

**ASSESSMENT OF  
CONFORMITY OF THE YEAR  
2005-2007 TRANSPORTATION  
IMPROVEMENT PROGRAM  
AND THE REGIONAL  
TRANSPORTATION SYSTEM  
PLAN WITH RESPECT TO THE  
STATE OF WISCONSIN AIR  
QUALITY IMPLEMENTATION  
PLAN – SIX COUNTY OZONE  
NONATTAINMENT AREA AND  
WALWORTH COUNTY OZONE  
MAINTENANCE AREA**

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MEMORANDUM REPORT  
NUMBER 162

ASSESSMENT OF CONFORMITY OF THE YEAR 2005-2007  
TRANSPORTATION IMPROVEMENT PROGRAM AND THE  
REGIONAL TRANSPORTATION SYSTEM PLAN WITH RESPECT TO  
THE STATE OF WISCONSIN AIR QUALITY IMPLEMENTATION PLAN—  
SIX COUNTY OZONE NONATTAINMENT AREA AND  
WALWORTH COUNTY OZONE MAINTENANCE AREA

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TRANSPORTATION SYSTEM PLAN WITH RESPECT TO  
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WALWORTH COUNTY OZONE MAINTENANCE AREA**

**INTRODUCTION**

This report is intended to provide the basis for a determination that the year 2005-2007 Transportation Improvement Program, and also the regional transportation system plan are in conformance with the eight hour ozone standard and State of Wisconsin Implementation Plan for Air Quality for the one hour ozone standard and, specifically, in conformance with the State Implementation Plan for Air Quality for the one hour standard 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, December 2000, and January 2003. The report is also intended to demonstrate that the year 2005-2007 Transportation Improvement Program continues to serve to implement the regional transportation plan.<sup>1</sup>

This finding of conformity is for both the one hour standard and the eight hour standard for the six-county nonattainment area for both one hour (severe) and eight hour (moderate) ozone standards within Southeastern Wisconsin, consisting of Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties, as well as for the one hour standard for Walworth County, a maintenance area for the one hour ozone standard (Walworth County is in attainment of the eight hour ozone standard.).

An initial stage of the Federally required State Implementation Plan for the one hour ozone standard was submitted to the Federal government by the WDNR 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

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<sup>1</sup>*The 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 reaffirmation of the regional transportation plan and the extension of its design year to the year 2025 is documented in SEWRPC Memorandum Report No. 157, Review and Reaffirmation of Regional Land Use and Transportation Plans and Extension of Plan Design Year to 2025. The amendment of the regional transportation plan with respect to the reconstruction of the regional freeway system is documented in SEWRPC Planning Report No. 47, A Regional Freeway Reconstruction Plan for Southeastern Wisconsin. Specifically, the regional freeway reconstruction study recommended the widening upon reconstruction of 127 miles of freeway, 119 miles of which were not in the previous regional transportation system plan. The 2005-2007 Transportation Improvement Program is documented in a report entitled, A Transportation Improvement Program for Southeastern Wisconsin: 2005-2007.*



1996. The plan included a 1996 budget for mobile source emissions in Southeastern Wisconsin. The USEPA approved Wisconsin's 15 percent plan in March 1996.

A maintenance plan for air quality under the one hour ozone standard 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.

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 under the one hour ozone standard 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 USEPA 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 Department of Natural Resources, 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 under the one hour ozone standard including state implementation plan transportation conformity budgets for volatile organic compounds and nitrogen oxides for the year 2007. The WDNR submitted the attainment plan for ozone under the one hour ozone standard 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 WDNR submitted in January 2003 for the six county southeastern Wisconsin severe ozone non-attainment area state implementation plan transportation conformity budgets under the one hour ozone standard for volatile organic compounds and nitrogen oxides based on USEPA's new transportation mobile source emission model, MOBILE6.



The USEPA 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 USEPA 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 USEPA in the August 29, 1993; November 14, 1995; August 15, 1997; and July 1, 2004 Federal Register. The last amendment addressed the criteria to be applied for the eight hour ozone standard. These Federal regulations identify the conformity criteria which should be applied at this time with respect to the six county ozone nonattainment area (severe one hour and moderate eight hour) and to Walworth County (one hour maintenance area and eight hour attainment area). The Commission, the WDNR, 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 USEPA.

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 conformity criteria to be applied to the six county area under both one hour and eight hour ozone standards with respect to volatile organic compounds and nitrogen oxides require the satisfaction of emission budget tests. With respect to Walworth County, the conformity criteria under the one hour standard also require satisfaction of the emission budget with respect to both volatile organic compounds and nitrogen oxide mobile source emissions. No conformity analyses is required for Walworth County under the eight hour ozone standard.

The next section of this report describes the regional transportation system plan for the seven-county Southeastern Wisconsin Region as amended to incorporate the recommendations of the regional freeway reconstruction plan. The following section describes the 2005-2007 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 USEPA 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 regional transportation system plan and the 2005-2007 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 WDNR. 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**

The design year 2020 regional transportation system plan is documented in The Southeastern Wisconsin Regional Planning Commission Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020*, and was adopted by the Commission in December 1997. As described in SEWRPC staff memorandum entitled *Review and Reaffirmation of Year 2020 Regional Land Use and Transportation Plans and Extension of Plan Design Year to 2025*, the plan design year has been extended to the year 2025. The previous year 2010 plan is documented in SEWRPC Planning Report No. 41, *A Regional Transportation System Plan for Southeastern Wisconsin: 2010*. The regional transportation system plan is based upon a 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 regional land use and transportation plans, 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 (WisDOT).

The 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 freeway reconstruction study and plan completed in 2003 also amends the regional transportation plan by providing for the widening of an additional 119 miles of freeway upon their reconstruction. This plan amendment is documented in SEWRPC Planning Report No. 47, *A Regional Freeway Reconstruction Plan for Southeastern Wisconsin*.

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 implementation of the recommended transportation actions and their effectiveness, and performance of the transportation system is assessed on a three-year cycle along with transportation system plan reaffirmation.

Also, the 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. This finding is consistent with the progress made in plan implementation with respect to both public transit and arterial streets and highways, and 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. In addition, the funding attendant to implementing the plan through the transportation improvement program is generally 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. 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 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.

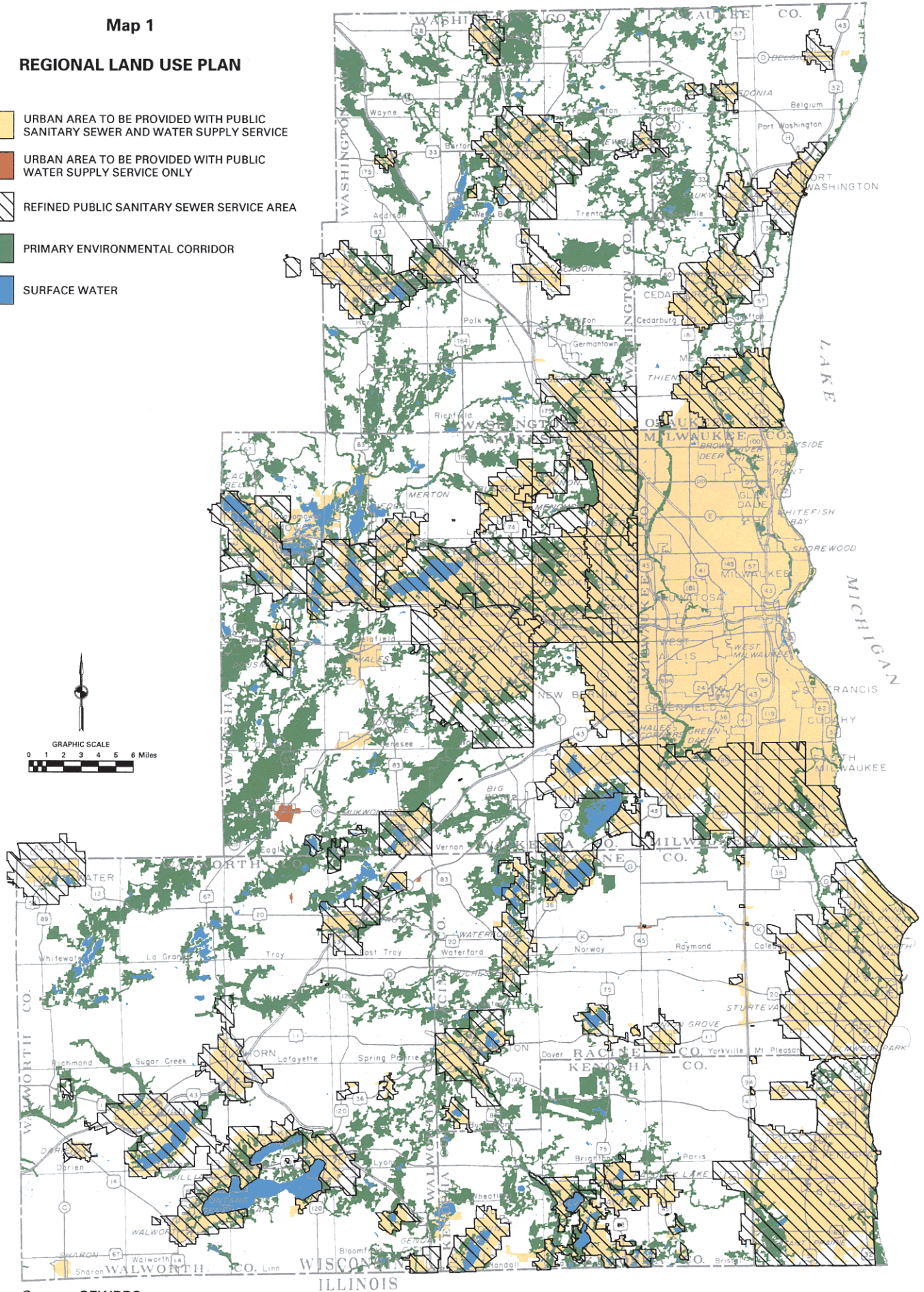
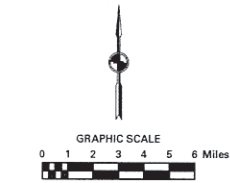
Although the land use plan envisions continued reliance on the private land market as the major determinant of the location, density, and character of future land use development within the Region, it proposes to influence the operation of that market and its effects on land use development through public 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

Map 1

**REGIONAL LAND USE PLAN**

-  URBAN AREA TO BE PROVIDED WITH PUBLIC SANITARY SEWER AND WATER SUPPLY SERVICE
-  URBAN AREA TO BE PROVIDED WITH PUBLIC WATER SUPPLY SERVICE ONLY
-  REFINED PUBLIC SANITARY SEWER SERVICE AREA
-  PRIMARY ENVIRONMENTAL CORRIDOR
-  SURFACE WATER



Source: SEWRPC.



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.

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 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 a 92 percent increase in transit service as measured by vehicle-miles of service, from the 65,000 vehicle-miles of such service in 1995 to 124,700 vehicle-miles in the year 2025. 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; westerly to the Cities of Waukesha and Oconomowoc; northwesterly to the Villages of Germantown and Jackson and to the Cities of Hartford and West Bend; 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. 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 16,100 vehicle-miles. Similarly, the plan recommends that the number of rapid transit revenue vehicle-hours of service be increased by 500 vehicle-hours, from 200 in 1995 to 700 vehicle-hours.

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



**Table 1**

**TRANSIT SYSTEM OPERATING CHARACTERISTICS IN THE REGION:  
1995 AND 2025 RECOMMENDED PLAN**

Transit Service Characteristics	Existing 1995 <sup>a</sup>	Recommended Plan - 2025
Round-Trip Route Length (miles)		
Rapid Routes.....	523	1,360
Express Routes .....	437	430
Local Routes		
Kenosha Urbanized Area .....	192	220
Milwaukee Urbanized Area .....	1,135	1,560
Racine Urbanized Area.....	186	210
Subtotal	1,513	1,980
Total	2,473	3,770
Average Weekday Vehicle Requirements		
Peak Period.....	537	894
Midday Off-Peak Period.....	286	453
Revenue Vehicle-Miles (average weekday)		
Rapid .....	3,800	16,100
Express .....	5,400	22,800
Local.....	55,800	85,800
Total	65,000	124,700
Revenue Vehicle-Hours (average weekday)		
Rapid .....	200	700
Express .....	310	1,500
Local.....	4,730	7,400
Total	5,240	9,600

<sup>a</sup>Existing 1995 transit vehicle-miles of service in Southeastern Wisconsin increased by over 20 percent from about 65,000 vehicle-miles of service in 1995 to 80,000 vehicle-miles of service in 2001, with the bulk of the expansion between 1997 and 2001. Service expansion 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. It is estimated that transit vehicle-miles of service declined in 2002 to about 76,000 vehicle-miles of service, and in 2003 to about 72,000 vehicle-miles of service. This estimated decline in transit service is principally in the Milwaukee, Waukesha, and Washington County transit systems and includes reductions in service frequency, route restructuring and cutbacks, and elimination of selected routes. The estimated amount of transit service expected to be provided on an average weekday in 2003 represents about an 11 percent increase in service since 1995. The transit service element of the plan may be considered consistent with implementation schedule in the year 2020 and 2025 plans; however, to stay on schedule in future years will require stabilization of transit service levels in the next few years and then a return to annual increases in transit service as did occur in the mid to late 1990's. (Public shared-ride taxi service—not included in the above discussion of fixed-route transit vehicle-miles of service—increased from about 1,700 taxi miles of service on an average weekday in 1995 to 7,600 taxi miles of service in 2001, and is estimated to have increased to 7,800 taxi miles of service in 2003.)

