE CTH ML BRIDGE OVER IH-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	0.0	0.0	0.0	0.0	*STATE*	0.0	480.0	0.0	480.0		
				CONST	0.0	4,800.0	0.0	4,800.0	*FED*	0.0	4,320.0	0.0	4,320.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	0.0	4,800.0	0.0	4,800.0	*TOTAL*	0.0	4,800.0	0.0	4,800.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	657 (674)	RECONSTRUCTION OF THE INTERCHANGE OF IH 94 AT STH 50 IN KENOSHA CO.	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	2,200.0	0.0	0.0	2,200.0	*STATE*	2,200.0	0.0	0.0	2,200.0		
				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	2,200.0	0.0	0.0	2,200.0	*TOTAL*	2,200.0	0.0	0.0	2,200.0		
	658 (679)	ELDERLY/ DISABLED TRANSPORTATION SEC 5310 KENOSHA ACHIEV EMENT CENTER ONE BUS 14/2 IN 2002. 2003. 2004. AND ONE BUS 8/1 2002. 2003. 2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	17.3	17.8	18.3	53.4	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*	69.2	71.3	73.4	213.9		
				OTHER	86.5	89.1	91.7	267.3	*FTA 5310*						
				TOTAL	86.5	89.1	91.7	267.3	*TOTAL*	86.5	89.1	91.7	267.3		
	659	ELDERLY/DISABLED TRANPORTATION SEC 5310 VOCATIONAL INDUSTRIES FOUR VEHICLES 2002. THREE VEHICLES 2003. THREE VEHICLES 2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	30.9	27.4	28.0	86.3	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	0.0	*FED*	123.5	109.6	112.0	345.1		
				OTHER	154.4	137.0	140.0	431.4	*FTA 5310*						
				TOTAL	154.4	137.0	140.0	431.4	*TOTAL*	154.4	137.0	140.0	431.4		
	660	VARIOUS ACTIVITIES FOR PILOT PARK & RIDE JOINT DEVELOPMENT PROJECT	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*	100.0	100.0	100.0	300.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	100.0	100.0	100.0	300.0							
				TOTAL	100.0	100.0	100.0	300.0	*TOTAL*	100.0	100.0	100.0	300.0		
	661	ELDERLY/DISABLED TRANSPORTATION SEC 5310 VILLAGE OF TWIN LAKES ONE MODIFIED 7 PASSENGER VAN	TE	*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*	30.1	0.0	0.0	30.1		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	37.7	0.0	0.0	37.7	*FTA 5310*						
				TOTAL	37.7	0.0	0.0	37.7	*TOTAL*	37.7	0.0	0.0	37.7		
	662 (682)	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*	0.0	55.0	0.0	55.0		
				CONST	0.0	55.0	0.0	55.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	55.0	0.0	55.0	*TOTAL*	0.0	55.0	0.0	55.0		
	663 (675)	WETLAND MITIGATION FOR WORK ON STH 50 AT IH 94	EE	*PE*	0.0	100.0	0.0	100.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	480.0	0.0	480.0	*STATE*	0.0	580.0	412.0	992.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	412.0	412.0							
				TOTAL	0.0	580.0	412.0	992.0	*TOTAL*	0.0	580.0	412.0	992.0		
	664 (683)	PURCHASE OF ARCHAEOLOGICALLY SIGNIFICANT REAL ESTATE EFFIGY MOUND SITE-- RELATED TO STH 83 RECONSTRUCTION NEAR CTH JB/KD	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	31.6	0.0	31.6	*STATE*	0.0	6.3	0.0	6.3		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	25.3	0.0	25.3		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	0.0	31.6	0.0	31.6	*TOTAL*	0.0	31.6	0.0	31.6		
KENOSHA COUNTY	665 (684)	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		
	666 (685)	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		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type		Estimated Costs (Thousands $) 2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
KENOSHA COUNTY	667 (686)	REPLACEMENT OF CTH A BRIDGE OVER PIKE RIVER B-30-0012 IN KENOSHA COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	53.4	0.0	0.0	53.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	267.1	0.0	0.0	267.1	FED	213.7	0.0	0.0	213.7		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	267.1	0.0	0.0	267.1	TOTAL	267.1	0.0	0.0	267.1		
	668	ADD LEFT TURN LANES AND RECONSTRUCT THE CTH Y (22ND AVE) AND CTH E (12TH ST) INTERSECTION (0.19 MILE)	HP	PE	112.8	0.0	0.0	112.8	LOCAL	22.6	1.2	125.4	149.2	A	EXEMPT
				ROW	0.0	5.8	0.0	5.8	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	626.8	626.8	FED	90.2	4.6	501.4	596.2		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	112.8	5.8	626.8	745.4	TOTAL	112.8	5.8	626.8	745.4		
	669 (690)	REPLACEMENT OF CTH K BRIDGE OVER BRIGHTON CREEK B-30-0666 IN KENOSHA COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	2.3	56.7	0.0	59.0	A	EXEMPT
				ROW	11.5	0.0	0.0	11.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	283.5	0.0	283.5	FED	9.2	226.8	0.0	236.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	11.5	283.5	0.0	295.0	TOTAL	11.5	283.5	0.0	295.0		
	670	RECONSTRUCT FROM RURAL TO URBAN CROSS SECTION CTH K FROM UNION PACIFIC RR CROSSING TO STH 31 (0.66 MILES)	HP	PE	235.3	0.0	0.0	235.3	LOCAL	47.1	15.0	261.4	323.5	A	EXEMPT
				ROW	0.0	74.8	0.0	74.8	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,307.0	1,307.0	FED	188.2	59.8	1,045.6	1,293.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	235.3	74.8	1,307.0	1,617.1	TOTAL	235.3	74.8	1,307.0	1,617.1		
	671	RECONSTRUCT WITHOUT ADDITIONAL CAPACITY CTH KD FROM CTH F TO 0.5 MI NORTH OF CTH F (0.5 MILES)	HP	PE	186.3	0.0	0.0	186.3	LOCAL	37.3	8.7	207.0	253.0	A	EXEMPT
				ROW	0.0	43.7	0.0	43.7	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,035.0	1,035.0	FED	149.0	35.0	828.0	1,012.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	186.3	43.7	1,035.0	1,265.0	TOTAL	186.3	43.7	1,035.0	1,265.0		
	672	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y (22ND AVE) FROM 14TH PLACE TO CTH E (12TH ST) (0.42 MILE)	HI	PE	304.3	0.0	0.0	304.3	LOCAL	60.9	2.0	185.1	248.0	A	NON-EXEMPT
				ROW	0.0	10.0	0.0	10.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	925.6	925.6	FED	243.4	8.0	740.5	991.9		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	304.3	10.0	925.6	1,239.9	TOTAL	304.3	10.0	925.6	1,239.9		
	673 (692)	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY/DISABLED IN NON-URBANIZED KENOSHA COUNTY: 2002-2004	TP	PE	0.0	0.0	0.0	0.0	LOCAL	36.1	37.9	39.8	113.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	144.4	151.6	159.2	455.2		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	180.5	189.5	199.0	569.0							
				TOTAL	180.5	189.5	199.0	569.0	TOTAL	180.5	189.5	199.0	569.0		
	674 (693)	CONSTRUCTION OF PARKING RAMP TO SERVE METRA AND CITY OF KENOSHA TRANSIT PATRONS (300 SPACES)	TI	PE	641.7	0.0	0.0	641.7	LOCAL	128.3	713.0	0.0	841.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	3,565.0	0.0	3,565.0	FED	513.4	2,852.0	0.0	3,365.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	641.7	3,565.0	0.0	4,206.7	TOTAL	641.7	3,565.0	0.0	4,206.7		
	675 (694)	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		
	676	SIGNALIZE AND RECONFIGURE INTERSECTION OF CTH S AND 47TH AVE KENOSHA COUNTY HES	HS	PE	27.5	0.0	0.0	27.5	LOCAL	2.7	21.6	0.0	24.3	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	0.0	FED	24.8	194.4	0.0	219.2		
				OTHER	0.0	216.0	0.0	216.0	STP-S						
				TOTAL	27.5	216.0	0.0	243.5	TOTAL	27.5	216.0	0.0	243.5		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
KENOSHA COUNTY	677 (695)	INSTALLATION OF GUARD RAIL AT THREE LOCATIONS ALONG CTH W IN THE TOWN OF SALEM	HS	*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	19.5	0.0	0.0	19.5	*FED*	17.6	0.0	0.0	17.6		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	19.5	0.0	0.0	19.5	*TOTAL*	19.5	0.0	0.0	19.5		
	678	CONSTRUCT BIKE/PED BATH ON CTH E AND CTH JR FROM 20TH AVE TO PETRIFYING SPRINGS PARK KENOSHA COUNTY CMAQ	EE	*PE*	67.5	0.0	0.0	67.5	*LOCAL*	13.5	106.5	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	0.0	521.2	0.0	521.2	*FED*	54.0	426.0	0.0	480.0		
				OTHER	0.0	11.3	0.0	11.3	*CMAQ*						
				TOTAL	67.5	532.5	0.0	600.0	*TOTAL*	67.5	532.5	0.0	600.0		
BRISTOL (TOWN)	679	BRIDGE REPLACEMENT OF CTH Q OVER DUTCH GAP CANAL IN THE TOWN OF BRISTOL KENOSHA COUNTY LOCAL BRIDGE P-30-0045	HP	*PE*	57.5	0.0	0.0	57.5	*LOCAL*	11.5	0.0	55.0	66.5	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	275.2	275.2	*FED*	46.0	0.0	220.2	266.2		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	57.5	0.0	275.2	332.7	*TOTAL*	57.5	0.0	275.2	332.7		
KENOSHA (CITY)	680	PURCHASE FOURTEEN NEW BUSES CNG FUELED TO REPLACE FOURTEEN 27 YEAR OLD BUSES	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	462.0	462.0	0.0	924.0	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*	1,848.0	1,848.0	0.0	3,696.0		
				OTHER	2,310.0	2,310.0	0.0	4,620.0	*FTA 5309*						
				TOTAL	2,310.0	2,310.0	0.0	4,620.0	*TOTAL*	2,310.0	2,310.0	0.0	4,620.0		
	681 (698)	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		
	682 (699)	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*	808.2	0.0	0.0	808.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	1,414.4	0.0	0.0	1,414.4		
				CONST	0.0	0.0	0.0	0.0	*FED*	375.0	0.0	0.0	375.0		
				OTHER	2,597.6	0.0	0.0	2,597.6	*FTA 5307*						
				TOTAL	2,597.6	0.0	0.0	2,597.6	*TOTAL*	2,597.6	0.0	0.0	2,597.6		
	683 (700)	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		
	684 (702)	NORTHWESTERN DEPOT ADA UPGRADES FOR THE KENOSHA TRANSIT SYSTEM (WI-03-0059 FUNDED)	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	184.0	0.0	0.0	184.0	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*	736.0	0.0	0.0	736.0		
				OTHER	920.0	0.0	0.0	920.0	*FTA 5307*						
				TOTAL	920.0	0.0	0.0	920.0	*TOTAL*	920.0	0.0	0.0	920.0		
	685 (703)	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*	7.5	0.0	0.0	7.5	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*	30.0	0.0	0.0	30.0		
				OTHER	37.5	0.0	0.0	37.5	*FTA 5307*						
				TOTAL	37.5	0.0	0.0	37.5	*TOTAL*	37.5	0.0	0.0	37.5		
	686 (704)	REPLACE 5 BUSES WITH CNG BUSES	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	310.0	0.0	0.0	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*	1,240.0	0.0	0.0	1,240.0		
				OTHER	1,550.0	0.0	0.0	1,550.0	*FTA 5307*						
				TOTAL	1,550.0	0.0	0.0	1,550.0	*TOTAL*	1,550.0	0.0	0.0	1,550.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
KENOSHA (CITY)	687	PURCHASE MISCELLANEOUS SHOP EQUIPMENT FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	20.0	20.0	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*	80.0	80.0	0.0	160.0		
	(707)			*OTHER*	100.0	100.0	0.0	200.0	*FTA 5307*						
				TOTAL	100.0	100.0	0.0	200.0	*TOTAL*	100.0	100.0	0.0	200.0		
	688	BUILD NEW CNG FUELING STATION AT NEW TRANSIT GARAGE LOCATION	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	100.0	30.0	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	0.0	0.0	0.0	*FED*	400.0	120.0	0.0	520.0		
				OTHER	500.0	150.0	0.0	650.0	*FTA 5309*						
				TOTAL	500.0	150.0	0.0	650.0	*TOTAL*	500.0	150.0	0.0	650.0		
	689	RECONSTRUCTION/EXPANSION OF METRA TRAIN STATION IN THE CITY OF KENOSHA	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	41.6	0.0	0.0	41.6	A	EXEMPT
				ROW	125.0	0.0	0.0	125.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	83.0	0.0	0.0	83.0	*FED*	166.4	0.0	0.0	166.4		
	(709)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	208.0	0.0	0.0	208.0	*TOTAL*	208.0	0.0	0.0	208.0		
	690	EXPAND TRANSIT SERVICE SOUTH AND WEST - TO INCLUDE MORE REGULAR SERVICE WITH ADDED ROUTE MILES	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	24.9	24.9	49.8	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*	0.0	99.9	99.9	199.8		
				OTHER	0.0	124.8	124.8	249.6	*FTA 5307*						
				TOTAL	0.0	124.8	124.8	249.6	*TOTAL*	0.0	124.8	124.8	249.6		
	691	WEST EXPANSION TRAFFIC DEMAND MANAGEMENT HWY 50 DEVELOPMENT CITY OF KENOSHA KENOSHA COUNTY CMAQ	TE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	25.0	25.0	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*	0.0	99.8	99.8	199.6		
				OTHER	0.0	124.8	124.8	249.6	*CMAQ*						
				TOTAL	0.0	124.8	124.8	249.6	*TOTAL*	0.0	124.8	124.8	249.6		
	692	MODIFICATION OF TRAFFIC SIGNALS AND CONSTRUCTION OF LEFT TURN LANES AT 18TH ST AND 22ND AVE HES PROJECT CITY OF KENOSHA	HS	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.8	21.5	22.3	A	EXEMPT
				ROW	0.0	8.0	0.0	8.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	7.2	193.5	200.7		
				OTHER	0.0	0.0	215.0	215.0	*STP-S*						
				TOTAL	0.0	8.0	215.0	223.0	*TOTAL*	0.0	8.0	215.0	223.0		
	693	RECONSTRUCTION OF ACCESS LOADING PLATFORM FOR COMMUTER RAIL SYSTEM BETWEEN KENOSHA & CHICAGO CITY OF KENOSAH CMAQ	EE	*PE*	62.5	0.0	0.0	62.5	*LOCAL*	12.5	112.5	0.0	125.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	562.5	0.0	562.5	*FED*	50.0	450.0	0.0	500.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	62.5	562.5	0.0	625.0	*TOTAL*	62.5	562.5	0.0	625.0		
	694	CONSTRUCT PEDESTRIAN BRIDGE OVER STH 32 AT CARTHAGE COLLEGE CITY OF KENOSHA CMAQ	EE	*PE*	140.0	0.0	0.0	140.0	*LOCAL*	28.0	188.0	0.0	216.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	940.0	0.0	940.0	*FED*	112.0	752.0	0.0	864.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	140.0	940.0	0.0	1,080.0	*TOTAL*	140.0	940.0	0.0	1,080.0		
	695	CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH SERVING HARBOR PARK AND CONNECTING WITH EXISTING PATHS IN THE CITY OF KENOSHA	EE	*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	250.0	0.0	0.0	250.0	*FED*	200.0	0.0	0.0	200.0		
	(717)			*OTHER*	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	250.0	0.0	0.0	250.0	*TOTAL*	250.0	0.0	0.0	250.0		
	696	OPERATION OF NEW DOWNTOWN ELECTRIC CIRCULATOR	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	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	91.4	0.0	0.0	91.4		
	(719)			*OTHER*	91.4	0.0	0.0	91.4	*CMAQ*						
				TOTAL	91.4	0.0	0.0	91.4	*TOTAL*	91.4	0.0	0.0	91.4		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY

2002 - 2004

Project Sponsor	Project No.	Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
KENOSHA (CITY)	697 (720)	DOWNTOWN KENOSHA PARK AND RIDE (NON HWY) PARKING LOT EXPANSION CITY OF KENOSHA	EE	*PE*	15.0	0.0	0.0	15.0	*LOCAL*	28.0	13.6	0.0	41.6	A	EXEMPT
				ROW	125.0	0.0	0.0	125.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	68.0	0.0	68.0	*FED*	112.0	54.4	0.0	166.4		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	140.0	68.0	0.0	208.0	*TOTAL*	140.0	68.0	0.0	208.0		
	698 (721)	WEST KENOSHA PARK AND RIDE FACILITY: 1994	EE	*PE*	30.0	0.0	0.0	30.0	*LOCAL*	61.4	0.0	0.0	61.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	276.7	0.0	0.0	276.7	*FED*	245.3	0.0	0.0	245.3		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	306.7	0.0	0.0	306.7	*TOTAL*	306.7	0.0	0.0	306.7		
	699 (723)	CONSTRUCTION OF THREE BICYCLE PATH SEGMENTS OF THE PIKE BICYCLE TRAIL (TOTAL OF 1.63 MILES)	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	96.0	0.0	0.0	96.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	480.0	0.0	0.0	480.0	*FED*	384.0	0.0	0.0	384.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	480.0	0.0	0.0	480.0	*TOTAL*	480.0	0.0	0.0	480.0		
	700 (887)	CONSTRUCTION OF SIDEWALKS AND LANDSCAPING ALONG SHERIDAN RD (STH32) FROM S CITY LIMITS TO 85TH ST IN CITY/KENOSHA	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	38.0	0.0	0.0	38.0	A	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		
SOMERS (TOWN)	701 (726)	RECONSTRUCTION OF THE SHERIDAN ROAD AND BIRCH ROAD INTERSECTION IN THE TOWN OF SOMERS	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	38.4	73.8	0.0	112.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	369.0	0.0	369.0	*FED*	21.6	295.2	0.0	316.8		
				OTHER	60.0	0.0	0.0	60.0	*STP-O*						
				TOTAL	60.0	369.0	0.0	429.0	*TOTAL*	60.0	369.0	0.0	429.0		
	702	BRIDGE REPLACEMENT ON CTH L SOUTH BRANCH OF PIKE RIVER IN THE TOWN OF SOMERS KENOSHA COUNTY LOCAL BRIDGE P-30-0912	HS	*PE*	67.6	0.0	0.0	67.6	*LOCAL*	13.5	0.0	64.8	78.3	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	324.1	324.1	*FED*	54.1	0.0	259.3	313.4		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	67.6	0.0	324.1	391.7	*TOTAL*	67.6	0.0	324.1	391.7		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	703 (728)	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*						
				TOTAL	50.0	0.0	0.0	50.0	*TOTAL*	50.0	0.0	0.0	50.0		
	704	RECONSTRUCTION OF THE IH-94 AND CTH K INTERCHANGE EARLY REAL ESTATE ACQUISTION	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	700.0	0.0	700.0	*STATE*	0.0	700.0	0.0	700.0		
				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	700.0	0.0	700.0	*TOTAL*	0.0	700.0	0.0	700.0		
	705 (729)	RECONSTRUCTION OF BRIDGE ON IH 94 OVER CTH K IN RACINE COUNTY	HP	*PE*	0.0	0.0	60.0	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	12.0	12.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	48.0	48.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	0.0	60.0	60.0	*TOTAL*	0.0	0.0	60.0	60.0		
	706 (731)	RECONDITIONING OF USH 45 FROM STH 20 IN RACINE COUNTY TO STH 36 IN WAUKESHA COUNTY (8.5 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	1,200.0	1,200.0		
				CONST	0.0	0.0	6,000.0	6,000.0	*FED*	0.0	0.0	4,800.0	4,800.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	0.0	6,000.0	6,000.0	*TOTAL*	0.0	0.0	6,000.0	6,000.0		
	707	RECONSTRUCTION OF THE UNION PACIFIC RR BRIDGE OVER STH 11 IN THE CITY OF RACINE	HP	*PE*	0.0	400.0	0.0	400.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	80.0	0.0	80.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	320.0	0.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	400.0	0.0	400.0	*TOTAL*	0.0	400.0	0.0	400.0		
	708 (734)	RECONDITIONING OF STH 11 FROM CROSSWAY RD TO CTH C IN RACINE COUNTY (5.20 MILES)	HP	*PE*	400.0	0.0	0.0	400.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	300.0	0.0	0.0	300.0	*STATE*	380.0	0.0	800.0	1,180.0		
				CONST	0.0	0.0	4,000.0	4,000.0	*FED*	320.0	0.0	3,200.0	3,520.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	700.0	0.0	4,000.0	4,700.0	*TOTAL*	700.0	0.0	4,000.0	4,700.0		
	709 (736)	RESURFACING OF STH 20 AND STH 32 BETWEEN WEST BLVD. AND MARQUETTE ST. CITY OF RACINE (1.6 MI)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	620.0	0.0	0.0	620.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	2,480.0	0.0	0.0	2,480.0		
				CONST	3,100.0	0.0	0.0	3,100.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	3,100.0	0.0	0.0	3,100.0	*TOTAL*	3,100.0	0.0	0.0	3,100.0		
	710	CONSTRUCTION OF TURN LANES AND TRAFFIC SIGNAL MODIFICATION AT THE INTERSECTION OF STH 20 AND CTH H	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	125.0	125.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	225.0	225.0		
				CONST	0.0	0.0	350.0	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	350.0	350.0	*TOTAL*	0.0	0.0	350.0	350.0		
	711 (738)	RESURFACING OF THE EXISTING ROUTE OF STH 31 FROM EMSTAN HILLS RD TO CTH KR IN RACINE COUNTY (1.61 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	105.6	0.0	105.6		
				CONST	0.0	528.0	0.0	528.0	*FED*	0.0	422.4	0.0	422.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	528.0	0.0	528.0	*TOTAL*	0.0	528.0	0.0	528.0		
	712 (739)	RECONDITIONING OF STH 31 FROM FOUR MILE RD TO STH 32 IN RACINE COUNTY (2.0 MILES)	HP	*PE*	400.0	0.0	0.0	400.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	1,060.0	0.0	1,060.0	*STATE*	80.0	1,060.0	0.0	1,140.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	320.0	0.0	0.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	400.0	1,060.0	0.0	1,460.0	*TOTAL*	400.0	1,060.0	0.0	1,460.0		

Source: SEWRPC.