Source: SEWRPC.

## Map 2 PUBLIC TRANSIT SYSTEM: REGIONAL TRANSPORTATION SYSTEM PLAN

### RAPID TRANSIT SERVICE

— BUS SERVICE IN MIXED TRAFFIC ON  
FREEWAYS AND SURFACE ARTERIAL  
STREETS AND HIGHWAY

### EXPRESS TRANSIT SERVICE

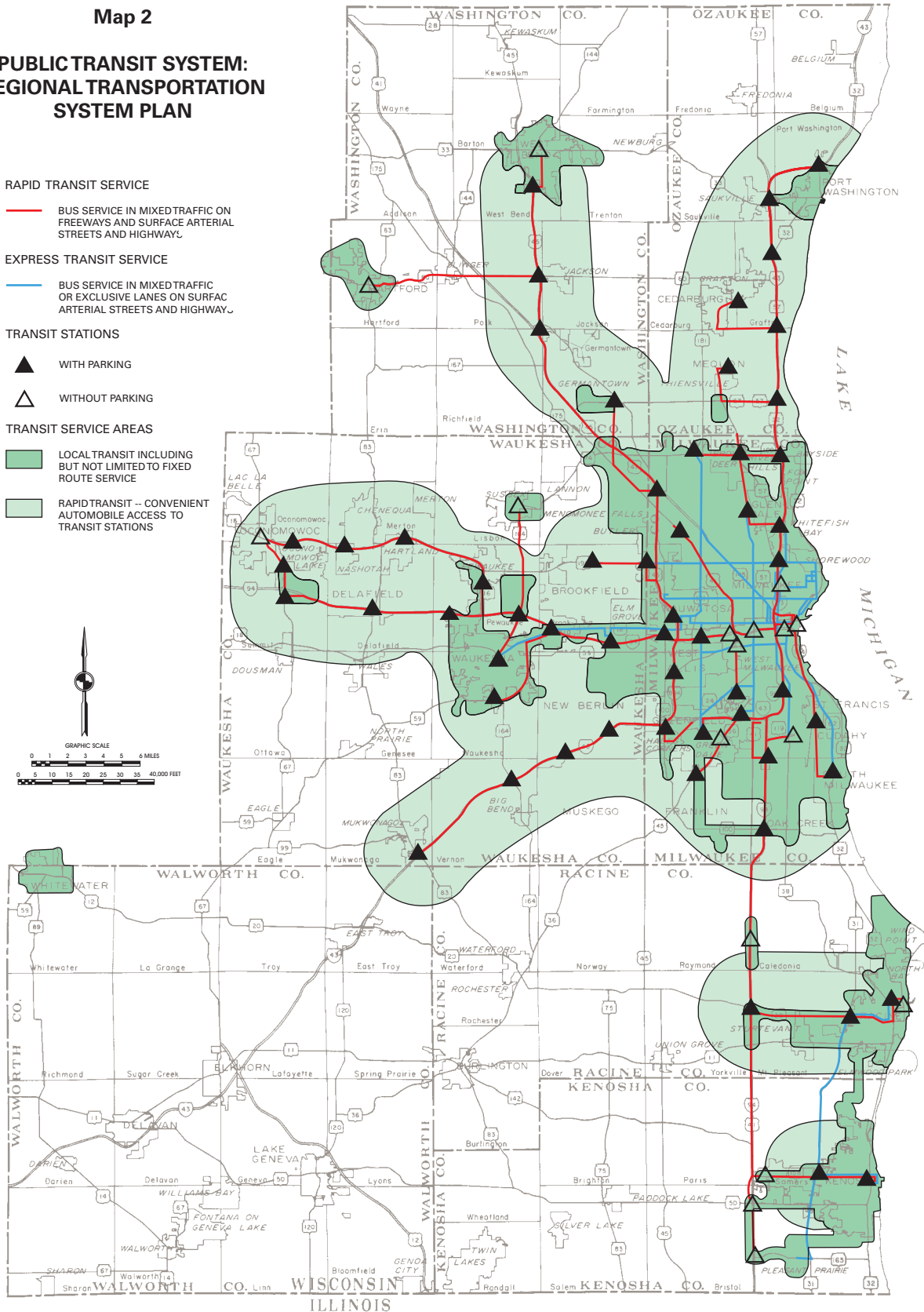
— BUS SERVICE IN MIXED TRAFFIC  
OR EXCLUSIVE LANES ON SURFACE  
ARTERIAL STREETS AND HIGHWAY

### TRANSIT STATIONS

- ▲ WITH PARKING
- △ WITHOUT PARKING

### TRANSIT SERVICE AREAS

- LOCAL TRANSIT INCLUDING  
BUT NOT LIMITED TO FIXED  
ROUTE SERVICE
- RAPID TRANSIT -- CONVENIENT  
AUTOMOBILE ACCESS TO  
TRANSIT STATIONS



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.

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 Canadian Pacific Railway and Union Pacific Railroad 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 Canadian Pacific Railway lines; from Milwaukee through Villages of Germantown and Jackson to the City of West Bend over the Canadian Pacific Railway, Wisconsin & Southern Railroad, Union Pacific Railroad, and Canadian National 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 Canadian Pacific Railway; Wisconsin & Southern Railroad, and Canadian National 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 and Metra railway lines and from the City of Burlington through the Village of Silver Lake and Antioch, Illinois, to Chicago over Canadian National Railway lines (see Map 30 of SEWRPC Planning Report No. 46, *A Regional Transportation system Plan for Southeastern Wisconsin: 2020*). Corridor transit 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 considering commuter rail has been completed in the Milwaukee to Kenosha corridor, and further planning and preliminary engineering is programmed.

**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 with extensions to the northeast and west investigating bus, and guided busway, 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 17,400 vehicle-miles, from about 5,400 in 1995 to about 22,800 vehicle-miles. Similarly, vehicle-hours of express service provided on an average weekday would increase by 1,190 vehicle-hours, from 310 in 1995 to 1,500 vehicle-hours.

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 since 1997.)

**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 85,800 vehicle-miles of service on an average weekday within the Region, representing an increase of 30,000 vehicle-miles, or 54 percent, over the approximately 55,800 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 since 1997.) 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 2005, 2007, 2010, 2020, and 2025. The year 2020 transit plan element implementation schedule anticipated that the then planned 72 percent increase in vehicle-miles of transit service over 1995 levels to the year 2020 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 46,500 vehicle-miles of transit service. However, transit vehicle-miles of service in Southeastern Wisconsin increased by over 20 percent from about 65,000 vehicle-miles of service in 1995 to 80,000 vehicle-miles of service in 2001, with the bulk of the expansion between 1997 and 2001. Service expansion 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. It is estimated that transit vehicle-miles of service declined in 2002 to about 76,000 vehicle-miles of service, and declined in 2003 to about 72,000 vehicle-miles of service. This estimated decline in transit service is principally in the Milwaukee, Waukesha, and Washington County transit systems and includes reductions in service frequency, route restructuring and cutbacks, and elimination of selected routes. The estimated amount of transit service

estimated to have been provided on an average weekday in 2003 represents about an 11 percent increase in service since 1995. The transit service element of the plan may be considered consistent with the implementation schedule in the year 2020 plan; however, to stay on schedule in future years will require stabilization of transit service levels in the next few years and then a return to annual increases in transit service as did occur in the mid to late 1990's. (Public shared-ride taxi service—not included in the above discussion of fixed-route transit service—increased from about 1,700 taxi miles of service on an average weekday in 1995 to 7,600 taxi miles of service in 2001, and is estimated to have increased to about 7,800 taxi miles of service in 2002 and 2003.) Under the 2025 plan, proposed 2005 service levels are equal to estimated 2003 levels; 2007 levels represent about a 7 percent increase over projected 2003 levels; 2010 levels represent about a 17 percent increase over projected 2003 levels; 2020 levels represent about a 54 percent increase over projected 2003 levels, and; 2025 levels represent about a 72 percent increase over projected 2003 levels. These proposed potential stages for the transit plan element are 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 2025 is summarized in Table 4. 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 323 route-miles to a total of 3,600 route-miles. The additional arterial mileage reflects primarily the conversion of existing nonarterial facilities to arterial status and function as urban development proceeds within the Region. About 124 route-miles, or 3.4 percent of the proposed total arterial system mileage, would be added through new construction.

The recommended 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

Table 2

## POTENTIAL STAGES OF TRANSIT PLAN ELEMENT: 2005, 2007, 2010, 2020, AND 2025

Transit Service Element	Year				
	2005	2007	2010	2020	2025
Rapid Transit*	<p>Expand service to the City of Milwaukee central business district by adding new routes, including:</p> <ul style="list-style-type: none"> <li>o From 5th Street and Main Street in the City of Racine via STH 20 and IH 94</li> <li>o From 13th Avenue and 54th Street in the City of Kenosha via STH 158 and IH 94</li> </ul> <p>Extend existing rapid route operated between Capitol Drive and W. 124<sup>th</sup> Street and the City of Milwaukee central business district to Capitol Drive and Calhoun Road in the City of Brookfield</p> <p>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</p> <p>Restructure existing rapid and express routes between the Waukesha and Brookfield areas and the City of Milwaukee central business district to create two routes:</p> <ul style="list-style-type: none"> <li>o From Clinton Street and Broadway in the City of Waukesha via IH 94</li> <li>o From Moorland Road and IH 94 in the City of Brookfield via IH 94</li> </ul>	<p>Expand service to the City of Milwaukee central business district by adding new routes, including:</p> <ul style="list-style-type: none"> <li>o From STH 36 and CTH BB in the Village of Franklin via STH 36, IH 43, and IH 94</li> <li>o From STH 59 and S. West Avenue in the City of Waukesha via STH 59, Moreland Boulevard and IH 94</li> </ul> <p>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</p> <p>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</p> <p>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:</p> <ul style="list-style-type: none"> <li>o From S. 1st Avenue and Wisconsin Avenue in the Village of Grafton via STH 57, CTH C, and IH 43</li> <li>o From Cedarburg Road and High Road in the City of Mequon via STH 57, STH 167, and IH 43</li> <li>o From IH 43 and STH 32/84 in the Town of Port Washington via IH 43</li> </ul>	<p>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.</p> <p>Operate all rapid services in both directions of travel</p>	<p>Reduce headways on rapid service to provide 5 to 20 minute service during peak periods on routes serving Milwaukee County</p> <p>Expand service to the City of Milwaukee central business district by adding new routes, including:</p> <ul style="list-style-type: none"> <li>• From N. Main Street and W. Washington Street in the City of West Bend via Main Street, Paradise Drive, USH 45, and IH 94</li> <li>• From IH 94 and STH 100 in the City of Oak Creek via IH 94</li> <li>• From the LakeView Corporate Park in the Village of Pleasant Prairie via STH 165 and IH 94</li> <li>• From S. 43rd Street and Morgan Avenue in the City of Milwaukee via S. 43rd Street and IH 94</li> <li>• From Green Bay Avenue and Congress Street (extended) in the City of Glendale via Green Bay Road and IH 43</li> <li>• From IH 94 and STH 164 in the Town of Pewaukee via IH 94</li> </ul> <p>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</p> <p>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</p>	<p>Expand service on most routes to provide service with equal headways in both travel directions during peak periods.</p> <p>Expand service on all routes serving Milwaukee County to provide 30 to 60 minute service during midday off-peak period.</p>



Table 2 (continued)