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
STATE OF WISCONSIN	713	RECONDITIONING OF STH 31 FROM DURAND AVE. TO WASHINGTON AVE. (1.54 MILES)	HP	*PE*	0.0	250.0	0.0	250.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	50.0	0.0	50.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	200.0	0.0	200.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	250.0	0.0	250.0	*TOTAL*	0.0	250.0	0.0	250.0		
	714 (742)	RECONSTRUCTION OF STH 32 FROM 7TH ST. TO STATE ST. IN THE CITY OF RACINE (0.40 MILES)	HP	*PE*	200.0	0.0	0.0	200.0	*LOCAL*	50.0	0.0	0.0	50.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	150.0	349.0	0.0	499.0		
				CONST	0.0	1,745.0	0.0	1,745.0	*FED*	0.0	1,396.0	0.0	1,396.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	200.0	1,745.0	0.0	1,945.0	*TOTAL*	200.0	1,745.0	0.0	1,945.0		
	715	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM CTH KR TO LARSON ST. (1.35 MILES)	HP	*PE*	0.0	500.0	0.0	500.0	*LOCAL*	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	0.0	0.0	1,000.0	1,000.0	*STATE*	0.0	100.0	1,000.0	1,100.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	400.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	500.0	1,000.0	1,500.0	*TOTAL*	0.0	500.0	1,000.0	1,500.0		
	716	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM LARSON ST. TO 21ST ST. (0.84 MILE)	HP	*PE*	0.0	0.0	500.0	500.0	*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	100.0	100.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	400.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	0.0	500.0	500.0	*TOTAL*	0.0	0.0	500.0	500.0		
	717	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 32 FROM 21ST ST. TO WASHINGTON AVE. (1.10 MILES)	HP	*PE*	0.0	250.0	0.0	250.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	50.0	0.0	50.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	200.0	0.0	200.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	250.0	0.0	250.0	*TOTAL*	0.0	250.0	0.0	250.0		
	718 (743)	RESURFACING OF STH 38 FROM CTH MM TO WEST OF TAURUS DR. IN RACINE 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	240.0	0.0	250.0		
				CONST	0.0	1,200.0	0.0	1,200.0	*FED*	40.0	960.0	0.0	1,000.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	50.0	1,200.0	0.0	1,250.0	*TOTAL*	50.0	1,200.0	0.0	1,250.0		
	719 (744)	RESURFACING OF STH 38 FROM CTH K TO MILWAUKEE COUNTY LINE IN THE TOWN OF CALEDONIA (8.0 MI)	HP	*PE*	450.0	0.0	0.0	450.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	450.0	900.0	0.0	1,350.0		
				CONST	0.0	4,500.0	0.0	4,500.0	*FED*	0.0	3,600.0	0.0	3,600.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	450.0	4,500.0	0.0	4,950.0	*TOTAL*	450.0	4,500.0	0.0	4,950.0		
	720	RECONSTRUCTION OF THE INTERSECTION OF STH 38 AND CTH K	HP	*PE*	0.0	0.0	300.0	300.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	850.0	850.0	*STATE*	0.0	0.0	910.0	910.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	240.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	0.0	1,150.0	1,150.0	*TOTAL*	0.0	0.0	1,150.0	1,150.0		
	721 (745)	RECONDITIONING OF STH 83 FROM THE SOUTH RACINE COUNTY LINE TO SEWERAGE TREATMENT PLANT SOUTH LINE (3.55 MI)	HP	*PE*	385.7	0.0	0.0	385.7	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	125.7	0.0	0.0	125.7	*STATE*	303.4	0.0	700.0	1,003.4		
				CONST	0.0	0.0	3,500.0	3,500.0	*FED*	208.0	0.0	2,800.0	3,008.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	511.4	0.0	3,500.0	4,011.4	*TOTAL*	511.4	0.0	3,500.0	4,011.4		
	722 (747)	RESURFACING OF STH 83 FROM STH 20 TO IH 43 IN RACINE AND WAUKESHA COUNTIES (7.0 MI)	HP	*PE*	0.0	0.0	400.0	400.0	*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	80.0	80.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	320.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	0.0	400.0	400.0	*TOTAL*	0.0	0.0	400.0	400.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	723 (748)	RECONDITIONING OF STH 164 FROM STH 36 TO WOOD RD. IN THE TOWN OF WATERFORD (1.54 MI).	HP	PE	0.0	0.0	250.0	250.0	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	50.4	50.4		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	199.6	199.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	250.0	250.0	TOTAL	0.0	0.0	250.0	250.0		
	724 (749)	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	550.0	0.0	0.0	550.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	230.0	0.0	0.0	230.0		
				CONST	3,900.0	0.0	0.0	3,900.0	FED	3,120.0	0.0	0.0	3,120.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	3,900.0	0.0	0.0	3,900.0	TOTAL	3,900.0	0.0	0.0	3,900.0		
	725 (750)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 11 FROM EASTERN VILLAGE OF STURTEVANT LIMITS TO STH 31 (2.0 MILES)	HI	PE	0.0	1,800.0	0.0	1,800.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	360.0	0.0	360.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	1,440.0	0.0	1,440.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	1,800.0	0.0	1,800.0	TOTAL	0.0	1,800.0	0.0	1,800.0		
	726 (751)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM FIVE MILE RD. TO NORTH COUNTY LINE IN THE TOWN OF CALEDONIA (3.37 MI.)	HI	PE	0.0	500.0	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	0.0	100.0	0.0	100.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	400.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	500.0	0.0	500.0	TOTAL	0.0	500.0	0.0	500.0		
	727 (752)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM THREE MILE RD. TO FOUR 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	0.0	0.0	0.0	0.0	STATE	6,500.0	0.0	0.0	6,500.0		
				CONST	6,500.0	0.0	0.0	6,500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	6,500.0	0.0	0.0	6,500.0	TOTAL	6,500.0	0.0	0.0	6,500.0		
	728 (753)	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	100.0	0.0	0.0	100.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	453.8	0.0	0.0	453.8		
				CONST	2,369.0	0.0	0.0	2,369.0	FED	1,815.2	0.0	0.0	1,815.2		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	2,369.0	0.0	0.0	2,369.0	TOTAL	2,369.0	0.0	0.0	2,369.0		
	729 (754)	CONSTRUCTION OF THE CITY OF BURLINGTON BYPASS FOR STH 36 AND STH 11 (11.0 MILES)	HE	PE	200.0	200.0	200.0	600.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	4,418.0	0.0	4,418.0	STATE	200.0	4,771.0	9,208.0	14,179.0		
				CONST	0.0	153.0	9,008.0	9,161.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	200.0	4,771.0	9,208.0	14,179.0	TOTAL	200.0	4,771.0	9,208.0	14,179.0		
	730 (755)	CONSTRUCTION OF A NEW STATE STREET BRIDGE FROM DODGE STREET TO MAIN STREET IN THE CITY OF BURLINGTON (STH 142)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	700.0	0.0	0.0	700.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	2,200.0	0.0	0.0	2,200.0		
				CONST	2,900.0	0.0	0.0	2,900.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,900.0	0.0	0.0	2,900.0	TOTAL	2,900.0	0.0	0.0	2,900.0		
	731 (888)	CONSTRUCTION OF PLANNED TRANSIT STATION/PARK & RIDE LOT AT IH 94 & STH 11 INTERCHANGE IN THE TOWN OF MOUNT PLEASANT	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	40.0	0.0	0.0	40.0		
				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	NHS						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	732 (889)	JOB ACCESS SEC 3037 TRANSIT PROJECT 2000- CITY OF RACINE EMPLOYMENT TRANSPORTATION CONFERENCE AND MOBILITY MANAGER	TI	PE	0.0	0.0	0.0	0.0	LOCAL	36.5	0.0	0.0	36.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	16.0	0.0	0.0	16.0		
				CONST	0.0	0.0	0.0	0.0	FED	52.5	0.0	0.0	52.5		
				OTHER	105.0	0.0	0.0	105.0	FTA 3037						
				TOTAL	105.0	0.0	0.0	105.0	TOTAL	105.0	0.0	0.0	105.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	733 [d] (757)	CONSTRUCTION OF THREE COMMUTER PARK AND RIDE LOTS FROM THE GROUP 'B' SET	TI	*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*	178.0	0.0	0.0	178.0		
				CONST	890.0	0.0	0.0	890.0	*FED*	712.0	0.0	0.0	712.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	890.0	0.0	0.0	890.0	*TOTAL*	890.0	0.0	0.0	890.0		
	734 (758)	CONSTRUCTION OF WIDE, PAVED SHOULDERS TO ACCOMODATE BICYCLES ON STH 45 (RAYNOR AVE) FROM STH 20 TO STH 36 IN RACINE CO	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	25.0	25.0		
				CONST	0.0	0.0	125.0	125.0	*FED*	0.0	0.0	100.0	100.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	0.0	0.0	125.0	125.0	*TOTAL*	0.0	0.0	125.0	125.0		
	735 (759)	CONSTRUCTION OF MULTI-USE PATH PARALELLING STH 36 FROM WEGGE RD TO TEUT RD IN BURLINGTON	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*	17.5	0.0	0.0	17.5		
				CONST	87.5	0.0	0.0	87.5	*FED*	70.0	0.0	0.0	70.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	87.5	0.0	0.0	87.5	*TOTAL*	87.5	0.0	0.0	87.5		
RACINE COUNTY	736 (760)	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 (761)	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		
	738 (762)	TRAFFIC SIGNAL AND GEOMETRIC IMPROVEMENTS FOR THE INTERSECTION OF CTH H AND CTH C IN THE TOWN OF MOUNT PLEASANT	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-O*						
				TOTAL	200.0	0.0	0.0	200.0	*TOTAL*	200.0	0.0	0.0	200.0		
	739 (764)	RECONDITIONING OF CTH K FROM THE CANADIAN PACIFIC RAILWAY TO UNION PACIFIC RAILROAD IN THE TOWN OF CALEDONIA (1.98 MI)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	224.0	0.0	0.0	224.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	1,120.0	0.0	0.0	1,120.0	*FED*	896.0	0.0	0.0	896.0		
				OTHER	0.0	0.0	0.0	0.0	*NHS*						
				TOTAL	1,120.0	0.0	0.0	1,120.0	*TOTAL*	1,120.0	0.0	0.0	1,120.0		
	740	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH S (E WIND LAKE RD) FROM MACHINE RD TO S WIND LAKE RD (1.50 MILES)	HP	*PE*	270.0	0.0	0.0	270.0	*LOCAL*	54.0	0.0	0.0	54.0	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*	216.0	0.0	0.0	216.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	270.0	0.0	0.0	270.0	*TOTAL*	270.0	0.0	0.0	270.0		
	741 (768)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Y FROM CTH KR TO CTH X IN RACINE COUNTY (1.40 MILES)	HI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	504.0	0.0	504.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	2,520.0	0.0	2,520.0	*FED*	0.0	2,016.0	0.0	2,016.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	2,520.0	0.0	2,520.0	*TOTAL*	0.0	2,520.0	0.0	2,520.0		
	742 (769)	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANS. SERVICES FOR ELDERLY & DISABLED PEOPLE IN RURAL RACINE COUNTY: 2002-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	48.6	51.1	53.6	153.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	194.6	204.3	214.6	613.5		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	243.2	255.4	268.2	766.8							
				TOTAL	243.2	255.4	268.2	766.8	*TOTAL*	243.2	255.4	268.2	766.8		

[d] The location of the three commuter park-ride lots will be selected from a set of four potential locations: STH 36 and STH 164; IH 43 and STH 50; IH 43 and STH 167; and IH 94 and STH 142 / CTH S.