Transit Service Element	Year				
	2005	2007	2010	2020	2025
Express Transit <sup>a</sup>	<p>Expand Milwaukee urbanized area service by adding</p> <ul style="list-style-type: none"> <li>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</li> </ul> <p>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</p>	<p>Expand Milwaukee urbanized area service by adding</p> <ul style="list-style-type: none"> <li>new routes including: <ul style="list-style-type: none"> <li>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 27<sup>th</sup> Street</li> <li>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</li> </ul> </li> </ul>	<p>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</p>	<p>Expand Milwaukee urbanized area service by adding new routes, including:</p> <ul style="list-style-type: none"> <li>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</li> <li>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</li> <li>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. 2<sup>nd</sup> Street</li> <li>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</li> <li>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</li> </ul> <p>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</p>	<p>Reduce headways on all express routes in Milwaukee County to no longer than 10-12 minutes during peak periods and no longer than 15 minutes during midday off-peak periods.</p>

**Table 2 (continued)**

Transit Service Element	Year				
	2005	2007	2010	2020	2025
Local Transit <sup>c</sup>	<p>Extend fixed-route service to medium-density development and industrial areas in:</p> <ul style="list-style-type: none"> <li>o Northern and southern Milwaukee County</li> <li>o The west side of City of Kenosha</li> <li>o The northwest side of the City of Waukesha</li> </ul> <p>Extend fixed-route service industrial areas in northern and southern Milwaukee County</p> <p>Add weekday and Saturday evening service until 10:00 p.m. in the Cities of Kenosha, Racine, and Waukesha</p> <p>Continue existing shared-ride taxi services in the Ozaukee and Washington Counties and in the Cities of Hartford, Port Washington, West Bend, and Whitewater. Expand to new areas as warranted.</p>	<p>Continue extending fixed-route service to medium-density development and industrial areas in:</p> <ul style="list-style-type: none"> <li>o Northern and southern Milwaukee County</li> <li>o The west side of City of Racine</li> <li>o The west side of City of Kenosha</li> <li>o The northwest side of the City of Waukesha</li> </ul> <p>Make modest route realignments and reduce peak and off-peak headways on selected routes in Milwaukee County</p> <p>Continue existing shared-ride taxi services and expand to new areas as warranted</p>	<p>Continue extending fixed-route service to medium-density development and industrial areas in:</p> <ul style="list-style-type: none"> <li>o Northern and southern Milwaukee County</li> <li>o The New Berlin area in eastern Waukesha County</li> <li>o The eastern portion of Caledonia and developing areas along IH 94 in eastern Racine County</li> <li>o The Pleasant Prairie area and developing areas along IH 94 in eastern Kenosha County</li> </ul> <p>Make modest route realignments and reduce peak and off-peak headways on selected routes in Milwaukee County</p> <p>Continue existing shared-ride taxi services and expand to new areas as warranted</p>	<p>Continue extending fixed-route service to medium-density development and industrial areas in:</p> <ul style="list-style-type: none"> <li>o Northern and southern Milwaukee County</li> <li>o The Butler, Menomonee Falls, Sussex, Waukesha and Muskego areas in eastern Waukesha County</li> <li>o The area around IH 94 and CTH K in eastern Racine County</li> <li>o The Oconomowoc, Delafield, Hartland, and Mukwonago areas in western Waukesha County</li> <li>o The Germantown, Jackson, Slinger, and Hartford areas in Washington County</li> </ul> <p>Reduce headways on major routes in Milwaukee County outside express corridors to provide 10-minute peak and 20-minute midday off-peak service</p> <p>Reduce headways on major routes in the Cities of Racine and Kenosha to provide 15-minute peak service</p> <p>Continue existing shared-ride taxi services and expand to new areas as warranted</p>	<p>Continue extending fixed-route service to medium-density development and industrial areas in:</p> <ul style="list-style-type: none"> <li>o Northern and southern Milwaukee County</li> <li>o The City of Mequon and southern Ozaukee County</li> <li>o The Germantown, Jackson, Slinger, and Hartford areas in Washington County</li> <li>o The Oconomowoc, Delafield, Hartland, and Mukwonago areas in western Waukesha County</li> </ul> <p>Reduce headways on all minor local routes in Milwaukee County to provide 15 to 20-minute peak, 30-minute midday off-peak service, and 30 to 60-minute evening service</p> <p>Reduce weekday midday off-peak headways on routes in the Cities of Kenosha, Racine, and Waukesha so all routes operate with 30-minute service.</p> <p>Add Sunday service between 9:00 a.m. and 5:00 p.m. in the Cities of Kenosha, Racine, and Waukesha.</p> <p>Continued existing shared-ride taxi services and expand to new areas as warranted.</p>

<sup>a</sup>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.

<sup>b</sup>New express transit services would initially be implemented as peak period services. By 2025 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.

<sup>c</sup>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 2025 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 30 minutes in Milwaukee County ,and 30 minutes in Kenosha, Racine, and 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: 2005, 2007, 2010, 2020 and 2025**

Transit Service Type	Existing Transit Vehicle- Miles of Revenue Service: 1995 (Average Weekday)	Proposed Transit Vehicle-Miles of Revenue Service (Average Weekday)									
		2005		2007		2010		2020		2025	
		Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Rapid .....	3,800	6,500	9.0	7,900	10.1	9,700	11.5	14,700	13.2	16,100	12.9
Express .....	5,400	6,500	9.0	9,200	11.8	10,300	12.2	21,500	19.3	22,800	18.2
Local .....	55,800	59,000	82.0	60,900	78.1	64,700	76.3	75,300	67.5	85,800	68.9
Total	65,000	72,000 <sup>a</sup>	100.0	78,000	100.0	84,700	100.0	111,500	100.0	124,700	100.0

<sup>a</sup> Transit vehicle-miles of service in Southeastern Wisconsin increased by over 20 percent from about 65,000 vehicle-miles of service in 1995 to 80,000 vehicle-miles of service in 2001, with the bulk of the expansion between 1997 and 2001. Service expansion 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. It is estimated that transit vehicle-miles of service declined in 2002 to about 76,000 vehicle-miles of service, and declined in 2003 to about 72,000 vehicle-miles of service. This estimated decline in transit service is principally in the Milwaukee, Waukesha, and Washington County transit systems and includes reductions in service frequency, route restructuring and cutbacks, and elimination of selected routes. The estimated amount of transit service estimated to be provided on an average weekday in 2003 represents about an 11 percent increase in service since 1995. The transit service element of the plan may be considered consistent with implementation schedule in the year 2020 plan; however, to stay on schedule in future years will require stabilization of transit service levels in the next few years and then a return to annual increases in transit service as did occur in the mid to late 1990's. (Public shared-ride taxi service increased from about 1,700 taxi miles of service on an average weekday in 1995 to 7,600 taxi miles of service in 2001, and is estimated to have increased to 8,000 taxi miles of service in 2002 and may be expected to increase slightly again in 2003.)

Source: SEWRPC.

**Table 4**

**ARTERIAL STREET AND HIGHWAY SYSTEM PRESERVATION, IMPROVEMENT, AND EXPANSION  
BY ARTERIAL FACILITY TYPE BY COUNTY: REGIONAL TRANSPORTATION SYSTEM PLAN<sup>a</sup>**

County	System Preservation (miles)	System Improvement (miles)	System Expansion (miles)	Total Miles
Kenosha				
Freeway.....	0.0	12.0	0.0	12.0
Standard Arterial.....	290.3	44.8	8.5	343.6
Subtotal	290.3	56.8	8.5	355.6
Milwaukee				
Freeway.....	12.8	55.0	0.0	67.8
Standard Arterial.....	679.9	40.3	10.3	730.5
Subtotal	692.7	95.3	10.3	798.3
Ozaukee				
Freeway.....	11.7	14.5	0.0	26.2
Standard Arterial.....	223.9	47.7	7.0	278.6
Subtotal	235.6	62.2	7.0	304.8
Racine				
Freeway.....	0.0	12.0	0.0	12.0
Standard Arterial.....	342.0	50.6	21.5	414.1
Subtotal	342.0	62.6	21.5	426.1
Walworth				
Freeway.....	48.9	0.0	16.7	65.6
Standard Arterial.....	361.0	36.7	17.8	415.5
Subtotal	409.9	36.7	34.5	481.1
Washington				
Freeway.....	36.1	6.7	0.0	42.8
Standard Arterial.....	348.2	43.6	21.8	413.6
Subtotal	384.3	50.3	21.8	456.4
Waukesha				
Freeway.....	33.2	26.8	5.7	65.7
Standard Arterial.....	555.2	141.6	15.0	711.8
Subtotal	588.4	168.4	20.7	777.5
Region				
Freeway.....	142.7	127.0	22.4	292.1
Standard Arterial.....	2,800.5	405.3	101.9	3307.7
Total	2,943.2	532.3	124.3	3599.8

<sup>a</sup> To date, an estimated 81 miles of system improvement and expansion recommended under the plan have been completed.

Source: SEWRPC

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 2005, 2007, 2010, 2020, and 2025 are identified. Table 6 summarizes the mileage of system improvement and expansion anticipated to be implemented by 2005, 2007, 2010, 2020, and 2025. 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 3.4 percent of the total planned arterial route-miles.

***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 plan, a total of 532 route-miles of facilities would be widened and improved with respect to traffic carrying capacity. Proposed improvements would include the widening of CTH J and STH 164 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; and of Ryan Road (STH 100) in Milwaukee County. The system improvement activities would comprise about 14.8 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

## ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN KENOSHA COUNTY

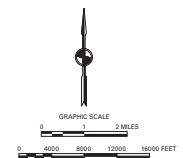


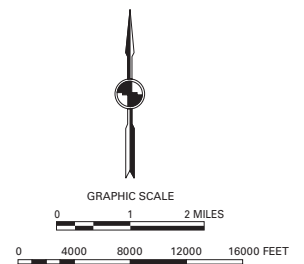
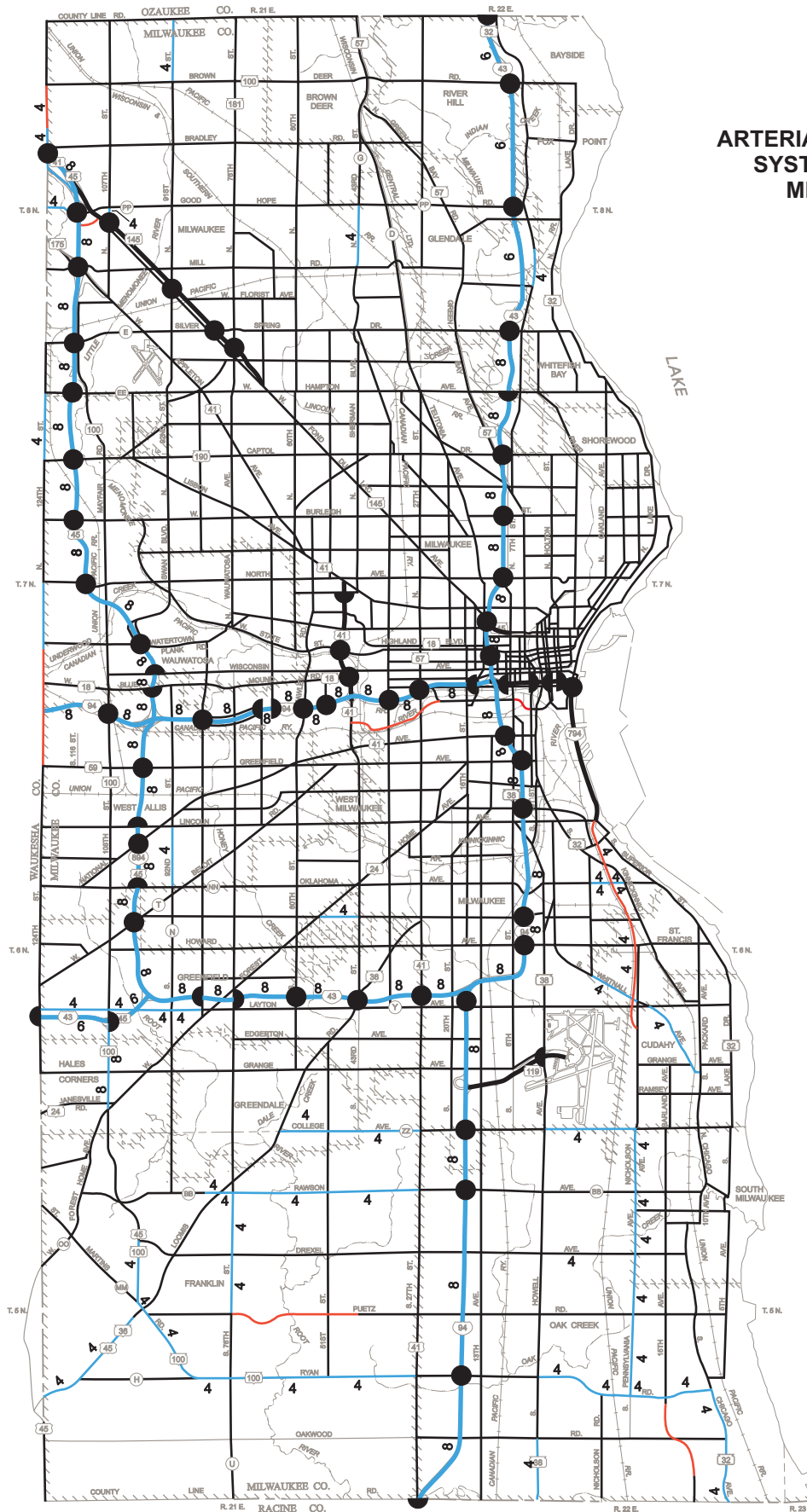
	NEW
	WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
	RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
4	NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

 NEW  
 EXISTING

1. SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED ALONG STH 158 FROM IH 94 TO STH 31 TO ACCOMMODATE ITS ULTIMATE IMPROVEMENT TO SIX TRAVEL LANES.
2. SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED ALONG CTH K FROM IH 94 TO STH 31 TO ACCOMMODATE ITS ULTIMATE IMPROVEMENT TO SIX TRAVEL LANES.