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
RACINE COUNTY	743 (770)	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		
	744	CONSTRUCT BIKE PED TRAIL PHASE IB STH 31-WILLOW RD RACINE COUNTY CMAQ	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	50.0	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	250.0	0.0	250.0	*FED*	0.0	200.0	0.0	200.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	0.0	250.0	0.0	250.0	*TOTAL*	0.0	250.0	0.0	250.0		
	745 (771)	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH CONNECTING EXISTING PATHS NORTH OF WATERFORD(V) AND SOUTH OF ROCHESTER(V)	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	94.6	68.2	0.0	162.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	473.0	341.0	0.0	814.0	*FED*	378.4	272.8	0.0	651.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	473.0	341.0	0.0	814.0	*TOTAL*	473.0	341.0	0.0	814.0		
	746 (772)	PLANNING, ENGINEERING, AND REAL ESTATE SERVICE FOR PHASE II,EXTENSION OF THE RACINE/STURTEVANT TRAIL	EE	*PE*	60.0	0.0	0.0	60.0	*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	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	60.0	0.0	0.0	60.0	*TOTAL*	60.0	0.0	0.0	60.0		
	747 (773)	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*	0.0	0.0	0.0	0.0	*LOCAL*	46.0	0.0	0.0	46.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	230.0	0.0	0.0	230.0	*FED*	184.0	0.0	0.0	184.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	230.0	0.0	0.0	230.0	*TOTAL*	230.0	0.0	0.0	230.0		
BURLINGTON (CITY)	748 (775)	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*	16.4	0.0	0.0	16.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	163.9	0.0	0.0	163.9	*FED*	147.5	0.0	0.0	147.5		
				OTHER	0.0	0.0	0.0	0.0	*STP-S*						
				TOTAL	163.9	0.0	0.0	163.9	*TOTAL*	163.9	0.0	0.0	163.9		
	749 (776)	PREPARATION OF A PEDESTRIAN/BICYCLE PLAN FOR THE CITY OF BURLINGTON	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	6.0	0.0	0.0	6.0	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	0.0	24.0		
				OTHER	30.0	0.0	0.0	30.0	*STP-O*						
				TOTAL	30.0	0.0	0.0	30.0	*TOTAL*	30.0	0.0	0.0	30.0		
	750 (890)	CONSTRUCTION OF OVERLOOKS AND DECORATIVE FACIA ON THE NEW STATE ST (STH 142) BRIDGE OVER THE FOX RIVER IN CITY OF BURLINGTON	EE	*PE*	17.0	0.0	0.0	17.0	*LOCAL*	3.4	28.8	0.0	32.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	144.0	0.0	144.0	*FED*	13.6	115.2	0.0	128.8		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	17.0	144.0	0.0	161.0	*TOTAL*	17.0	144.0	0.0	161.0		
	751 (777)	DESIGN AND CONSTRUCTION OF THE BURLINGTON RIVER FRONT BICYCLE AND PEDESTRIAN PATH IN THE CITY OF BURLINGTON	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	162.7	0.0	0.0	162.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	813.5	0.0	0.0	813.5	*FED*	650.8	0.0	0.0	650.8		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	813.5	0.0	0.0	813.5	*TOTAL*	813.5	0.0	0.0	813.5		
MOUNT PLEASANT (TOWN)	752	RECONSTRUCTION WITH NO ADDITIONAL LANES OF LATHROP AVE FROM CTH X (S TAYLOR AVE) TO CTH KR IN THE TOWN OF MOUNT PLEASANT (1.50 MILES)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	800.0	0.0	800.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	800.0	0.0	800.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	800.0	0.0	800.0	*TOTAL*	0.0	800.0	0.0	800.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
MOUNT PLEASANT (TOWN)	753 (780)	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	400.0	0.0	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	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		
RACINE (CITY)	754	RECONSTRUCTION WITH NO ADDITIONAL LANES OF KINZIE AVE FROM WEST BLVD TO CHICAGO ST IN THE CITY OF RACINE (0.30 MILE)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	75.9	0.0	0.0	75.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	379.6	0.0	0.0	379.6	*FED*	303.7	0.0	0.0	303.7		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	379.6	0.0	0.0	379.6	*TOTAL*	379.6	0.0	0.0	379.6		
	755	RECONSTRUCTION WITH NO ADDITIONAL LANES OF RAPIDS DR FROM MT PLEASANT ST TO DOUGLAS AVE IN THE CITY OF RACINE (0.63 MILE)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	283.0	0.0	283.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	1,415.0	0.0	1,415.0	*FED*	0.0	1,132.0	0.0	1,132.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	1,415.0	0.0	1,415.0	*TOTAL*	0.0	1,415.0	0.0	1,415.0		
	756 (783)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF 21ST ST FROM STH 31 TO OHIO ST IN THE CITY OF RACINE	HP	*PE*	10.0	0.0	0.0	10.0	*LOCAL*	2.0	349.0	0.0	351.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	1,745.0	0.0	1,745.0	*FED*	8.0	1,396.0	0.0	1,404.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	10.0	1,745.0	0.0	1,755.0	*TOTAL*	10.0	1,745.0	0.0	1,755.0		
	757	PURCHASE OF FIVE REPLACEMENT BUSES FOR THE BELLE URBAN SYSTEM IN 2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	300.0	300.0	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	1,200.0	1,200.0		
				OTHER	0.0	0.0	1,500.0	1,500.0	*FTA 5309*						
				TOTAL	0.0	0.0	1,500.0	1,500.0	*TOTAL*	0.0	0.0	1,500.0	1,500.0		
	758	PURCHASE OF TWO REPLACEMENT REPLICA TROLLEY BUSES FOR THE RACINE TRANSIT SYSTEM IN 2003	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	116.0	0.0	116.0	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	464.0	0.0	464.0		
				OTHER	0.0	580.0	0.0	580.0	*FTA 5309*						
				TOTAL	0.0	580.0	0.0	580.0	*TOTAL*	0.0	580.0	0.0	580.0		
	759 (784)	PROPERTY ACQUISITION AND DESIGN OF DOWNTOWN TRANSIT CENTER FOR THE RACINE TRANSIT SYSTEM (WI-03-0074)	TP	*PE*	200.0	0.0	0.0	200.0	*LOCAL*	120.0	0.0	0.0	120.0	A	EXEMPT
				ROW	400.0	0.0	0.0	400.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	480.0	0.0	0.0	480.0		
				OTHER	0.0	0.0	0.0	0.0	*FTA 5309*						
				TOTAL	600.0	0.0	0.0	600.0	*TOTAL*	600.0	0.0	0.0	600.0		
	760 (785)	REPLACE SUPERVISORY VEHICLE FOR THE RACINE TRANSIT SYSTEM: 2002	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 (786)	PURCHASE AND INSTALL AN AUTOMATIC VEHICLE LOCATION SYSTEM (WI-03-0074)	TP	*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 5309*						
				TOTAL	140.0	0.0	0.0	140.0	*TOTAL*	140.0	0.0	0.0	140.0		
	762 (787)	UPGRADE FIRE SPRINKLER SYSTEM WI-03-0066	TP	*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*	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	*FTA 5309*						
				TOTAL	65.0	0.0	0.0	65.0	*TOTAL*	65.0	0.0	0.0	65.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
RACINE (CITY)	763 (807)	ENGINEERING FOR FIRE SPRINKLER SYSTEM IN BUS STORAGE AND MAINTENANCE GARAGES FOR THE BELLE URBAN SYSTEM WI-03-0063	TP	*PE*	10.0	0.0	0.0	10.0	*LOCAL*	2.0	0.0	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*	8.0	0.0	0.0	8.0		
				OTHER	0.0	0.0	0.0	0.0	*FTA 5309*						
				TOTAL	10.0	0.0	0.0	10.0	*TOTAL*	10.0	0.0	0.0	10.0		
	764 (788)	REPLACEMENT OF BUS STOP SIGNS WI-03-0063	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		
	765 (789)	INFORMATION TECHNOLOGY IMPROVEMENTS FOR THE BELLE URBAN SYSTEM IN ACCORDANCE WITH WISDOT STUDY FINDINGS (WI-03-0074)	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*	120.0	0.0	0.0	120.0		
				OTHER	150.0	0.0	0.0	150.0	*FTA 5309*						
				TOTAL	150.0	0.0	0.0	150.0	*TOTAL*	150.0	0.0	0.0	150.0		
	766	REPLACE THE FARE BOXES OF THE RACINE 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 5309*						
				TOTAL	100.0	0.0	0.0	100.0	*TOTAL*	100.0	0.0	0.0	100.0		
	767	REPLACE BUS FUELING SYSTEM PUMPS AND METERS AT THE CITY TRANSIT GARAGE	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	10.0	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	0.0	40.0	40.0		
				OTHER	0.0	0.0	50.0	50.0	*FTA 5309*						
				TOTAL	0.0	0.0	50.0	50.0	*TOTAL*	0.0	0.0	50.0	50.0		
	768	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM 2003-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	940.5	978.2	1,918.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	2,110.8	2,195.2	4,306.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	1,230.3	1,279.5	2,509.8		
				OTHER	0.0	4,281.6	4,452.9	8,734.5	*FTA 5307*						
				TOTAL	0.0	4,281.6	4,452.9	8,734.5	*TOTAL*	0.0	4,281.6	4,452.9	8,734.5		
	769 (791)	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		
	770 (792)	REPLACE ALL LIGHTING IN STORAGE GARAGE FOR THE BELLE URBAN SYSTEM WI-03-0063	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		
	771 (795)	REPLACEMENT OF TELEPHONE AND TELEPHONE INFORMATION SYSTEM FOR THE RACINE TRANSIT SYSTEM WI-03-0063	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		
	772 (796)	REPLACE AND RELOCATE TWO-WAY RADIO ANTENNA AND TOWER FOR THE RACINE TRANSIT SYSTEM (WI-03-0074)	TP	*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	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	*FTA 5309*						
				TOTAL	50.0	0.0	0.0	50.0	*TOTAL*	50.0	0.0	0.0	50.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
RACINE (CITY)	773 (797)	REPLACEMENT OF 5 BUSES IN 2000 (WI-03-0074)	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	347.2	0.0	0.0	347.2	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*	1,388.6	0.0	0.0	1,388.6		
				OTHER	1,735.8	0.0	0.0	1,735.8	*FTA 5309*						
				TOTAL	1,735.8	0.0	0.0	1,735.8	*TOTAL*	1,735.8	0.0	0.0	1,735.8		
	774 (798)	REPLACE SERVICE TRUCK FOR THE RACINE TRANSIT SYSTEM	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	9.0	9.0	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	36.0	36.0		
				OTHER	0.0	0.0	45.0	45.0	*FTA 5309*						
				TOTAL	0.0	0.0	45.0	45.0	*TOTAL*	0.0	0.0	45.0	45.0		
	775	CONSTRUCTION OF OFF STREET TRANSIT CENTER FOR THE RACINE TRANSIT SYSTEM NEAR THE FORMER CHICAGO & NORTH WESTERN RAILWAY PASSENGER DEPOT	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	380.0	0.0	380.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	1,900.0	0.0	1,900.0	*FED*	0.0	1,520.0	0.0	1,520.0		
				OTHER	0.0	0.0	0.0	0.0	*FTA 5309*						
				TOTAL	0.0	1,900.0	0.0	1,900.0	*TOTAL*	0.0	1,900.0	0.0	1,900.0		
	776	DEVELOP PARK/RIDE PARKING LOT AT THE OFF-STREET TRANSIT CENTER IN RACINE DEVELOP PARK AND RIDE LOT AT CENTER AND STATE ST RAILROAD DEPOT CITY OF RACINE CMAQ	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	41.0	41.0	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	205.0	205.0	*FED*	0.0	0.0	164.0	164.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	0.0	0.0	205.0	205.0	*TOTAL*	0.0	0.0	205.0	205.0		
	777 (799)	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM: 2000-2002	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	673.3	878.0	904.3	2,455.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	1,881.9	1,970.5	2,029.6	5,882.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	955.8	1,148.5	1,183.0	3,287.3		
				OTHER	3,511.0	3,997.0	4,116.9	11,624.9	*FTA 5307*						
				TOTAL	3,511.0	3,997.0	4,116.9	11,624.9	*TOTAL*	3,511.0	3,997.0	4,116.9	11,624.9		
	778 (800)	OPERATING ASSISTANCE FOR THE WISCONSIN COACH LINES KENOSHA/RACINE/ MILWAUKEE BUS SERVICE: 2002-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	65.9	68.5	71.2	205.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	516.0	536.7	558.2	1,610.9		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	581.9	605.2	629.4	1,816.5							
				TOTAL	581.9	605.2	629.4	1,816.5	*TOTAL*	581.9	605.2	629.4	1,816.5		
	779 (790)	ENGINEERING/DESIGN FOR REPLACEMENT OF THE MAINTENANCE/ADMINISTRATION BUILDING FOR THE RACINE TRANSIT SYSTEM	TP	*PE*	280.0	0.0	0.0	280.0	*LOCAL*	56.0	0.0	0.0	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	0.0	0.0	*FED*	224.0	0.0	0.0	224.0		
				OTHER	0.0	0.0	0.0	0.0	*FTA 5309*						
				TOTAL	280.0	0.0	0.0	280.0	*TOTAL*	280.0	0.0	0.0	280.0		
	780	CONSTRUCTION OF A REPLACEMENT MAINTENANCE ADMINISTRATION BUILDING FOR THE RACINE TRANSIT SYSTEM	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	644.0	0.0	644.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	3,220.0	0.0	3,220.0	*FED*	0.0	2,576.0	0.0	2,576.0		
				OTHER	0.0	0.0	0.0	0.0	*FTA 5309*						
				TOTAL	0.0	3,220.0	0.0	3,220.0	*TOTAL*	0.0	3,220.0	0.0	3,220.0		
	781 (804)	MODIFICATIONS TO FARE COLLECTION SYSTEM TO PROVIDE FOR PASSENGER COUNTING/RECONCILIATION FOR THE RACINE TRANSIT SYSTEM WI-03-0066	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		
	782 (805)	INSTALLATION OF SECURITY ALARM SYSTEM FOR BOTH BUS GARAGE BUILDINGS FOR THE RACINE TRANSIT SYSTEM WI-03-0066	TP	*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 5309*						
				TOTAL	25.0	0.0	0.0	25.0	*TOTAL*	25.0	0.0	0.0	25.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
RACINE (CITY)	783 (806)	BUILDING IMPROVEMENTS AND REPAIRS INCLUDING ELECTRICAL WORK, ROOF REPAIRS AND MAINTENANCE AREA IMPROVEMENTS FOR RACINE TRANSIT SYSTEM (WI-03-0066)	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		
	784 (808)	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICE FOR ELDERLY & DISABLED IN THE RACINE URBANIZED AREA, 2002-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	60.0	61.7	63.5	185.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	135.1	139.2	143.4	417.7		
				CONST	0.0	0.0	0.0	0.0	*FED*	78.9	81.3	83.8	244.0		
				OTHER	274.0	282.2	290.7	846.9	*FTA 5307*						
				TOTAL	274.0	282.2	290.7	846.9	*TOTAL*	274.0	282.2	290.7	846.9		
	785	INFORMATION TECHNOLOGY IMPROVEMENTS FOR THE BELLE URBAN SYSTEM IN 2002	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*	120.0	0.0	0.0	120.0		
				OTHER	150.0	0.0	0.0	150.0	*FTA 5309*						
				TOTAL	150.0	0.0	0.0	150.0	*TOTAL*	150.0	0.0	0.0	150.0		
	786	INFORMATION TECHNOLOGY IMPROVEMENTS FOR THE BELLE URBAN SYSTEM IN RACINE FOR 2003	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 5309*						
				TOTAL	0.0	150.0	0.0	150.0	*TOTAL*	0.0	150.0	0.0	150.0		
	787	INFORMATION TECHNOLOGY IMPROVEMENTS IN 2004 FOR THE BELLE URBAN SYSTEM IN RACINE	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	30.0	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	0.0	120.0	120.0		
				OTHER	0.0	0.0	150.0	150.0	*FTA 5309*						
				TOTAL	0.0	0.0	150.0	150.0	*TOTAL*	0.0	0.0	150.0	150.0		
	788	EIGHT ENGINE OVERHAULS FOR BUSES IN THE BELLE URBAN SYSTEM FLEET	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	64.0	0.0	0.0	64.0	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*	256.0	0.0	0.0	256.0		
				OTHER	320.0	0.0	0.0	320.0	*FTA 5309*						
				TOTAL	320.0	0.0	0.0	320.0	*TOTAL*	320.0	0.0	0.0	320.0		
	789	SEVENTEEN ENGINE OVERHAULS FOR BUSES IN THE BELLE URBAN SYSTEM FLEET	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	129.2	0.0	0.0	129.2	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*	516.8	0.0	0.0	516.8		
				OTHER	646.0	0.0	0.0	646.0	*FTA 5309*						