3. AS IMPROVEMENTS ARE MADE TO IH 94 AND THE FRONTAGE ROADS ALONG IN 94 IN THE VICINITY OF CTH K, THE ULTIMATE PROVISION OF AN INTERCHANGE WITH CTH K SHOULD BE TAKEN INTO CONSIDERATION.
4. AS URBAN DEVELOPMENT PROCEEDS ON LANDS ABUTTING CTH KR BETWEEN IH 94 AND STH 32, SUFFICIENT RIGHT-OF-WAY SHOULD BE RESERVED FOR THE ULTIMATE IMPROVEMENT OF CTH KR TO FOUR TRAVEL LANES.







**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 WHERE UNNUMBERED)

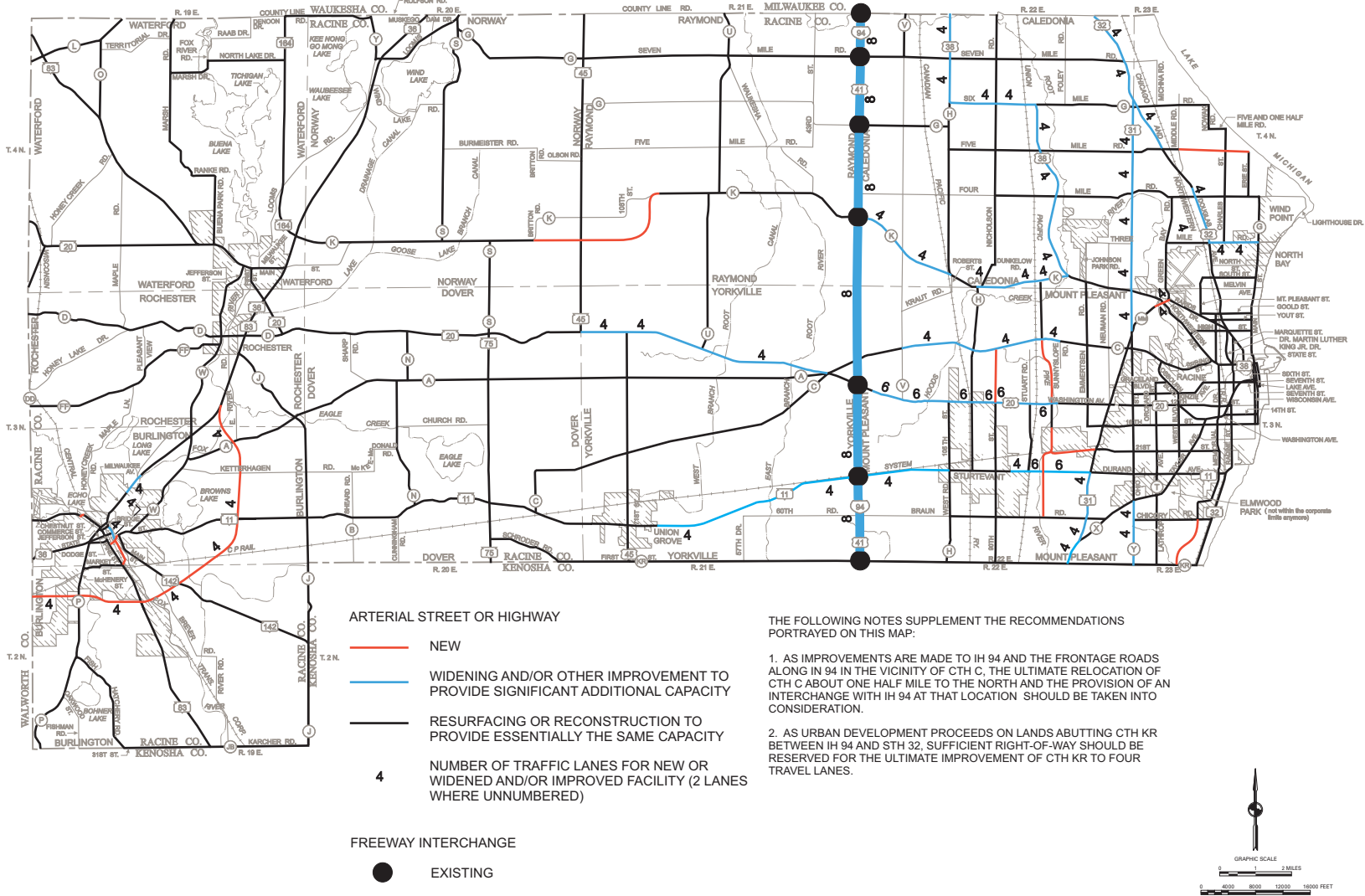
**FREEWAY INTERCHANGE**

- NEW
- EXISTING

Source: SEWRPC.

Map 6

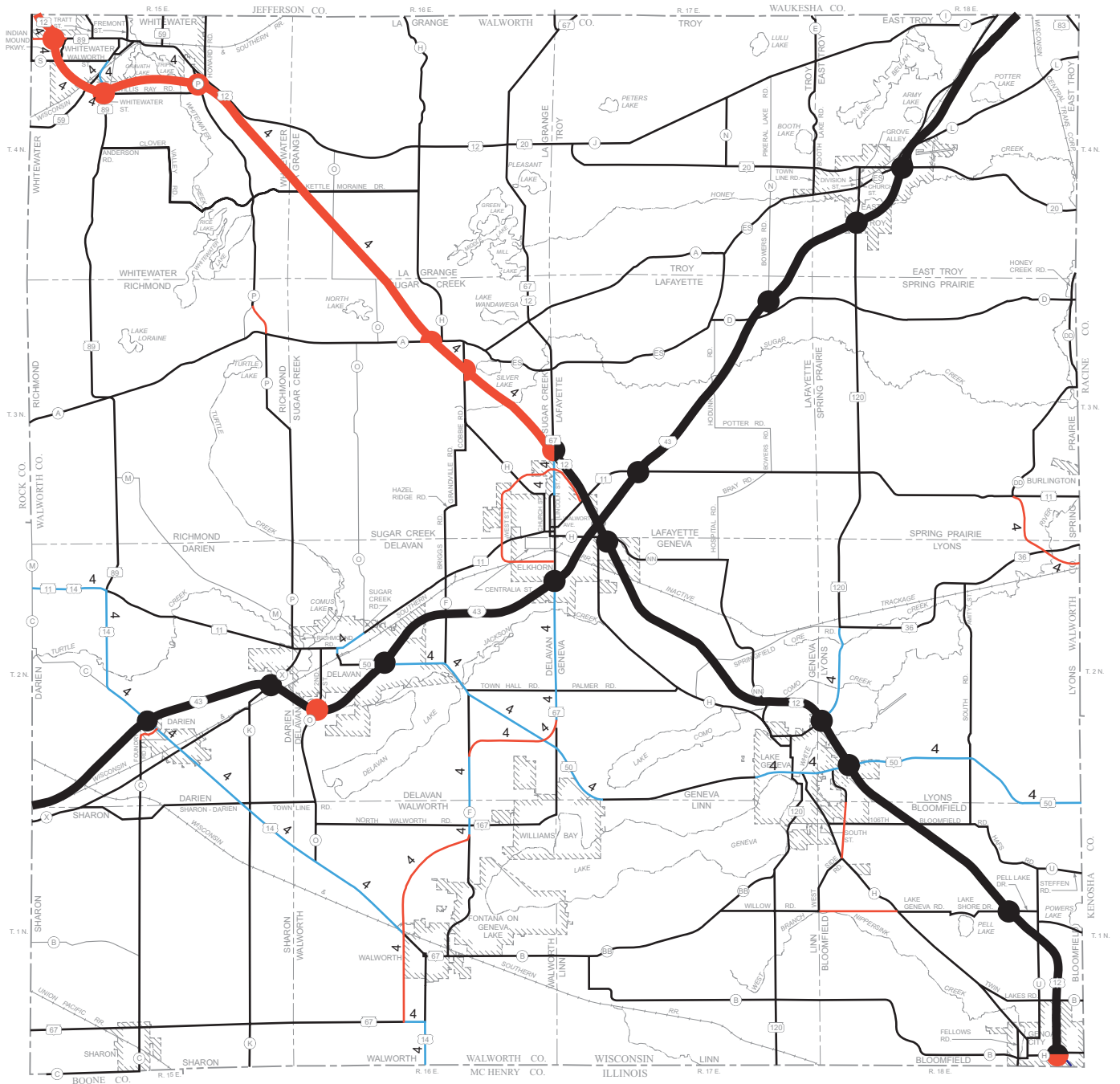
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN RACINE COUNTY



Source: SEWRPC

# Map 7

## ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WALWORTH COUNTY

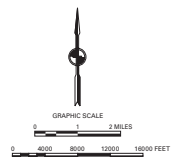


### ARTERIAL STREET OR HIGHWAY

- 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)

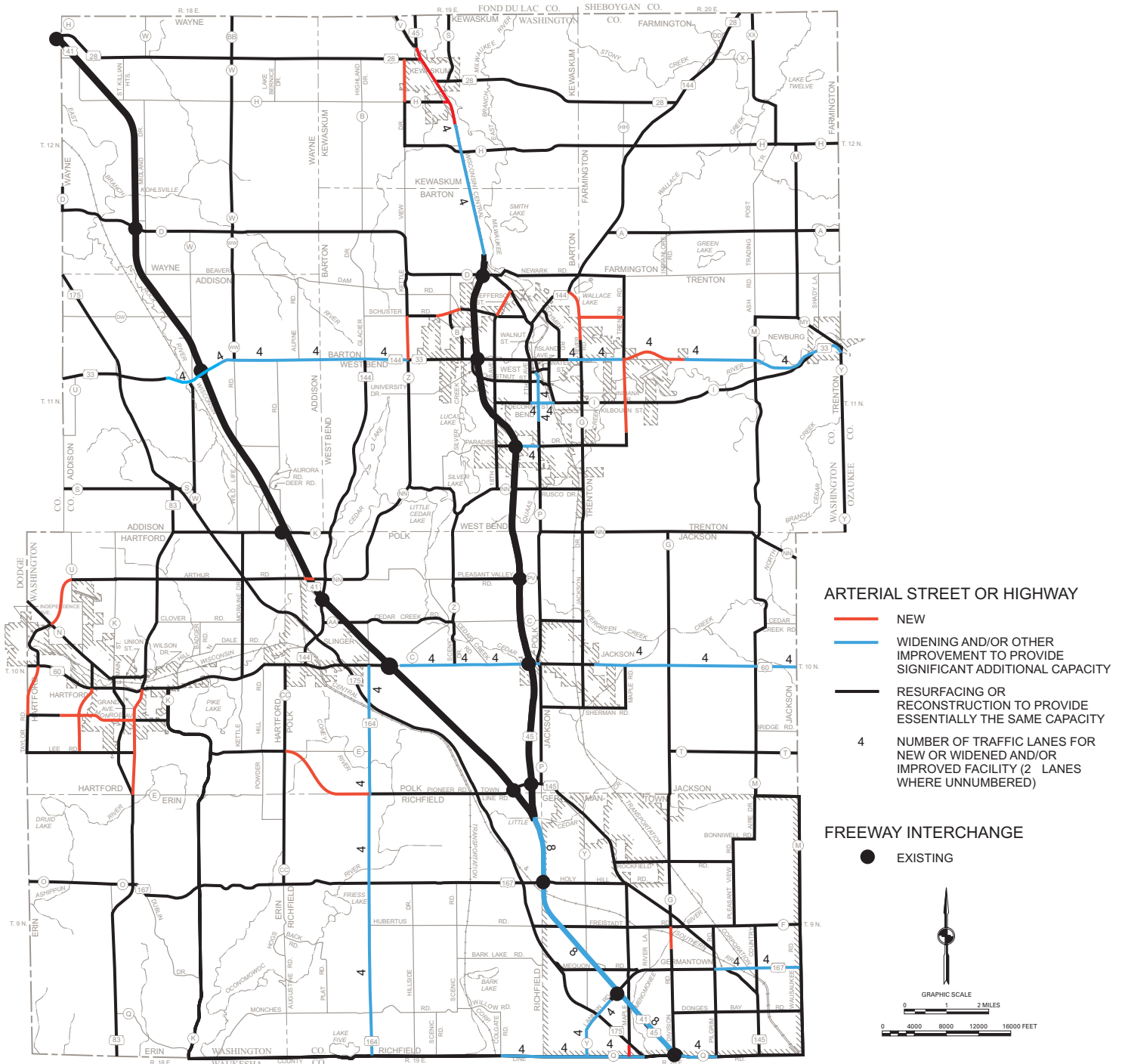
### FREEWAY INTERCHANGE

- NEW INTERCHANGE
- ◐ NEW HALF INTERCHANGE
- EXISTING



Map 8

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WASHINGTON COUNTY

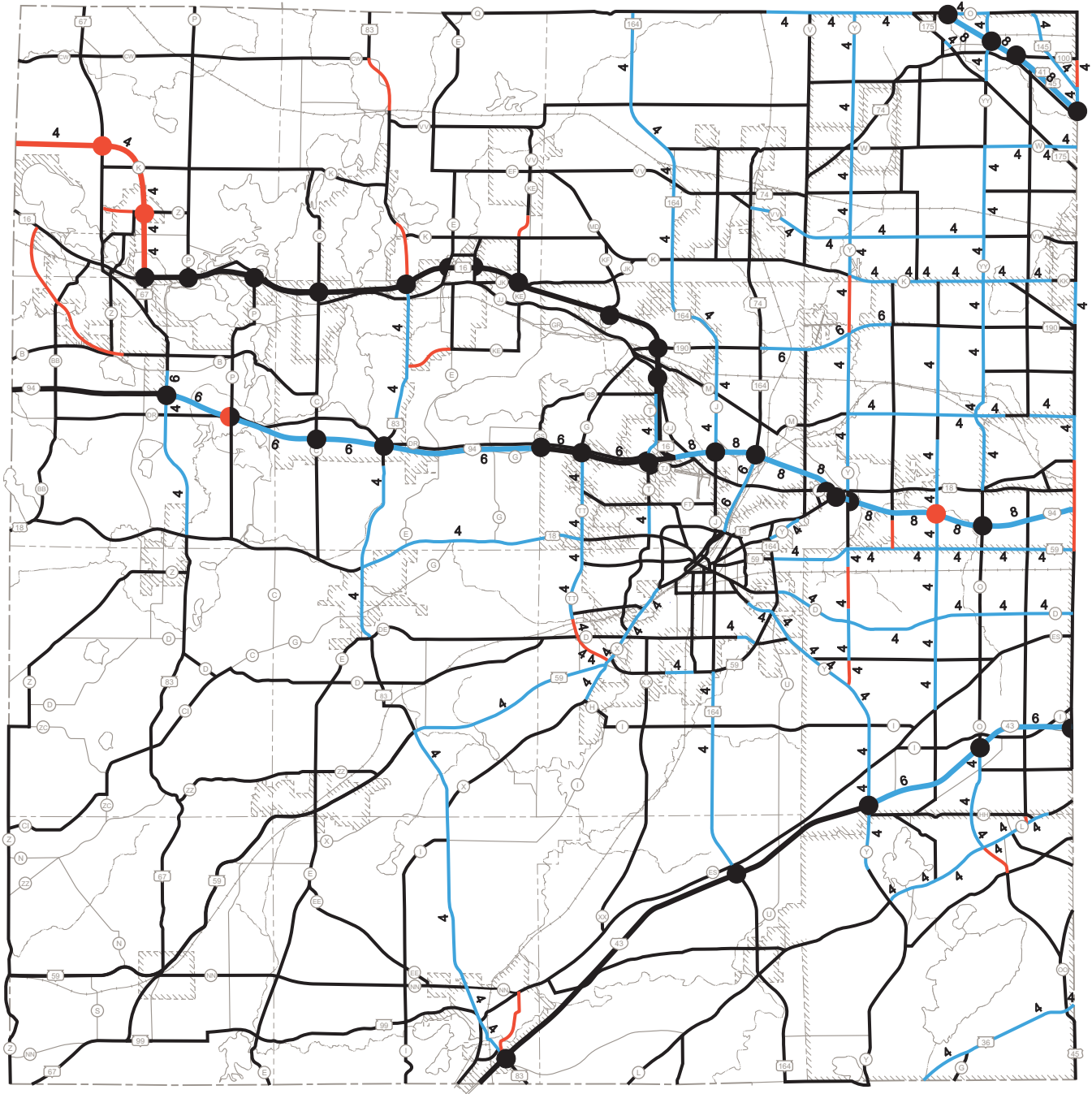


Source: SEWRPC.



Map 9

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WAUKESHA COUNTY



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

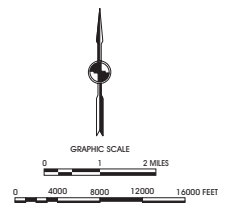


Table 5

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

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2005 <sup>a</sup>	Milwaukee	Expansion	Lake Parkway	Layton Avenue to Pennsylvania Avenue	Construct four lanes on new alignment
2005 <sup>a</sup>	Waukesha	Widening	CTH L	CTH O to Milwaukee County line	Widen from two to four traffic lanes
2005 <sup>a</sup>		Expansion	Brookfield Road extension	Davidson Road to STH 59	Construct two lanes on new alignment
2007 <sup>a</sup>	Milwaukee	Widening	STH 100	STH 36 to USH 41	Widen from two to four traffic lanes
2007 <sup>a</sup>			STH 100	STH 38 to STH 32	Widen from two to four traffic lanes
2007 <sup>a</sup>			CTH U	Imperial Drive to Puetz Road	Widen from two to four traffic lanes
2007 <sup>a</sup>			CTH ZZ	STH 38 to Pennsylvania Avenue	Widen from two to four traffic lanes
2007 <sup>a</sup>			CTH ZZ	STH 36 to USH 41	Widen from two to four traffic lanes
2007 <sup>a</sup>			Layton Avenue	N. 124 <sup>th</sup> Street to STH 100	Widen from two to four traffic lanes
2007 <sup>a</sup>			124th Street	Hampton Avenue to Ruby Avenue	Widen from two to four traffic lanes
2007 <sup>a</sup>		Expansion	Canal Street extension	USH 41 to 21st Street	Construct two lanes on new alignment
2007 <sup>a</sup>	Ozaukee	Widening	STH 33	CTH O to CTH W	Widen from two to four traffic lanes
2007 <sup>a</sup>			CTH W	STH 167 to Glen Oaks Lane	Widen from two to four traffic lanes
2007 <sup>a</sup>	Walworth	Widening	STH 50	STH 67 to Geneva Street	Widen from two to four traffic lanes
2007 <sup>a</sup>		Expansion	USH 12 freeway	Cold Spring Road to Howard Road <sup>b</sup>	Construct four lanes on new alignment
2007 <sup>a</sup>	Washington	Widening	STH 60	USH 41 to USH 45	Widen from two to four traffic lanes
2007 <sup>a</sup>			STH 33	East Branch of the Rock River to USH 41	Widen from two to four traffic lanes
2007 <sup>a</sup>			CTH Q	USH 41/USH 45 to Pilgrim Road	Widen from two to four traffic lanes
2007 <sup>a</sup>	Waukesha	Widening	STH 59	STH 164 to Poplar Creek	Widen from two to four traffic lanes
2007 <sup>a</sup>			STH 59	Johnson Road to Calhoun Road	Widen from two to four traffic lanes
2007 <sup>a</sup>			STH 83	IH 94 to USH 18	Widen from two to four traffic lanes
2007 <sup>a</sup>			STH 164	STH 190 to Howard Lane	Widen from two to four traffic lanes
2007 <sup>a</sup>			CTH Q	Colgate Road to STH 175	Widen from two to four traffic lanes
2007 <sup>a</sup>			Calhoun Road	Wisconsin Avenue to Gebhardt Road	Widen from two to four traffic lanes
2007 <sup>a</sup>			Calhoun Road	IH 94 to USH 18	Widen from two to four traffic lanes
2007 <sup>a</sup>			Calhoun Road	STH 59 to IH 94	Widen from two to four traffic lanes
2007 <sup>a</sup>			Pilgrim Road	Megal Drive to Washington County Line	Widen from two to four traffic lanes
2007 <sup>a</sup>		Expansion	STH 16/STH 67 bypass	Wisconsin Avenue to Jefferson County line	Construct four lanes on new alignment
2010	Kenosha	Widening	STH 32	128 <sup>th</sup> Street to CTH T	Widen from two to four traffic lanes
2010			STH 50	IH 94/USH 41 to 39th Avenue	Widen from four to six traffic lanes
2010			STH 83	128 <sup>th</sup> Street to STH 50	Widen from two to four traffic lanes
2010			STH 158	104 <sup>th</sup> Avenue to STH 31	Widen from two to four traffic lanes
2010			STH 165	IH 94/USH 41 to a point about one mile west of CTH H	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			22nd Avenue	CTH L to CTH E	Widen from two to four traffic lanes
2010			30th Avenue	27th Street to CTH E	Widen from two to four traffic lanes
2010			39th Avenue	86 <sup>th</sup> Place to STH 50	Widen from two to four traffic lanes
2010			60th Street	39th Avenue to STH 32	Widen from two to four traffic lanes
2010			104th Avenue	STH 50 to STH 158	Widen from two to four traffic lanes
2010		Expansion	CTH F extension	CTH O to 89 <sup>th</sup> Street	Construct two lanes on new alignment
2010			CTH KD extension	CTH EM to CTH F	Construct two lanes on new alignment
2010			39th Avenue extension	24th Street to 18th Street	Construct two lanes on new alignment
2010			51 <sup>st</sup> Avenue extension	93rd Street to STH 165	Construct two lanes on new alignment
2010			85th Street extension	Sheridan Road to 7th Avenue	Construct two lanes on new alignment
2010					
2010	Milwaukee	Widening	IH 43/IH 94	Marquette Interchange	Interchange reconstruction and modernization
2010			STH 38	County Line Road to Oakwood Road	Widen from two to four traffic lanes
2010			CTH U	Rawson Avenue to Imperial Drive	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 <sup>a</sup>			91st Street	STH 100 to Ozaukee County Line	Widen from two to four traffic lanes
2010			124th Street	Ruby Avenue to STH 190	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 <sup>a</sup>			STH 33	Market Street to Tower 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
2010			Maple Road extension	Cedar Creek Road to Rose Street	Construct two lanes on new alignment