				TOTAL	646.0	0.0	0.0	646.0	*TOTAL*	646.0	0.0	0.0	646.0		
	790	PURCHASE OF 5 REPLACMENT BUSES IN 2002 FOR THE BELLE URBAN SYSTEM	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	364.5	0.0	0.0	364.5	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*	1,458.0	0.0	0.0	1,458.0		
				OTHER	1,822.5	0.0	0.0	1,822.5	*FTA 5309*						
				TOTAL	1,822.5	0.0	0.0	1,822.5	*TOTAL*	1,822.5	0.0	0.0	1,822.5		
	791	PURCHASE OF 5 REPLACEMENT BUSES IN 2003 FOR THE BELLE URBAN SYSTEM	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	375.4	0.0	375.4	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*	0.0	1,501.8	0.0	1,501.8		
				OTHER		1,877.2	0.0	1,877.2	*FTA 5309*						
				TOTAL		1,877.2	0.0	1,877.2	*TOTAL*	0.0	1,877.2	0.0	1,877.2		
	792	PURCHASE FIVE BUS SHELTERS FOR THE CITY OF RACINE IN 2002	TP	*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 5309*						
				TOTAL	25.0	0.0	0.0	25.0	*TOTAL*	25.0	0.0	0.0	25.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Project Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
RACINE (CITY)	793	PURCHASE FIVE BUS SHELTERS FOR THE CITY OF RACINE IN 2003	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		
	794	PURCHASE FIVE BUS SHELTERS FOR THE CITY OF RACINE IN 2004	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 5309*						
				TOTAL	0.0	0.0	25.0	25.0	*TOTAL*	0.0	0.0	25.0	25.0		
	795 (905)	PURCHASE AND REHABILITATION OF PASSENGER DEPOT ON STATE STREET IN THE CITY OF RACINE	TI	*PE*	257.5	0.0	0.0	257.5	*LOCAL*	75.5	300.0	0.0	375.5	A	EXEMPT
				ROW	120.0	0.0	0.0	120.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	302.0	1,200.0	0.0	1,502.0		
				OTHER	0.0	1,500.0	0.0	1,500.0	*STP-E*						
				TOTAL	377.5	1,500.0	0.0	1,877.5	*TOTAL*	377.5	1,500.0	0.0	1,877.5		
	796 (809)	EXTENSION OF SATURDAY EVENING TRANSIT SERVICE IN THE CITY OF RACINE	TI	*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*	128.2	0.0	0.0	128.2		
				OTHER	160.2	0.0	0.0	160.2	*CMAQ*						
				TOTAL	160.2	0.0	0.0	160.2	*TOTAL*	160.2	0.0	0.0	160.2		
	797 (810)	EXPANSION OF MILWAUKEE. RACINE. KENOSHA EXPRESS BUS SERVICE	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	82.7	0.0	0.0	82.7	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*	330.5	0.0	0.0	330.5		
				OTHER	413.2	0.0	0.0	413.2	*CMAQ*						
				TOTAL	413.2	0.0	0.0	413.2	*TOTAL*	413.2	0.0	0.0	413.2		
	798 (811)	IMPLEMENTATION OF SUNDAY TRANSIT SERVICE IN THE CITY OF RACINE 2000-2002	TI	*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*	159.7	0.0	0.0	159.7		
				OTHER	199.7	0.0	0.0	199.7	*CMAQ*						
				TOTAL	199.7	0.0	0.0	199.7	*TOTAL*	199.7	0.0	0.0	199.7		
	799 (812)	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*	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	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	*BRF*						
				TOTAL	250.0	0.0	0.0	250.0	*TOTAL*	250.0	0.0	0.0	250.0		
	800 (813)	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*	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	340.0	0.0	0.0	340.0	*FED*	272.0	0.0	0.0	272.0		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	340.0	0.0	0.0	340.0	*TOTAL*	340.0	0.0	0.0	340.0		
	801 (906)	INSTALL LIGHTING REPRESENTATIVE OF THE AREA OF THE SURROUNDING ARCHITECTURE OF THE UPTOWN BUSINESS DISTRICT IN CITY/RACINE	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	16.8	0.0	0.0	16.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	84.0	0.0	0.0	84.0	*FED*	67.2	0.0	0.0	67.2		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	84.0	0.0	0.0	84.0	*TOTAL*	84.0	0.0	0.0	84.0		
	802 (907)	DEVELOPMENT OF A MASTER PLAN FOR THE LAKESHORE BICYCLE PATHWAY WITHIN THE CITY OF RACINE AND TOWN OF MOUNT PLEASANT	EE	*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	*STP-O*						
				TOTAL	60.0	0.0	0.0	60.0	*TOTAL*	60.0	0.0	0.0	60.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type		Estimated Costs (Thousands $) 2002	2003	2004	Total		Source of Funds (Thousands $) 2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
RACINE (CITY)	803	CONSTRUCTION OF ROOT RIVER BICYCLE PATH	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	103.6	0.0	0.0	103.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	519.2	0.0	0.0	519.2	*FED*	415.6	0.0	0.0	415.6		
	(815)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	519.2	0.0	0.0	519.2	*TOTAL*	519.2	0.0	0.0	519.2		
	804	LANDSCAPING OF MAIN STREET (STH 32) FROM STATE ST TO 7TH ST IN DOWNTOWN RACINE	EE	*PE*	182.6	0.0	0.0	182.6	*LOCAL*	38.5	216.0	0.0	254.5	A	EXEMPT
				ROW	10.0	0.0	0.0	10.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	1,080.0	0.0	1,080.0	*FED*	154.1	864.0	0.0	1,018.1		
	(891)			*OTHER*	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	192.6	1,080.0	0.0	1,272.6	*TOTAL*	192.6	1,080.0	0.0	1,272.6		
	805	CONSTRUCT LAKE MICHIGAN PATHWAY FROM CHICORY RD TO THREE MILE RD CITY OF RACINE CMAQ	EE	*PE*	174.3	0.0	0.0	174.3	*LOCAL*	34.9	255.3	0.0	290.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	1,276.5	0.0	1,276.5	*FED*	139.4	1,021.2	0.0	1,160.6		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	174.3	1,276.5	0.0	1,450.8	*TOTAL*	174.3	1,276.5	0.0	1,450.8		
ROCHESTER (VILLAGE)	806	REHABILITATE BRIDGE ON ROCHESTER ST OVER WIND LAKE DRAINAGE CANAL VILLAGE OF ROCHESTER LOCAL BRIDGE P-51-0701	OH	*PE*	27.0	0.0	0.0	27.0	*LOCAL*	5.4	28.9	0.0	34.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	144.7	0.0	144.7	*FED*	21.6	115.8	0.0	137.4		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	27.0	144.7	0.0	171.7	*TOTAL*	27.0	144.7	0.0	171.7		
STURTEVANT (VILLAGE)	807	DESIGN AND CONSTRUCTION OF REPLACEMENT AMTRAK STATION IN THE VILLAGE OF STURTEVANT	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	205.0	0.0	0.0	205.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	965.0	0.0	0.0	965.0	*FED*	820.0	0.0	0.0	820.0		
	(817)			*OTHER*	60.0	0.0	0.0	60.0	*CMAQ*						
				TOTAL	1,025.0	0.0	0.0	1,025.0	*TOTAL*	1,025.0	0.0	0.0	1,025.0		
WATERFORD (VILLAGE)	808	PUBLIC CNG COMPRESSED NATURAL GAS FUELING FACILITY VILLAGE OF WATERFORD CMAQ	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	77.0	0.0	77.0	A	EXEMPT
				ROW	0.0	30.0	0.0	30.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	355.0	0.0	355.0	*FED*	0.0	308.0	0.0	308.0		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	0.0	385.0	0.0	385.0	*TOTAL*	0.0	385.0	0.0	385.0		
	809	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG MAIN STREET (STH 20 AND STH 83) IN THE VILLAGE OF WATERFORD	EE	*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		
	(818)			*OTHER*	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	90.0	0.0	0.0	90.0	*TOTAL*	90.0	0.0	0.0	90.0		
YORKVILLE (TOWN)	810	REPLACEMENT OF TWO MILE ROAD BRIDGE OVER THE EAST BRANCH OF THE ROOT RIVER CANAL P-51-0055 IN THE TOWN OF YORKVILLE	OH	*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*	0.0	0.0	0.0	0.0		
				CONST	125.0	0.0	0.0	125.0	*FED*	100.0	0.0	0.0	100.0		
	(819)			*OTHER*	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	125.0	0.0	0.0	125.0	*TOTAL*	125.0	0.0	0.0	125.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type		Estimated Costs (Thousands $) 2002	2003	2004	Total		Source of Funds (Thousands $) 2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	811	RECONDITIONING OF IH-43 FROM ROCK COUNTY LINE TO STH 20 IN WALWORTH COUNTY (26.90 MILES)	HP	*PE*	0.0	600.0	0.0	600.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	120.0	3,000.0	3,120.0		
				CONST	0.0	0.0	15,000.0	15,000.0	*FED*	0.0	480.0	12,000.0	12,480.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	0.0	600.0	15,000.0	15,600.0	*TOTAL*	0.0	600.0	15,000.0	15,600.0		
	812 (820)	OVERLAY IH 43 BRIDGE DECKS FROM THE ROCK COUNTY LINE TO STH 50 (EXCLUDING CTH X) IN WALWORTH 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*	180.0	0.0	0.0	180.0		
				CONST	1,800.0	0.0	0.0	1,800.0	*FED*	1,620.0	0.0	0.0	1,620.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	1,800.0	0.0	0.0	1,800.0	*TOTAL*	1,800.0	0.0	0.0	1,800.0		
	813 (822)	OVERLAY IH 43 BRIDGE DECKS FROM STH 50 TO USH 12 IN WALWORTH 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*	135.0	0.0	0.0	135.0		
				CONST	1,350.0	0.0	0.0	1,350.0	*FED*	1,215.0	0.0	0.0	1,215.0		
				OTHER	0.0	0.0	0.0	0.0	*IH-M*						
				TOTAL	1,350.0	0.0	0.0	1,350.0	*TOTAL*	1,350.0	0.0	0.0	1,350.0		
	814	RECONSTRUCTION OF THE INTERSECTION OF POTTER RD AND USH 12	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	66.0	0.0	66.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	264.0	0.0	264.0		
				OTHER	0.0	330.0	0.0	330.0	*STP-O*						
				TOTAL	0.0	330.0	0.0	330.0	*TOTAL*	0.0	330.0	0.0	330.0		
	815	CONSTRUCTION OF A NEW EASTBOUND OFF RAMP FROM USH 12 TO STH 50 IN THE CITY OF LAKE GENEVA	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	50.0	0.0	0.0	50.0	*STATE*	50.0	160.0	0.0	210.0		
				CONST	0.0	800.0	0.0	800.0	*FED*	0.0	640.0	0.0	640.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	50.0	800.0	0.0	850.0	*TOTAL*	50.0	800.0	0.0	850.0		
	816	CONSTRUCTION OF A DRAINAGE PIPE IN THE VILLAGE OF DARIEN ON USH 14	HP	*PE*	300.0	0.0	0.0	300.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	500.0	0.0	500.0	*STATE*	300.0	500.0	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	0.0							
				TOTAL	300.0	500.0	0.0	800.0	*TOTAL*	300.0	500.0	0.0	800.0		
	817 (825)	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*	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	100.0	0.0	0.0	100.0	*STATE*	100.0	150.0	0.0	250.0		
				CONST	0.0	750.0	0.0	750.0	*FED*	30.0	600.0	0.0	630.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	140.0	750.0	0.0	890.0	*TOTAL*	140.0	750.0	0.0	890.0		
	818 (829)	RECONDITIONING OF NORTH ST. (STH 20) FROM W. VILLAGE LIMIT TO EAST OF THOMAS DR. IN THE VILLAGE OF EAST TROY (1.26 MILES)	HP	*PE*	260.0	0.0	0.0	260.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	52.0	375.0	0.0	427.0		
				CONST	0.0	1,875.0	0.0	1,875.0	*FED*	208.0	1,500.0	0.0	1,708.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	260.0	1,875.0	0.0	2,135.0	*TOTAL*	260.0	1,875.0	0.0	2,135.0		
	819	RECONDITIONING OF STH 36 FROM STH 120 TO THE EAST WALWORTH COUNTY LINE (6.57 MILES)	HP	*PE*	0.0	400.0	0.0	400.0	*LOCAL*	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	80.0	0.0	80.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	320.0	0.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	400.0	0.0	400.0	*TOTAL*	0.0	400.0	0.0	400.0		
	820 (831)	RESURFACING OF STH 50 FROM WRIGHT ST. TO NORTH SHORE DR. IN THE CITY OF DELAVAN (0.84 MI)	HP	*PE*	200.0	0.0	0.0	200.0	*LOCAL*	0.0	0.0	6.5	6.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	40.0	0.0	652.7	692.7		
				CONST	0.0	0.0	3,295.2	3,295.2	*FED*	160.0	0.0	2,636.0	2,796.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	200.0	0.0	3,295.2	3,495.2	*TOTAL*	200.0	0.0	3,295.2	3,495.2		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
STATE OF WISCONSIN	821 (833)	RECONSTRUCTION WITH NO ADDITIONAL TRAVEL LANES OF STH 59 FROM JEFFERSON COUNTY LINE TO STH 89 IN WALWORTH COUNTY (3.5 MI)	HP	*PE*	0.0	0.0	360.0	360.0	*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	72.0	72.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	288.0	288.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	0.0	360.0	360.0	*TOTAL*	0.0	0.0	360.0	360.0		
	822 (834)	RECONDITIONING OF STH 67 FROM SOUTH MAIN STREET TO THEATRE ROAD	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	269.9	0.0	269.9		
				CONST	0.0	1,349.3	0.0	1,349.3	*FED*	0.0	1,079.4	0.0	1,079.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	1,349.3	0.0	1,349.3	*TOTAL*	0.0	1,349.3	0.0	1,349.3		
	823	RECONSTRUCTION OF STH 67 WITH NO ADDITIONAL CAPACITY FROM IH-43 TO WALWORTH ST. IN THE CITY OF ELKHORN (1.15 MILES)	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*	20.0	500.0	0.0	520.0		
				CONST	0.0	2,500.0	0.0	2,500.0	*FED*	80.0	2,000.0	0.0	2,080.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	100.0	2,500.0	0.0	2,600.0	*TOTAL*	100.0	2,500.0	0.0	2,600.0		
	824 (836)	RESURFACING OF STH 89 FROM *USH 14 TO SOUTHERN* WHITEWATER CITY LIMIT IN WALWORTH COUNTY (7.5 MI)	HP	*PE*	0.0	0.0	225.0	225.0	*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	45.0	45.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	180.0	180.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	0.0	225.0	225.0	*TOTAL*	0.0	0.0	225.0	225.0		
	825 (837)	RECONDITIONING OF STH 120 FROM STH 36 TO EAST TROY (10.0 MILES)	HP	*PE*	0.0	0.0	200.0	200.0	*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	40.0	40.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	160.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	0.0	200.0	200.0	*TOTAL*	0.0	0.0	200.0	200.0		
	826	RESURFACING OF STH 120 FROM WILLOW RD TO USH 12 IN THE CITY OF LAKE GENEVA AND TOWN OF LINN (5.14 MILES)	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*	20.0	0.0	200.0	220.0		
				CONST	0.0	0.0	1,000.0	1,000.0	*FED*	80.0	0.0	800.0	880.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	100.0	0.0	1,000.0	1,100.0	*TOTAL*	100.0	0.0	1,000.0	1,100.0		
	827 (838)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM CENTER ST TO EDWARDS BLVD IN THE CITY OF LAKE GENEVA (0.80 MILES)	HI	*PE*	400.0	0.0	0.0	400.0	*LOCAL*	100.0	0.0	0.0	100.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	300.0	0.0	0.0	300.0		
				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	*STP-O*						
				TOTAL	400.0	0.0	0.0	400.0	*TOTAL*	400.0	0.0	0.0	400.0		
	828 (839)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM STH 67 EAST TO GENEVA LAKES RD. IN THE TOWN OF GENEVA (1.70 MILES)	HI	*PE*	50.0	0.0	0.0	50.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	500.0	0.0	0.0	500.0	*STATE*	510.0	0.0	0.0	510.0		
				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	*NHS*						
				TOTAL	550.0	0.0	0.0	550.0	*TOTAL*	550.0	0.0	0.0	550.0		
	829 (840)	CONSTRUCTION OF THE CITY OF WHITEWATER BYPASS (STH 12) (5.30 MILES)	HE	*PE*	500.0	500.0	500.0	1,500.0	*LOCAL*	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	8,500.0	12,500.0	10,500.0	31,500.0		
				CONST	8,000.0	12,000.0	10,000.0	30,000.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	8,500.0	12,500.0	10,500.0	31,500.0	*TOTAL*	8,500.0	12,500.0	10,500.0	31,500.0		
	830 (841)	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*	1,749.4	0.0	0.0	1,749.4	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	5,250.6	0.0	0.0	5,250.6		
				CONST	7,000.0	0.0	0.0	7,000.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	7,000.0	0.0	0.0	7,000.0	*TOTAL*	7,000.0	0.0	0.0	7,000.0		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY

2002 - 2004

Project Sponsor	Project No.	Project Description	Type	Estimated Costs (Thousands $)	2002	2003	2004	Total	Source of Funds (Thousands $)	2002	2003	2004	Total	GEO 29 Apvl.	Air Quality Status
WALWORTH COUNTY	831 (847)	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		
	832 (848)	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		
	833 (849)	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	6.0	22.0	28.0	*LOCAL*	0.0	38.0	447.2	485.2	A	EXEMPT
				ROW	0.0	184.0	0.0	184.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,213.8	2,213.8	*FED*	0.0	152.0	1,788.6	1,940.6		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	190.0	2,235.8	2,425.8	*TOTAL*	0.0	190.0	2,235.8	2,425.8		
	834 (850)	RECONSTRUCTION WITH AUXILIARY LANES OF E GENEVA STREET (CTH H) FROM STH 67 TO ELKHORN AREA HIGH SCHOOL	HP	*PE*	22.0	0.0	0.0	22.0	*LOCAL*	4.4	230.0	0.0	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	1,150.0	0.0	1,150.0	*FED*	17.6	920.0	0.0	937.6		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	22.0	1,150.0	0.0	1,172.0	*TOTAL*	22.0	1,150.0	0.0	1,172.0		
	835 (851)	REHABILITATE BRIDGE ON CTH H OVER CTH NN WALWORTH COUNTY LOCAL BRIDGE P-64-0008	HP	*PE*	17.2	0.0	0.0	17.2	*LOCAL*	3.4	9.2	0.0	12.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	46.0	0.0	46.0	*FED*	13.8	36.8	0.0	50.6		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	17.2	46.0	0.0	63.2	*TOTAL*	17.2	46.0	0.0	63.2		
	836 (851)	REPLACEMENT OF S. SECOND STREET BRIDGE OVER SWAN CREEK (B-64-0677) IN WALWORTH COUNTY	HP	*PE*	69.2	0.0	0.0	69.2	*LOCAL*	13.8	39.1	0.0	52.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	195.5	0.0	195.5	*FED*	55.4	156.4	0.0	211.8		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	69.2	195.5	0.0	264.7	*TOTAL*	69.2	195.5	0.0	264.7		
	837	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WILLOW RD (FUTURE CTH BB) FROM SOUTH SHORE DR TO STH 120 (1.30 MILES)	HP	*PE*	0.0	18.0	0.0	18.0	*LOCAL*	0.0	33.6	0.0	33.6	A	EXEMPT
				ROW	0.0	150.0	0.0	150.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	134.4	0.0	134.4		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	168.0	0.0	168.0	*TOTAL*	0.0	168.0	0.0	168.0		
	838 (855)	RECONSTRUCTION WITH AUXILIARY LANES OF CTH NN FROM USH 12 TO LAKELAND COMPLEX IN WALWORTH COUNTY (1.0 MILES)	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	440.0	0.0	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	2,200.0	0.0	2,200.0	*FED*	0.0	1,760.0	0.0	1,760.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	0.0	2,200.0	0.0	2,200.0	*TOTAL*	0.0	2,200.0	0.0	2,200.0		
	839 (857)	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN WALWORTH COUNTY:2002-2004	TP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	23.5	24.6	25.9	74.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	93.7	98.5	103.4	295.6		
				CONST	0.0	0.0	0.0	0.0	*FED*	0.0	0.0	0.0	0.0		
				OTHER	117.2	123.1	129.3	369.6							
				TOTAL	117.2	123.1	129.3	369.6	*TOTAL*	117.2	123.1	129.3	369.6		
	840 (858)	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		

Source: SEWRPC.

Table B-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY

2002 - 2004

Project Sponsor	Project			Estimated Costs (Thousands $)					Source of Funds (Thousands $)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2002	2003	2004	Total		2002	2003	2004	Total		
BLOOMFIELD (TOWN)	841 (859)	REPLACEMENT OF TOMBEAU ROAD BRIDGE OVER TOMBEAU LAKE IN THE TOWN BLOOMFIELD	OH	*PE*	47.0	0.0	0.0	47.0	*LOCAL*	9.4	25.6	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	128.0	0.0	128.0	*FED*	37.6	102.4	0.0	140.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	47.0	128.0	0.0	175.0	*TOTAL*	47.0	128.0	0.0	175.0		
DELAVAN (CITY)	842	CONSTRUCT NEW ACCESS ROADS ON STH 50 AT GENEVA ST, WRIGHT ST, AND BORG RD CITY OF DELEVAN WALWORTH CO HES	HS	*PE*	11.0	0.0	0.0	11.0	*LOCAL*	32.5	0.0	0.0	32.5	A	EXEMPT
				ROW	50.0	0.0	0.0	50.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	*FED*	292.5	0.0	0.0	292.5		
				OTHER	264.0	0.0	0.0	264.0	*STP-S*						
				TOTAL	325.0	0.0	0.0	325.0	*TOTAL*	325.0	0.0	0.0	325.0		
EAST TROY (VILLAGE)	843 (908)	CONSTRUCTION OF A NEW HEATED MUSEUM CENTER TO SECURE HISTORIC DOCUMENTS AND ARTIFACTS IN THE VILLAGE OF EAST TROY	EE	*PE*	36.0	0.0	0.0	36.0	*LOCAL*	7.2	90.0	0.0	97.2	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*	28.8	360.0	0.0	388.8		
				OTHER	0.0	450.0	0.0	450.0	*STP-E*						
				TOTAL	36.0	450.0	0.0	486.0	*TOTAL*	36.0	450.0	0.0	486.0		
LAKE GENEVA (CITY)	844 (860)	REHABILITATION OF STH 50 BRIDGE OVER THE WHITE RIVER B-64-0657 IN THE CITY OF LAKE GENEVA	HP	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	0.0	40.3	0.0	40.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	201.4	0.0	201.4	*FED*	0.0	161.1	0.0	161.1		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	0.0	201.4	0.0	201.4	*TOTAL*	0.0	201.4	0.0	201.4		
	845 (861)	CONSTRUCTION OF MEMORIAL BIKE TRAIL FROM SAGE ST TO SOUTH ST ALONG ABANDONED RR LINE	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	45.8	0.0	0.0	45.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	229.0	0.0	0.0	229.0	*FED*	183.2	0.0	0.0	183.2		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	229.0	0.0	0.0	229.0	*TOTAL*	229.0	0.0	0.0	229.0		
	846 (892)	CONSTRUCTION OF BICYCLE PATH AND LANDSCAPING ALONG THE LAKE GENEVA BYPASS (STH 120) FROM CTH H TO STH 50	EE	*PE*	18.0	0.0	0.0	18.0	*LOCAL*	3.6	14.9	0.0	18.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	74.5	0.0	74.5	*FED*	14.4	59.6	0.0	74.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-E*						
				TOTAL	18.0	74.5	0.0	92.5	*TOTAL*	18.0	74.5	0.0	92.5		
	847	CONSTRUCT PHASE II BIKE TRAIL ALONG TOWN LINE RD CITY OF LAKE GENEVA WALWORTH COUNTY CMAQ	EE	*PE*	31.6	0.0	0.0	31.6	*LOCAL*	6.3	31.5	0.0	37.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	157.6	0.0	157.6	*FED*	25.3	126.1	0.0	151.4		
				OTHER	0.0	0.0	0.0	0.0	*CMAQ*						
				TOTAL	31.6	157.6	0.0	189.2	*TOTAL*	31.6	157.6	0.0	189.2		
LYONS (TOWN)	848	BRIDGE REPLACEMENT ON SHERIDAN SPRINGS RD OVER WHITE RIVER TOWN OF LYONS LOCAL BRIDGE P-64-0073	OH	*PE*	41.4	0.0	0.0	41.4	*LOCAL*	8.3	31.0	0.0	39.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	0.0	155.0	0.0	155.0	*FED*	33.1	124.0	0.0	157.1		
				OTHER	0.0	0.0	0.0	0.0	*BRF*						
				TOTAL	41.4	155.0	0.0	196.4	*TOTAL*	41.4	155.0	0.0	196.4		
WHITEWATER (CITY) (PART)	849 (864)	OPERATING ASSISTANCE FOR THE CITY OF WHITEWATER TAXI BASED TRANSIT SYSTEM: 2000	TI	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	4.0	4.2	4.4	12.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	70.1	73.2	76.3	219.6		
				CONST	0.0	0.0	0.0	0.0	*FED*	60.7	63.4	66.1	190.2		
				OTHER	134.8	140.8	146.8	422.4	*FTA 5311*						
				TOTAL	134.8	140.8	146.8	422.4	*TOTAL*	134.8	140.8	146.8	422.4		
	850 (866)	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH CONNECTING THE UNIVERSITY OF WISCONSIN WHITEWATER WITH CITY OF WHITEWATER DOWNTOWN	EE	*PE*	0.0	0.0	0.0	0.0	*LOCAL*	56.0	0.0	0.0	56.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	*STATE*	0.0	0.0	0.0	0.0		
				CONST	280.0	0.0	0.0	280.0	*FED*	224.0	0.0	0.0	224.0		
				OTHER	0.0	0.0	0.0	0.0	*STP-O*						
				TOTAL	280.0	0.0	0.0	280.0	*TOTAL*	280.0	0.0	0.0	280.0		