Table 5 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2010 <sup>a</sup>	Racine	Widening	STH 11	86th Street in the Village of Sturtevant to Willow Road	Widen from two to four traffic lanes
2010 <sup>a</sup>			STH 11	Willow Road to STH 31	Widen from four to six traffic lanes
2010 <sup>a</sup>			STH 20	IH 94/USH 41 to Oakes Road	Widen from four to six traffic lanes
2010 <sup>a</sup>			STH 32	Five Mile Road to STH 31	Widen from two to four traffic lanes
2010			STH 38	Milwaukee County to CTH K	Widen from two to four traffic lanes
2010			CTH C	CTH V to Airline Road	Widen from two to four traffic lanes
2010			CTH C	Airline Road to Sunnyslope Road	Widen from two to four traffic lanes
2010			CTH K	IH 94 to CTH H	Widen from two to four traffic lanes
2010			CTH K	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			Memorial Drive extension	Chicory Road to CTH KR	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 21 <sup>st</sup> Street	Construct two lanes on new alignment
2010			Oakes Road extension	STH 20 to Airline Road	Construct two lanes on new alignment
2010			Oakes Road extension	Braun Road to STH 11	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 <sup>a</sup>			STH 50	CTH H to Edwards Boulevard	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	Washington	Expansion	Main Street extension	Frontage Road to Rock County line	Construct two lanes on new alignment
2010		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	USH 45 to CTH P	Widen from two to four traffic lanes
2010			STH 60	Ridgeway 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 <sup>a</sup>			CTHY	CTH Q to USH 41/45	Widen from two to four traffic lanes
2010			Decorah Road	7th Avenue to Indiana Avenue	Widen from two to four traffic lanes
2010 <sup>a</sup>		Expansion	STH 33	Trenton Road to Oak Road	Construct four lanes on new alignment
2010			STH 83	CTH E to Monroe Avenue	Construct two lanes on new alignment
2010			STH 83	Monroe Avenue to Lincoln Avenue	Construct two lanes on new alignment
2010			Arthur Road extension	CTH N to Arthur Road	Construct two lanes on new alignment
2010			Division Road extension	STH 167 to Freistadt Road	Construct two lanes on new alignment
2010			Maple Road Extension	CTH Q to STH 175	Construct two lanes on new alignment
2010			Monroe Avenue extension	Monroe Avenue to Pond 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			18th Avenue extension	Jefferson Street to CTH D	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 <sup>a</sup>			STH 83	Mariner Drive to STH 16	Widen from two to four traffic lanes
2010			STH 83	CTH NN to STH 59	Widen from two to four traffic lanes
2010			STH 190	STH 164 to CTH Y	Widen from four to six traffic lanes
2010			STH 190	CTHY to Brookfield Road	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	CTHY to Calhoun Road	Widen from two to four traffic lanes
2010 <sup>a</sup>			CTH L	CTHY to CTH O	Widen from two to four traffic lanes
2010			CTHT	Golf Road to CTH SS	Widen from two to four traffic lanes
2010			CTH X	Moreland Boulevard to Harris Highland Drive	Widen from two to four traffic lanes
2010 <sup>a</sup>			CTH X	Harris Highland Drive to STH 59	Widen from two to four traffic lanes
2010			CTH X	STH 59 to CTH H	Widen from two to four traffic lanes
2010			CTHY	North Avenue to USH 18	Widen from two to four traffic lanes
2010			CTHY	STH 59/STH 164 to CTH I	Widen from two to four traffic lanes
2010 <sup>a</sup>			CTHY	IH 43 to CTH I	Widen from two to four traffic lanes
2010			CTH VV	STH 74 to Marcy Road	Widen from two to four traffic lanes
2010 <sup>a</sup>			CTH VV	Marcy Road to Bette Drive	Widen from two to four traffic lanes
2010 <sup>a</sup>			Calhoun Road	Ryerson Road to STH 59	Widen from two to four traffic lanes
2010 <sup>a</sup>			Calhoun Road	CTH ES to Ryerson Road	Widen from two to four traffic lanes
2010			Grandview Boulevard	USH 18 to Northview Road	Widen from two to four traffic lanes
2010			Hampton Road	Lisbon Road to 132nd Street	Widen from two to four traffic lanes
2010			Lisbon Road	Calhoun Road to Hampton Road	Widen from two to four traffic lanes
2010			Meadowbrook Road	Northview Road to IH 94	Widen from two to four traffic lanes
2010			Moorland Road	CTH L to IH 43	Widen from two to four traffic lanes



Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2010 2010 2010 2010 2010 2010 2010	Waukesha (continued)	Widening (continued)	North Avenue	Lilly Road to 124 <sup>th</sup> Street	Widen from two to four traffic lanes
			Old Orchard Road	W. Brown Deer Road to Washington County line	Widen from two to four traffic lanes
			Pilgrim Road	Lisbon Road to North Avenue	Widen from two to four traffic lanes
			Pilgrim Road	North Avenue to USH 18	Widen from two to four traffic lanes
			Racine Avenue	Downing Drive to STH 59/STH 164	Widen from two to four traffic lanes
			Sunset Drive	Tenny Avenue to Grambling Lane	Widen from two to four traffic lanes
			Waukesha west bypass	Northview Road to USH 18	Widen from two to four traffic lanes
			124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes
2010 * 2010 2010 2010 2010		Expansion	IH 94 CTH KE realignment Lake Drive extension Oconomowoc Parkway Valley Road	Calhoun Road CTH K to a point about 800 feet north Lapham Street to STH 67 CTH Z to STH 67 STH 67 to CTH P	Construct new interchange Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
2020 * 2020 2020 2020 2020	Kenosha	Widening	IH 94	Illinois State line to Racine County line	Widen from six to eight traffic lanes
			Roosevelt Road	39th Avenue to 63rd Street	Widen from two to four traffic lanes
			Washington Road	39th Avenue to STH 32	Widen from two to four traffic lanes
			22nd Avenue	CTH E to CTH KR	Widen from two to four traffic lanes
		63rd Street	22nd Avenue to STH 32	Widen from two to four traffic lanes	
2020 2020 2020 2020			Expansion	IH 94/USH 41 CTH Q CTH ML extension 85th Street extension	CTH ML 184th Street extended to 168th Street CTH H to STH 31 Sheridan Road to 7 <sup>th</sup> Avenue
2020 2020 2020 2020 2020 * 2020					

Source: SEWRPC.

Table 6

IMPLEMENTATION SCHEDULE FOR ARTERIAL STREET SYSTEM PLAN ELEMENT  
CAPACITY IMPROVEMENT AND EXPANSION: 2005, 2007, 2010, 2020, and 2025

Southeastern Wisconsin Region	Proposed Incremental Arterial System Improvement and Expansion Route Miles					
	2005 <sup>a</sup>	2007	2010	2020	2025	Total
State Trunk Highway .....	1	37	117	160	56	371
County and Local Trunk Highway .....	3	14	100	59	- -	176
Total Regional Arterial System.....	4	51	217	219	56	547

<sup>a</sup> Since the completion of the 2020 plan in 1997, approximately 110 miles of the proposed arterial improvement and expansion have been implemented.

Source: SEWRPC

about 2,943 route-miles of the arterial system representing about 81.8 percent of the total planned arterial system.

Included in the category of preservation are extensive improvements needed to renew the freeway system in the Milwaukee area. That freeway system is the "backbone" of the entire regional arterial street and highway system, and is nearing the end of its physical and economic life. The pavement and bridge structures and surfaces are wearing 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 Zoo, Mitchell, Hale, Stadium, and Marquette interchanges--and the reconstruction of freeway interchanges as needed in 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 11 percent, of the planned 3,600-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.

## **2005 THROUGH 2007 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR SOUTHEASTERN WISCONSIN**

The 2005 through 2007 transportation improvement program for Southeastern Wisconsin is documented in the SEWRPC report entitled, *A Transportation Improvement Program for Southeastern Wisconsin: 2005-2007*. The 2005 through 2007 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 2005 through 2007. 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 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 2005 through 2007 transportation improvement program as amended includes 634 projects. The transportation improvement program for the seven-county Southeastern Wisconsin Region for the years 2005, 2006, and 2007 represents a total programmed investment in transportation improvements of about \$1.82 billion. Of this total, about \$837 million, or about 46 percent, is proposed to be provided in Federal

aids; \$700 million, or about 38 percent, in State aids; and \$283 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 \$878 million. Of this total, about \$395 million, or about 45 percent, is proposed to be provided in Federal aids; \$384 million, or about 44 percent, in State aids; and \$99 million, or about 11 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.<sup>2</sup> These nine categories are defined as follows:

1. Highway Preservation

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

2. Highway Improvement

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

3. Highway Expansion

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

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.

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<sup>2</sup>All transportation improvement program projects with potential impact on air quality, that is, "nonexempt" projects, are listed later in this report in Table 10.

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 78 percent, are to be devoted to the preservation of existing transportation facilities and services in the Region.
2. The expenditure of funds for highway expansion is about \$34 million, or less than 4 percent of total programmed expenditures in the Region. The expenditures for highway improvement are approximately \$64 million, or about 7 percent of total expenditures. This compares to the \$530 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 21 percent of the programmed resources. Of the total programmed resources for public transit, 84 percent is for preservation, only 9 percent and 7 percent, respectively, for service improvement and expansion.

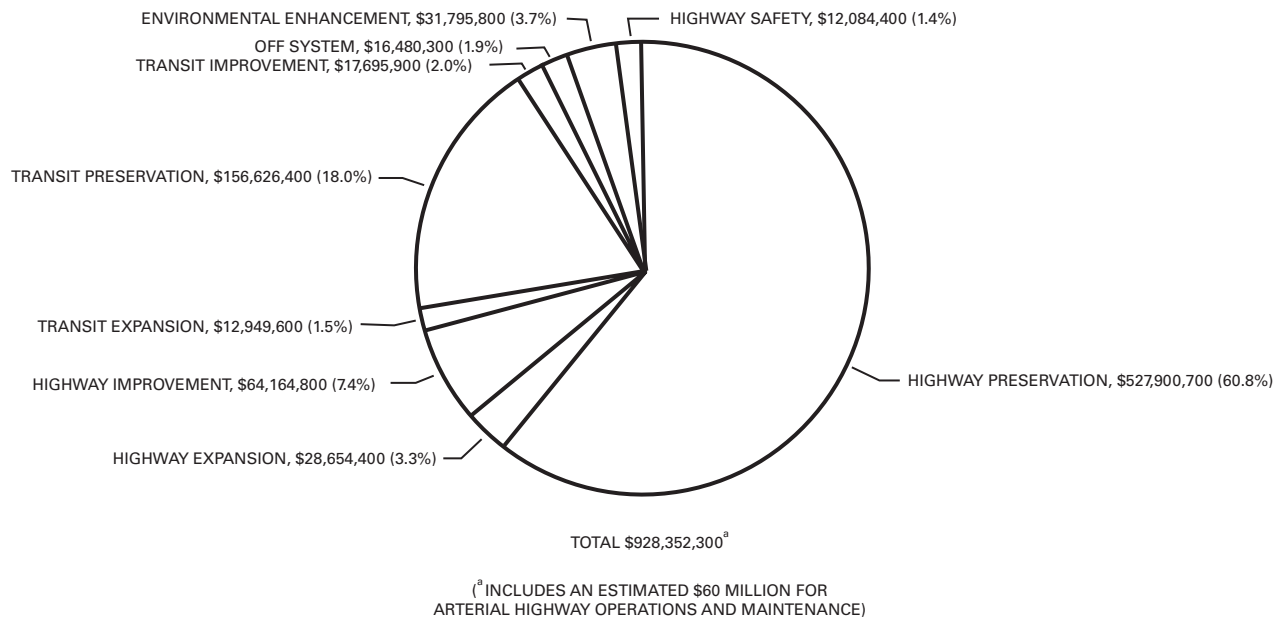
The transportation improvement program has been developed to be fiscally constrained, pursuant to U. S. Department of Transportation metropolitan planning regulations (23CFR Part 450). The funding attendant to implementing the transportation improvement program has been determined to be consistent with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



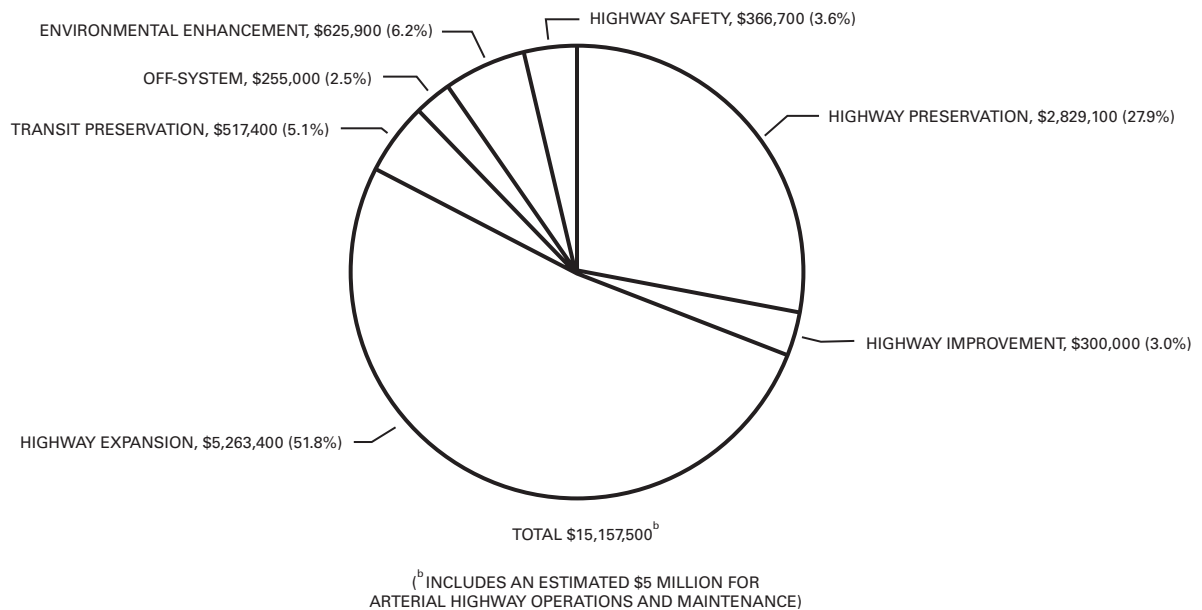
**Figure 1**

**DISTRIBUTION OF EXPENDITURES IN 2005 OF THE 2005 - 2007  
TRANSPORTATION IMPROVEMENT PROGRAM BY CATEGORY**

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



**WALWORTH**



## **ASSESSMENT OF CONFORMITY OF THE REGIONAL TRANSPORTATION PLAN AND THE 2005 THROUGH 2007 TRANSPORTATION IMPROVEMENT PROGRAM**

This section of the report demonstrates the conformity of the regional transportation system plan with design year extended to year 2025 and the year 2005 through 2007 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 nonattainment area (one hour severe and eight hour moderate), including Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties, and for the ozone maintenance area (one hour) 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) and July 1, 2004, *Federal Register* (40 CFR Part 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 for the one hour ozone standard 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 2007-2025.