Source: SEWRPC.

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1988-2000 SOUTHEAST WISCONSIN DVMT SUMMARY
BASED ON HPMS UNIVERSE DATA

Year	KENOSHA	MILWAUKEE	OZAUKEE	RACINE	WALWORTH	WASHINGTON	WAUKESHA	Total	% Change	State % Chg.
1988	2,396,000	14,991,000	1,737,000	2,958,000	1,899,000	2,009,000	6,510,000	32,500,000		
1989	2,552,000	15,298,000	1,765,000	3,045,000	1,915,000	2,063,000	6,609,000	33,247,000	2.30%	1.78%
1990	2,731,000	15,756,000	1,835,000	3,321,000	2,172,000	2,177,000	6,712,000	34,704,000	4.38%	2.76%
1991	2,791,000	16,076,000	1,864,000	3,321,000	2,135,000	2,208,000	7,124,000	35,519,000	2.35%	2.67%
1992	2,913,000	16,380,000	2,013,000	3,413,000	2,233,000	2,364,000	7,330,000	36,646,000	3.17%	4.49%
1993	2,875,000	17,328,000	2,130,000	3,542,000	2,280,000	2,504,000	7,777,000	38,436,000	4.88%	2.76%
1994	3,118,000	16,733,000	2,062,000	3,518,000	2,236,000	2,558,000	7,639,000	37,864,000	-1.49%	3.01%
1995	3,169,000	16,931,000	2,180,000	3,566,000	2,288,000	2,691,000	8,162,000	38,987,000	2.97%	2.23%
1996	3,119,800	16,988,500	1,990,000	3,631,500	2,334,300	2,739,800	8,248,900	39,052,800	0.17%	2.42%
1997	3,097,500	16,619,800	2,154,500	3,605,400	2,318,300	2,703,897	8,612,300	39,111,697	0.15%	2.07%
1998	3,142,600	16,612,700	2,272,500	3,688,000	2,451,000	2,790,100	8,802,300	39,759,200	1.66%	4.32%
1999	3,256,800	17,243,000	2,282,300	3,710,200	2,524,200	2,930,200	8,720,600	40,667,300	2.28%	1.63%
2000	3,244,200	17,550,400	2,290,000	3,694,900	2,539,700	3,051,300	8,938,100	41,308,600	1.58%	0.54%

Shading indicates year traffic counts taken. Milwaukee County an anomaly, with about one-third of county counted each year.

City of Milwaukee counts to state standards begun in 1993. HPMS revised in 1993.

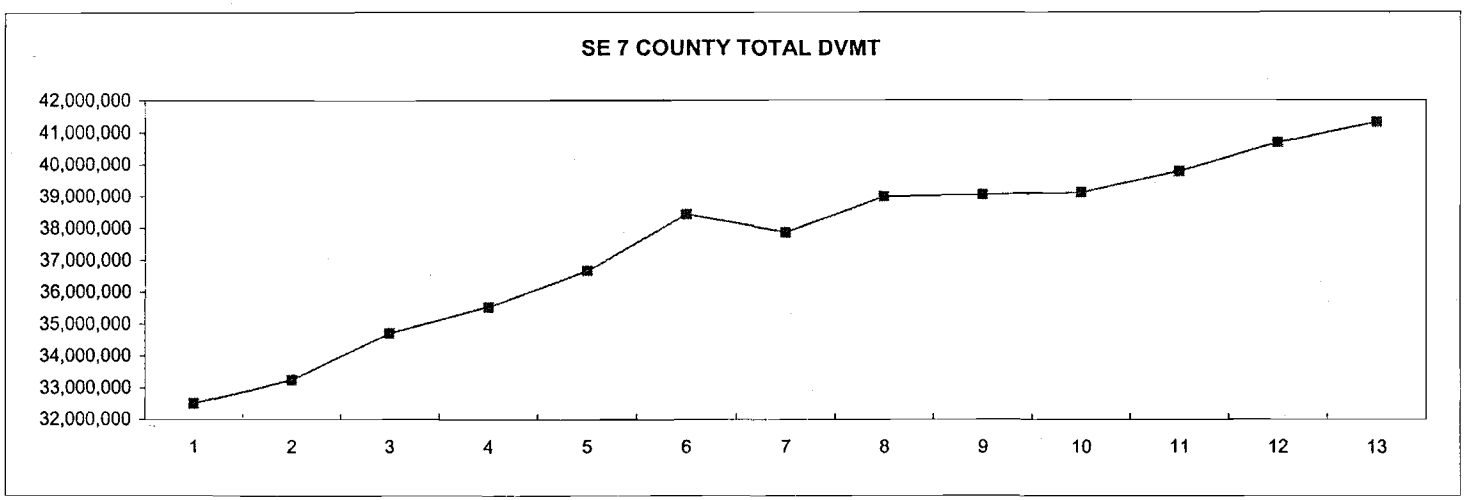
Traffic counts for HPMS updated between actual count years by growth factors.

1994 HPMS VMT for District 2, especially Milwaukee and Waukesha counties, probably low due to automation problems in getting count data to transfer between computer files correctly.

Estimates taken directly from HPMS master file, not adjusted to statewide control total.

Most important number for air quality purposes highlighted at bottom right.

Appendix C



SUMMARY: *Compound Annual Percentage Change Rates Between Actual Count Years for Each County*

	KENOSHA	MILWAUKEE	OZAUKEE	RACINE	WALWORTH	WASHINGTON	WAUKESHA	TOTAL	TOTAL - Walworth	Total (Best Data)
Period	1990-99	1990-2000	1989-98	1990-99	1990-99	1989-98	1991-2000	1990-2000	1990-2000	1990-2000
Annual Rate	1.98%	1.08%	2.85%	1.24%	1.68%	3.41%	2.55%	1.76%	1.77%	1.76%

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Appendix D

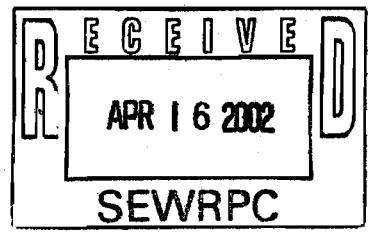
REVIEW AGENCY CORRESPONDENCE REGARDING THE CONFORMITY OF THE YEAR 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM AND THE YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN WITH THE STATE IMPLEMENTATION PLAN FOR AIR QUALITY

Appendix D

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

Federal Transit Administration
200 W. Adams Street, Suite 2410
Chicago, IL 60606-5232

March 14, 2002



Mr. Philip C. Evenson, Executive Director
Southeastern Wisconsin Regional Planning Commission
916 N. East Avenue
P.O. Box 1607
Waukesha, Wisconsin 53187-1607

Subject: Conformity of the Southeastern Wisconsin Regional Planning Commission 2002-2004 Transportation Improvement Program and the Year 2020 Regional Transportation System Plan with the Wisconsin State Implementation Plan

Dear Mr. Evenson:

The Federal Transit Administration and Federal Highway Administration have jointly reviewed the Southeastern Wisconsin Regional Planning Commission (SEWRPC) 2020 Regional Transportation System Plan (RTP) and the 2002-2004 Transportation Improvement Program (TIP) and accompanying air quality conformity analysis submitted on January 16, 2002. The plan, program, and analysis apply to the six severe ozone non-attainment counties in the Milwaukee Transportation Management Area and the Walworth County ozone maintenance area. Our reviews compared the RTP and TIP with the requirements of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the 1990 Clean Air Act Amendments (CAAA), and their related implementing regulations. The air quality conformity portion of our review was coordinated with the U.S. Environmental Protection Agency (EPA), the Wisconsin Department of Transportation (WisDOT), and the Wisconsin Department of Natural Resources (WisDNR). Please refer to the enclosed letters of review and approval from the EPA, WisDOT and WisDNR.

We jointly find the 2020 RTP and 2002-2004 TIP for the six-county metropolitan planning area in southeastern Wisconsin and Walworth County to be in conformance with the transportation related requirements of ISTEA, TEA-21, CAAA, and related regulations including those for determining conformity with the Wisconsin State Air Quality Implementation Plan (SIP). We hereby jointly find the SEWRPC RTP and TIP for the six-county metropolitan planning area to be in conformity with the SIP as required in 40 CFR Part 93 as amended. With this determination and our joint air quality conformity finding, the corresponding projects in the SEWRPC 2002-2004 TIP can be incorporated into the WisDOT 2002-2004 Statewide Transportation Improvement Program (STIP).

This conformity finding is valid for a period of three years. A new air quality conformity determination will be required if either the RTP or TIP 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(c) occur. Conformity can also lapse if the RTP and TIP are not updated within the required renewal periods - three years for the Plan and two years for the TIP. Should you have any questions regarding this conformity finding, please contact Mr. Victor Austin, FTA at (312) 353-2865 or Dwight McComb, FHWA at (608) 829-7518.

Sincerely yours,

Dwight E. McComb
Federal Highway Administration
For the Division Administrator

Sincerely yours,

Joel P. Ettinger
Federal Transit Administration
Regional Administrator

Enclosures

cc: Gene E. Kussart, WisDOT
Rodney Clark, WisDOT
Kenneth Leonard, WisDOT
Carol Cutshall, WisDOT
Lloyd Eagan, WisDNR
Michael Leslie, USEPA Region V

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

REPLY TO THE ATTENTION OF

(AR-18J)

FEB 2 2 2002

Philip Barnes, Acting Division Administrator
Federal Highway Administration
Wisconsin Division
567 D'Onofrio Drive
Madison, Wisconsin 53719

Dear Mr. Barnes:

The United States Environmental Protection Agency (USEPA) has completed its review of the conformity determinations for the 2002-2004 Transportation Improvement Program (TIP) and 2020 Regional Transportation Plan (Plan) for the Milwaukee severe ozone nonattainment area and Walworth County ozone maintenance plan. The TIP and Plan were prepared by the Southeastern Wisconsin Regional Planning Commission (SEWRPC). This letter provides the results of our review of the conformity determinations.

The Milwaukee severe ozone nonattainment area has approved Motor Vehicle Emissions Budgets (Budgets) for the Rate-of-Progress (ROP) plan and the Ozone Attainment Demonstration. The ROP plan contains a Budget for Volatile Organic Compounds (VOC) and Oxides of Nitrogen (NOx) for 2002, 2005, and 2005. The Attainment Demonstration contains Budgets for VOC and NOx for 2007. The regional analysis for the Milwaukee area must satisfy the Budget test with the ROP plan and the Attainment Demonstration.

The Walworth County ozone maintenance area has an approved maintenance plan. The maintenance plan contains Budgets for VOC and NOx for 2007. 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 regional analyses for the years 2002, 2005,2007, 2010 and 2020. These EF are consistent with the EF used in the ROP,. Attainment Demonstration, and Walworth's maintenance plan.

The conformity analyses for the Milwaukee ozone nonattainment area and Walworth County maintenance area demonstrated consistency with all of the VOC and NOx Budgets. The WDNR has reviewed the conformity determinations and concurs that the TIP and Plan are

consistent with the State Implementation Plan.

In summary, the SEWRPC 2002-2004 TIP and 2020 Plan conformity determinations for the Milwaukee and Walworth County areas meet the requirements of the conformity regulations. The USEPA recommends that these conformity determinations be approved.

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

Sincerely yours,

Scott Johnson for

Stephen Rothblatt, Chief
Air Programs Branch

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

Douglas Gerleman, Program Development Officer
Federal Transit Administration

Ed Christopher, Metropolitan Planner
Federal Highway Administration

State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Scott McCallum, Governor
Darrell Bazzell, Secretary

101 S. Webster St.
Box 7921
Madison, Wisconsin 53707-7921
Telephone 608-266-2621
FAX 608-267-3579
TTY 608-267-6897

February 22, 2002

Mr. Carlton 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 2002 – 2004 TIP

Dear Mr. Nash:

We are writing to acknowledge the Wisconsin Department of Natural Resources-Bureau of Air Management's review of and approval of the Southeastern Wisconsin Regional Planning Commission's (SEWRPC) Transportation Conformity determination for the year 2020 Regional Transportation System Plan (RTP) and the 2002 – 2004 Transportation Improvement Program (TIP). The TIP includes a significant number of Congestion Mitigation and Air Quality (CMAQ) projects and is considered to be in conformity with the State of Wisconsin Air Quality Implementation 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 Phase III Ozone Attainment Demonstration SIP plan our department submitted for the southeastern Wisconsin ozone non attainment area. The EPA determined the Phase III motor vehicle emission budget (MVEB) was adequate for conformity purposes on September 4, 2001. SEWRPC incorporates a Vehicle Miles Traveled (VMT) growth rate of approximately 2% per year to the year 2000, 1.2 % from the year 2001 to 2007 and 0.7% annual increase from 2007 to 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. Our Phase III Ozone Attainment Demonstration plan incorporates the higher VMT growth rate of 2.0% between 1995 and 2000 and 1.7% from 2000 to 2007 to reflect the high growth rates and the possibility that in the near term planning horizon southeastern Wisconsin could continue to experience economic and employment trends at higher than anticipated rates. The MVEB included in the Phase III SIP also includes a 7.5% emission safety margin to prevent any potential conformity failure.

The determination of conformity of the transportation system plan and the transportation improvement program requires travel and emission forecasts for the years 2002, 2005, 2007, 2010 and 2020. By interpolating between the existing 1990 regional and subregional estimates and the year 2020 regional forecasts and subregional planned forecasts allocations based upon the year 2020 regional land use plan, we can project the population, household and employment data at regional and subregional levels for the years 2003, 2005, 2007, 2010.

We note that SEWRPC's analysis indicates that the 2020 RTP and 2002-2004 TIP emissions remain within the 2002, 2005, and 2007 mobile source emission budgets of 43.5 tons of volatile organic compounds (VOC) / summer weekday and 103.5 tons of nitrogen oxides (NOx) / summer weekday, 33.7 tons of volatile organic compounds (VOC) / summer weekday and 84.1 tons of nitrogen oxides (NOx) /

summer weekday, and 32.2 tons of volatile organic compounds (VOC) / summer weekday and 71.4 tons of nitrogen oxides (NOx) / summer weekday respectively, included in our Phase III Ozone Attainment Plan, in spite of a very slight increase in modeled emissions resulting from calibrating the travel simulation model to account for increased free flow travel speeds. In the case of Walworth County, the EPA has approved allocating a shift of 0.5 VOC tons from to the safety margin to the mobile source emission budget.

We are pleased to learn that SEWRPC staff is taking the necessary steps to update their travel demand model to incorporate updated census, travel survey and land use data. The calibration and validation of the travel demand model will ensure that SEWRPC uses the most recent planning assumptions in future conformity determinations. SEWRPC anticipates completion of these tasks by the end of 2002.

We would like to indicate our appreciation for the considerable SEWRPC staff time, expertise and cooperation that were devoted to this effort. We also want to acknowledge the importance of continuing federal and state funding for curbing VMT growth (transit service levels and transit ridership between 1995 and 2000 have significantly increased as a result of enhancements funded under the Congestion Mitigation and Air Quality and Reverse Access Commute programs) and providing sufficient future funding resources to enable the achievement of our SIP mobile sources emission objectives. We also look forward to our continuing dialogue with stakeholders to develop a framework for long-range transportation demand management (TDM) strategies.

Should you have any questions or comments concerning our review and concurrence with the assessment of conformity document, please call Mike Friedlander of my staff at (608) 267-0806.

Sincerely,

Lloyd Eagan, Director
Bureau of Air Management

cc: Phil Evenson/SEWRPC, Ken Yunker -SEWRPC, Ken Leonard/WISDOT, Carol Cutshall/WISDOT, Steve Hirshfeld/WISDOT, Dwight McComb/FHWA, Douglas P. Gerleman/FTA-Chicago, Mike Leslie/USEPA-Region V, Lakshmi Sridharan/DNR-SER, Jeff Agee-Aguayo-BLRPC

Wisconsin Department of Transportation

Division of Transportation
Infrastructure Development
Bureau of Environment
4802 Sheboygan Avenue, Room 451
P.O. Box 7965
Madison, WI 53707-7965
Telephone: (608) 266-0099
Facsimile (FAX): (608) 266-7818

January 24, 2002

Mr. Dwight E. McComb
Planning and Program Development Engineer
Federal Highway Administration
U.S. Department of Transportation
567 D'Onofrio Drive
Madison, WI 53719-2814

Subject: Review of the draft SEWRPC Memorandum Report entitled, "Assessment of Conformity of the Year 2002-2004 Transportation Improvement Program Year 2020 Regional Transportation System Plan with Respect to the State of Wisconsin Air Quality Implementation Plan, -- Six County Severe Ozone Nonattainment Area and Walworth County Ozone Maintenance Area."

Dear Mr. McComb:

The Department of Transportation reviewed the draft SEWRPC Memorandum Report referenced above. The conformity assessment presented meets the threshold requirements described in the CAAA and related regulations including requirements for determining conformity with the Wisconsin State Implementation Plan (SIP).

Procedures for conformity determination set forth in the August 15, 1997, Federal Register (40 CFR parts 51 and 93) were also addressed appropriately: 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) transportation plan content, and 6) procedures for determining regional transportation plan related emissions.

The regional emissions analysis budget test required under 40 CFR § 93.122 was performed for VOC and NOx as ozone precursors and conformed to the factors established in the Phase III Ozone Attainment Demonstration SIP. Comparison of forecast future air pollutant emissions from the transportation system of Southeastern Wisconsin under the year 2020 Regional Transportation System Plan and year 2002-2004 TIP demonstrate that emissions do not exceed the budgeted emissions under the SIP for air quality.

We conclude from our review of SEWRPC's draft report that SEWRPC applied the appropriate tests, used correct budget criteria, and did not exceed the budgets defined for the six county region and Walworth County stated in Wisconsin's State Implementation Plan for air quality.

Sincerely,

Carol Cutshall

Carol Cutshall, Director
Bureau of Environment

Cc: Michael G. Leslie, EPA
Douglas P. Gerleman, FTA
Philip C. Evenson, SEWRPC
Lloyd L. Eagan, WDNR
Kenneth J. Leonard, WisDOT

Appendix E

2002 – 2004 CONGESTION MITIGATION AND AIR QUALITY PROJECTS WITH ATTENDANT AIR POLLUTION EMISSION REDUCTIONS: 2007

Sponsor	Type	Project Title	Reduction in Volatile Organic Compounds Emissions (pounds per hot summer day) 2007	Reduction in Nitrogen Oxide Emissions (pounds per hot summer day) 2007
Washington County[1]	Alternative Fuel	Public CNG Fueling Site	13.10	--
Village of Waterford[1]	Alternative Fuel	Public CNG Fueling Site	6.54	--
Racine County	Bicycle / Pedestrian	Racine Sturtevant Trail Phase 1B	0.07	0.08
Milwaukee County	Bicycle / Pedestrian	Brady Street Pedestrian Bridge Replacement	0.22	0.25
Wisconsin DNR	Bicycle / Pedestrian	Hank Aaron State Trail – 6th St. Bike Ramp	0.14	0.26
City of Glendale	Bicycle / Pedestrian	Community Center – Oak Leaf Trail Connection	0.17	0.20
Kenosha County	Bicycle / Pedestrian	City of Kenosha, UW Parkside, Carthage College, and Petrifying Springs Park Bike / Pedestrian Trail	0.10	0.16
City of Mequon	Bicycle / Pedestrian	Mequon Pedestrian Links	0.11	0.13
City of West Bend	Bicycle / Pedestrian	Forest Highlands Pedestrian Path	0.11	0.13
City of Lake Geneva	Bicycle / Pedestrian	Phase II, Bike Trail Paving	--	--
Milwaukee County	Bicycle / Pedestrian	Oak Leaf Trail Redevelopment	0.17	0.26
Village of Fox Point	Bicycle / Pedestrian	Port Washington Rd. Pedestrian Way	0.13	0.15
City of Milwaukee	Bicycle / Pedestrian	Marsupial Bridge Initiative	0.22	0.25
City of Milwaukee	Bicycle / Pedestrian	Marquette University Pedestrian Corridor Plan	0.22	0.25
City of Racine	Bicycle / Pedestrian	Lake Michigan Pathway	0.07	0.10
City of Milwaukee	Bicycle / Pedestrian	Milwaukee CBD Pedestrian Corridors (BP 12A)	0.11	0.13
City of Milwaukee	Bicycle / Pedestrian	Milwaukee CBD Pedestrian Corridors (BP 12B)	0.11	0.13
City of Milwaukee	Bicycle / Pedestrian	Milwaukee CBD Pedestrian Corridors (BP 12C)	0.11	0.13
City of Kenosha	Bicycle / Pedestrian	Bridge over STH 32	0.03	0.03
Village of Grafton	Park and Ride Lots	Grafton Community Center	1.02	2.74
Wisconsin DOT District 1	Park and Ride Lots	Concord Park and Ride Lot	0.57	1.52
City of Milwaukee	Transportation Demand Management	Milwaukee CBD Parking Identification and Wayfinding System	10.31	12.00

2002 – 2004 CONGESTION MITIGATION AND AIR QUALITY PROJECTS WITH ATTENDANT AIR POLLUTION EMISSION REDUCTIONS: 2007

Sponsor	Type	Project Title	Reduction in Volatile Organic Compounds Emissions (pounds per hot summer day) 2007	Reduction in Nitrogen Oxide Emissions (pounds per hot summer day) 2007
Wisconsin DOT	Transit	Continued and Improved Operation of the "Hiawatha" Intercity from Milwaukee to Chicago	15.48	41.73
Milwaukee County	Transit	Transit Improvement for UW/Milwaukee	0.26	0.31
City of Waukesha Metro Transit	Transit	Sunday Transit Service June 17, 2003 - June 17, 2004	3.57	4.16
City of Kenosha	Transit	West Expansion Traffic Demand Management	0.66	1.12
Milwaukee County	Transit	Southeastern Wisconsin Marketing Partnership	--	--
Village of Sturtevant	Transit	Construction of a Future Amtrak Depot	--	--
City of Racine	Transit	Develop Park and Ride Lot	1.00	2.70
City of Kenosha	Transit	ADA Accessibility for Commuter Rail System	0.57	0.96
Wisconsin DNR	Pilot Program	Onboard Vapor Recovery Project	--	--
Wisconsin DNR	Public Information	Commuter Choices Add up to Cleaner Air	--	--

[1] The estimated reduction in volatile organic compound emissions attendant to use of the alternative fuel compressed natural gas are based upon an emissions rate reduction factor provided by the Wisconsin Department of Natural Resources in 1994.

Source: Wisconsin Department of Natural Resources, Wisconsin Department of Transportation and SEWRPC.

DMJ/dmj
02/27/02
#57952 v2