The determination of conformity of the transportation system plan and transportation improvement program requires specific travel and emission forecasts for the years 2005, 2007, 2010, 2020, and 2025. The population, household, and employment data at regional and subregional levels for the years 2005, 2007, and 2010 have been projected by interpolation between existing regional and subregional estimates and the year 2020 and 2025 regional forecasts and subregional planned forecast allocations based upon the regional land use plan. The regional level year 2020 and 2025 forecasts for population, households, and employment are set forth in Table 7, along with the interpolated 2005, 2007, and 2010 population, household, and employment levels. The 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. 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*, and were again reviewed and reaffirmed in December 2002—along with the extension of plan forecasts to the year 2025—in the SEWRPC staff Memorandum entitled, *Review and Reaffirmation of the Year 2020 Regional Land Use and Transportation System Plans and Extension of Plan Design Year To 2025*.

As part of the regional transportation plan preparation, the implications of a range of different future development scenarios for Southeastern Wisconsin have been explored, including such scenarios with respect to vehicle-miles of travel. The different scenarios included intermediate- and high-growth scenarios for the Region as a whole, centralized and decentralized land use patterns, and alternative regional transportation systems ranging from a "no-build" option, to an alternative which would substantially increase the price of automobile transportation, to the recommended system plan. The results of analyses of these scenarios indicated that the future annual growth in vehicle-miles of travel within the Region may be expected to range from about 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.

**Table 7**

**FORECAST POPULATION, HOUSEHOLD, AND EMPLOYMENT LEVELS  
FOR SOUTHEASTERN WISCONSIN: 2005, 2007, 2010, 2020 AND 2025**

Southeastern Wisconsin					
Characteristics	Forecast Year				
	2005	2007	2010	2020	2025
Population .....	1,995,600	2,009,600	2,030,600	2,077,900	2,105,000
Households .....	767,900	776,600	789,700	827,100	851,000
Employment.....	1,199,500	1,213,200	1,233,700	1,277,100	1,320,000

Six county Area: Kenosha, Milwaukee, Ozaukee, Racine, Washington and Waukesha County					
Characteristics	Forecast Year				
	2005	2007	2010	2020	2025
Population .....	1,906,600	1,919,600	1,939,100	1,982,900	2,005,000
Households .....	734,200	742,400	754,800	790,200	811,000
Employment.....	1,143,400	1,156,300	1,175,700	1,217,100	1,259,000

Walworth County					
Characteristics	Forecast Year				
	2005	2007	2010	2020	2025
Population .....	89,000	90,000	91,500	95,000	100,000
Households .....	33,700	34,200	34,900	36,900	40,000
Employment.....	56,100	56,900	58,000	60,000	61,000

Source: SEWRPC

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. The models have recently been validated for the year 1995 using the 1995 transportation network and data on population, household, and employment estimates.

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 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 3 percent between 1999 and 2001, for a total increase of about 20 percent from 1995 to 2001. It is estimated that transit vehicle-miles of service declined by about 5 percent in 2002 and declined by another 4 percent in 2003. Thus, since 1995 transit vehicle-miles of service have increased by an estimated 11 percent to the year 2003. Also, transit annual operating assistance has increased by about 51 percent from the year 1995 to 2002. Total State transit operating assistance to the Region has increased by about 42 percent from 1995 to 2002, Federal transit operating assistance by 194 percent, and local operating assistance by 24 percent. Transit ridership is about four percent less in 2002 compared to 1995. 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 to 1997, 13 percent from 1997 to 2003, or in total, about 18 percent from 1995 to 2003. 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 2003, a 20 percent increase from 1995 to 2003. The average fare per revenue passenger which accounts for changes in the adult base fare and the price of passes and tickets increased from \$0.82 in 1995

to \$0.95 in 2003, a 16 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 projected 2003 levels beginning in 2005 by approximately 72 percent over the time period from 2005 to 2025, or by about 2.8 percent annually beginning in 2005, and transit fare increases on average over the 20-year period would be held to increases consistent with general price inflation.

The State Implementation Plan for the one hour ozone standard assumes 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.<sup>3</sup> 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 for the one hour standard 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 2025 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 2025. The vehicle-miles of travel forecasts in the State implementation plan, and the regional transportation plan are consistent, with the State Implementation Plan forecast being equal to, or greater than, the regional plan forecasts. The higher rate of growth assumed in the State Implementation Plan provides latitude for potential vehicle-miles of travel increases in a year or short-term period of years which may exceed long-term average increases, for example, during short-term periods of rapid economic growth and gasoline price decline. Both the State Implementation Plan and regional transportation plan expect more substantial increases in vehicle-miles of travel between 1990 and 2000, (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.

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<sup>3</sup> *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.*

The Wisconsin Department of Transportation has prepared an estimate of the actual growth in vehicle-miles of travel for the years 1990 to 2003 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 1.4 percent annually from 1990 to 2003, or slightly less than incorporated in the State Implementation Plan.<sup>4</sup>

### ***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 MOBILE6 air pollutant emissions estimation model. The assumptions in the emissions estimation model for the years 2005, 2007, 2010, 2020 and 2025 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 the State of Wisconsin Department of Natural Resources in its January 2003 submittal of six county southeastern Wisconsin severe ozone non-attainment area transportation conformity budgets for volatile organic compounds and nitrogen oxides. 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 transportation system plan has involved

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<sup>4</sup> 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), 1.55 percent annual growth from 1990 to 2002; Milwaukee County (46 percent of Region VMT in 1990) 0.71 percent annual growth from 1990 to 2002; Ozaukee County (5 percent of Region VMT in 1990) 0.97 percent annual growth in VMT from 1992 to 2001; Racine County (10 percent of Region VMT in 1990) 0.97 percent annual growth in VMT from 1990 to 2002; Walworth County (6 percent of Region VMT in 1990) 1.46 percent annual growth in VMT from 1990 to 2002; Washington County (6 percent of Region VMT in 1990) 2.81 percent annual growth in VMT from 1992 to 2001, and; Waukesha County (19 percent of Region VMT in 1990) 2.13 percent annual growth in VMT from 1991 to 2003. (See Appendix C.)

The Regional Planning Commission also prepared an estimate of the growth in vehicle-miles of travel within the Southeastern Wisconsin Region. The Commission used annual traffic counts available on the Region's freeway system, traffic counts on the surface arterial system which are available every three years, and special surface arterial counts conducted every year to factor the counts which are only available every three years. The Commission's estimate of the growth in vehicle-miles of travel from 1991 to 2001 was 2.0 percent annually, or about the same as the Wisconsin Department of Transportation estimate from 1990 to 2000 of 1.8 percent annually.

**Table 8**

**ASSUMPTIONS ASSOCIATED WITH MOBILE6 EMISSIONS  
ESTIMATING MODEL: 2005, 2007, 2010, 2020, AND 2025**

Six-County Area <sup>ab</sup>					
Category	2005	2007	2010	2020	2025
Fuel Inputs					
Reformulated Gasoline .....	Phase 2-North	Phase 2-North	Phase 2-North	Phase 2-North	Phase 2-North
Low Sulfur Gasoline .....	Yes	Yes	Yes	Yes	Yes
Fuel Volatility Level (Reid Vapor Pressure) .....	7.1	7.1	7.1	7.1	7.1
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
Absolute Humidity (Grains/lb. Dry Air) .....	65	65	65	65	65
Vehicle-Miles of Travel in Start Mode .....	Default	Default	Default	Default	Default
Vehicle-Miles of Travel in Running Mode.....	Default	Default	Default	Default	Default
Inspection/Maintenance Inputs					
Start Year (January 1)—Tailpipe/Evaporative .....	1984/1996	1984/1996	1984/1996	1984/1996	1984/1996
Start Year (January 1)—On-Board Diagnostic.....	2001	2001	2001	2001	2001
Pre-1981 Stringency .....	30 percent	30 percent	30 percent	30 percent	30 percent
Model Years Tested.....	1968+	1968+	1968+	1968+	1968+
Tailpipe Waiver Rate (pre-1981).....	5 percent	5 percent	5 percent	5 percent	5 percent
Tailpipe Waiver Rate (1981+).....	5 percent	5 percent	5 percent	5 percent	5 percent
Evaporative Waiver Rate (pre-1981) .....	0 percent	0 percent	0 percent	0 percent	0 percent
Evaporative Waiver Rate (1981+).....	0 percent	0 percent	0 percent	0 percent	0 percent
On-Board Diagnostic Waiver Rate (pre-1981).....	N/A	N/A	N/A	N/A	N/A
On-Board Diagnostic Waiver Rate (1981+) .....	1 percent	2 percent	2 percent	2 percent	2 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	LDGV	LDGV	LDGV	LDGV
	LDGT1	LDGT1	LDGT1	LDGT1	LDGT1
	LDGT2	LDGT2	LDGT2	LDGT2	LDGT2
	HDGV2B	HDGV2B	HDGV2B	HDGV2B	HDGV2B
IM240 Test					
LDGV/LDGT1/LDGT2 .....	1968-1995	1968-1995	1968-1995	1968-1995	1968-1995
HDGV2.....	1968+	1968+	1968+	1968+	1968+
Gas Cap Test					
LDGV/LDGT1/LDGT2 .....	1971+	1971+	1971+	1971+	1971+
HDGV2.....	1971+	1971+	1971+	1971+	1971+
On-Board Diagnostic Check					
LDGV/LDGT1/LDGT2 .....	1996+	1996+	1996+	1996+	1996+
HDGV2.....	N/A	N/A	N/A	N/A	N/A
Annual Mileage Accumulation Rates .....	Default	Default	Default	Default	Default
Vehicle Mix for Vehicle-Miles of Travel .....	WisDNR	WisDNR	WisDNR	WisDNR	WisDNR
Vehicle Age Distribution.....	WisDNR	WisDNR	WisDNR	WisDNR	WisDNR



Table 8 (continued)

Walworth County <sup>c</sup>					
Category	2005	2007	2010	2020	2025
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
Fuel Inputs (continued)					
Ether Blends					
Market Share .....	0%	0%	0%	0%	0%
Oxygen Content .....	0%	0%	0%	0%	0%
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
Absolute Humidity (Grains/lb. Dry Air) .....	65	65	65	65	65
Vehicle-Miles of Travel in Start Mode .....	Default	Default	Default	Default	Default
Vehicle-Miles of Travel in Running Mode .....	Default	Default	Default	Default	Default
Annual Mileage Accumulation Rates .....	Default	Default	Default	Default	Default
Vehicle Mix for Vehicle-Miles of Travel	WisDNR	WisDNR	WisDNR	WisDNR	WisDNR
Vehicle Age Distribution .....	WisDNR	WisDNR	WisDNR	WisDNR	WisDNR

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

Six County Area

Speed Range (miles per hour)	2005		2007		2010		2020		2025	
	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx
Standard Arterials										
0 to 10	2.172	2.195	1.746	1.767	1.202	1.292	0.641	0.411	0.608	0.341
10 to 15	1.077	1.629	0.873	1.314	0.619	0.959	0.322	0.298	0.301	0.243
15 to 20	0.899	1.445	0.731	1.167	0.521	0.851	0.266	0.261	0.247	0.212
20 to 25	0.798	1.337	0.651	1.080	0.464	0.787	0.234	0.240	0.216	0.194
25 to 30	0.738	1.269	0.603	1.025	0.431	0.747	0.215	0.227	0.198	0.183
30 to 35	0.698	1.233	0.571	0.997	0.409	0.726	0.202	0.219	0.185	0.176
35 to 40	0.670	1.233	0.548	0.997	0.393	0.727	0.193	0.219	0.177	0.176
40 to 45	0.651	1.263	0.532	1.021	0.383	0.744	0.187	0.224	0.171	0.180
45 to 50	0.635	1.308	0.518	1.058	0.374	0.772	0.182	0.232	0.166	0.185
50 to 55	0.620	1.370	0.506	1.110	0.366	0.809	0.179	0.243	0.163	0.193
55 to 60	0.609	1.455	0.496	1.181	0.361	0.861	0.177	0.257	0.161	0.202
Over 60	0.598	1.636	0.486	1.333	0.355	0.972	0.176	0.286	0.159	0.221
Freeways										
0 to 10	2.190	2.840	1.763	2.313	1.220	1.675	0.653	0.500	0.618	0.384
10 to 15	1.045	1.977	0.852	1.617	0.604	1.163	0.318	0.330	0.295	0.241
15 to 20	0.873	1.795	0.714	1.466	0.509	1.052	0.263	0.296	0.242	0.215
20 to 25	0.789	1.735	0.646	1.413	0.462	1.014	0.235	0.286	0.216	0.210
25 to 30	0.736	1.699	0.603	1.382	0.433	0.992	0.218	0.281	0.200	0.206
30 to 35	0.697	1.684	0.571	1.369	0.411	0.982	0.205	0.278	0.187	0.204
35 to 40	0.667	1.697	0.547	1.379	0.394	0.990	0.196	0.280	0.178	0.205
40 to 45	0.646	1.742	0.529	1.417	0.383	1.017	0.189	0.288	0.172	0.211
45 to 50	0.629	1.816	0.514	1.479	0.373	1.063	0.184	0.300	0.167	0.219
50 to 55	0.614	1.923	0.501	1.570	0.365	1.129	0.180	0.318	0.163	0.230
55 to 60	0.602	2.074	0.492	1.698	0.359	1.223	0.178	0.343	0.161	0.246
Over 60	0.591	2.405	0.482	1.981	0.354	1.429	0.176	0.397	0.159	0.279
Freeway Ramps	0.772	1.686	0.618	1.370	0.441	0.987	0.212	0.289	0.194	0.222
Non-Arterials										
Urban	1.037	1.297	0.843	1.062	0.598	0.786	0.311	0.243	0.290	0.194
Rural	0.660	1.243	0.540	1.005	0.388	0.732	0.190	0.220	0.174	0.177

Table 8 (continued)  
Mobile Source Emission Rates (grams per vehicle mile of travel)

Walworth County										
Speed Range (miles per hour)	2005		2007		2010		2020		2025	
	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx
Standard Arterials										
0 to 10	3.529	2.375	2.852	1.946	2.007	1.462	1.193	0.594	1.151	0.523
10 to 15	1.648	1.776	1.351	1.458	0.983	1.095	0.577	0.437	0.549	0.381
15 to 20	1.319	1.583	1.087	1.300	0.793	0.976	0.453	0.387	0.429	0.337
20 to 25	1.139	1.469	0.944	1.207	0.690	0.906	0.387	0.358	0.364	0.312
25 to 30	1.046	1.397	0.868	1.149	0.637	0.862	0.355	0.340	0.333	0.295
30 to 35	0.980	1.359	0.815	1.118	0.600	0.839	0.332	0.329	0.311	0.286
35 to 40	0.932	1.360	0.777	1.118	0.573	0.839	0.316	0.329	0.295	0.285
40 to 45	0.897	1.389	0.748	1.142	0.554	0.857	0.304	0.335	0.283	0.290
45 to 50	0.866	1.435	0.723	1.180	0.537	0.885	0.294	0.344	0.273	0.296
50 to 55	0.839	1.498	0.701	1.232	0.522	0.923	0.286	0.356	0.266	0.305
55 to 60	0.816	1.584	0.682	1.304	0.511	0.976	0.280	0.371	0.260	0.316
Over 60	0.791	1.766	0.661	1.458	0.497	1.089	0.274	0.403	0.254	0.337
Freeways										
0 to 10	3.504	3.012	2.834	2.483	2.000	1.836	1.183	0.672	1.138	0.556
10 to 15	1.581	2.103	1.298	1.738	0.942	1.276	0.550	0.442	0.521	0.353
15 to 20	1.267	1.914	1.047	1.580	0.762	1.159	0.433	0.400	0.408	0.318
20 to 25	1.115	1.854	0.925	1.528	0.676	1.121	0.378	0.390	0.354	0.313
25 to 30	1.033	1.819	0.859	1.497	0.631	1.098	0.351	0.385	0.328	0.309
30 to 35	0.969	1.804	0.807	1.484	0.595	1.089	0.329	0.382	0.307	0.307
35 to 40	0.920	1.817	0.767	1.494	0.568	1.096	0.313	0.384	0.291	0.308
40 to 45	0.883	1.862	0.737	1.532	0.547	1.124	0.300	0.392	0.279	0.315
45 to 50	0.852	1.937	0.712	1.595	0.530	1.170	0.290	0.406	0.269	0.324
50 to 55	0.824	2.044	0.689	1.686	0.515	1.237	0.282	0.425	0.261	0.337
55 to 60	0.802	2.196	0.671	1.816	0.503	1.332	0.276	0.451	0.255	0.353
Over 60	0.778	2.529	0.651	2.100	0.490	1.539	0.270	0.507	0.250	0.388
Freeway Ramps	1.055	1.819	0.863	1.498	0.632	1.106	0.342	0.409	0.320	0.342
Non-Arterials										
Urban	1.576	1.420	1.294	1.181	0.941	0.897	0.556	0.353	0.529	0.303
Rural	0.914	1.369	0.762	1.126	0.563	0.845	0.310	0.331	0.289	0.287

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; HDGV2B = Heavy Duty Gasoline Vehicle 2B (Gross Vehicle Weight Rating of 8,500-10,000 pounds); 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.

<sup>a</sup>Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties.

<sup>b</sup>No anti-tampering program was assumed for the six-county area.

<sup>c</sup>No inspection/maintenance programs and no anti-tampering program was assumed for Walworth County.

Source: Wisconsin Department of Natural Resources and SEWRPC.

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 have all been extensively involved in the development of the regional plans, 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 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 includes public informational meetings and hearings, transmittal of a series of newsletters to 2,500 individuals, and a day-long conference on the regional plan attended by over 400 individuals. 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. The public consultation on the reaffirmation of the 2020 plan and its design year extension to 2025 is documented in *Record of Public Comments: Review and Reaffirmation of Year 2020 Regional Land Use and Transportation Plans and Extension of Plan Design Year to 2025*. The public consultation on the regional freeway reconstruction plan is documented in *Record of Public Comments: Regional Freeways System Reconstruction Study for Southeastern Wisconsin—Volumes 1, 2, and 3*.

State and county and municipal governments have also been directly involved in the preparation of the 2005-2007 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 2005-2007 transportation

improvement program and the regional transportation 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 2005-2007 transportation improvement program and its conformity determination, and, as well, the regional transportation plan were reviewed and approved by the Commission's Advisory Committees on Transportation System Planning and Programming within Southeastern Wisconsin which includes representation of local units of government within Southeastern Wisconsin, 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 regional transportation system plan and transportation improvement program would in no way interfere with the implementation of the Partners program and would assist in its implementation. The transportation system plan recommends a number of measures which should serve to 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 2005-2007 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 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).<sup>5</sup> Specifically, the travel simulation modeling analysis for this conformity determination incorporates in the analysis all planned highway capacity

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<sup>5</sup>A U. S. Department of Transportation, Federal Highway Administration report issued May 21, 1997, on the 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.

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.<sup>6</sup>

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 models have recently been validated for the year 1995. The Commission will complete the conduct of new travel surveys in 2002, and will review, refine, and recalibrate its travel simulation models in 2005 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

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<sup>6</sup> 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.

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 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**

The test of transportation plan and program conformity 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 the one hour standard 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 2005 and 2007, and the Wisconsin Department of Natural Resources transportation conformity budget submittal for MOBILE6 in January 2003 which reconfirmed the 2007 budgets. These budgets also apply in the interim as the transportation plan and program test of conformity under the eight hour standard, until budgets under the eight hour standard are established.



With respect to Walworth County, the State Implementation Plan for the one hour standard 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 transportation system emissions attendant to the regional transportation system plan through the year 2025 and 2005-2007 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 2025 population, households, and employment forecasts and regional land use plan. Table 9 presents the forecast vehicle-miles of travel attendant to the forecast years of 2005, 2007, 2010, 2020, and 2025. The transportation plan projects incorporated in each forecast year were listed in Tables 2 (transit) and 5 (arterial street and highway).

The year 2005-2007 transportation improvement program is consistent with the year 2025 regional transportation system plan and the plan's implementation schedule. All year 2005-2007 transportation improvement program projects, that is, projects with air quality impacts, are included in the plan. Also, the year 2005-2007 amended transportation improvement program includes all projects essential to implement the plan on schedule. The satisfaction of these two tests are demonstrated in Tables 5 and 10.

Table 5 lists all projects with air quality impact proposed in the regional transportation plan, along with the plan-recommended implementation schedule, and identifies the plan projects which are included in the year 2005-2007 transportation improvement programs.

Table 10 lists all projects with air quality impact, so-called "nonexempt" projects in the year 2005-2007 amended transportation improvement program and confirms that they are included in the regional transportation system plan and confirms that their schedule in the improvement program is consistent with their schedule for project completion proposed in the transportation plan.<sup>7</sup>

Table 11 presents for the years 2005, 2007, 2010, 2020, and 2025 forecast volatile organic compound emissions from the transportation system within the six county ozone nonattainment area (one hour severe and eight hour moderate) under the regional transportation plan and year 2005-2007 transportation improvement program, and compares those forecast emissions to the year 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 for both one hour and eight hour ozone standards by the regional transportation plan and 2005-2007 transportation improvement program. Table 11

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<sup>7</sup>All 2005-2007 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 2005, 2007, 2010, 2020 and 2025<sup>a,b</sup>**

Facility Type	Speed Range	2005	2007	2010	2020	2025
Standard Arterials Six County Area	0 to 10	26,376	25,707	24,787	28,761	34,544
	10 to 15	359,245	364,241	353,426	378,641	366,432
	15 to 20	1,572,660	1,606,432	1,625,743	1,636,542	1,645,851
	20 to 25	3,443,839	3,515,962	3,596,393	3,607,761	3,608,996
	25 to 30	3,941,811	4,016,893	4,119,660	4,240,438	4,317,478
	30 to 35	2,805,838	2,861,955	2,944,151	3,063,871	3,195,446
	35 to 40	6,097,575	6,211,295	6,463,866	6,851,363	7,099,953
	40 to 45	2,519,184	2,582,636	2,711,224	2,827,381	2,947,137
	45 to 50	3,353,373	3,417,250	3,499,180	3,779,716	3,884,192
	50 to 55	309,622	321,064	332,536	404,169	429,928
	55 to 60	159,512	161,368	171,071	199,208	229,818
	60+	0	0	0	0	0
	Subtotal	24,589,035	25,084,803	25,842,037	27,017,851	27,759,775
Freeways Six County Area	0 to 10	217,292	223,056	217,396	240,812	248,948
	10 to 15	111,019	125,458	108,111	121,380	120,822
	15 to 20	84,102	86,355	63,194	75,154	29,998
	20 to 25	214,294	206,481	136,910	157,025	76,574
	25 to 30	225,396	251,253	300,901	228,158	235,579
	30 to 35	218,927	232,069	310,986	186,203	276,281
	35 to 40	306,999	336,872	309,875	317,262	369,961
	40 to 45	433,858	393,609	349,892	491,425	527,791
	45 to 50	1,057,308	1,058,724	1,063,740	1,213,873	1,319,128
	50 to 55	1,281,147	1,304,968	1,340,518	1,511,067	1,600,488
	55 to 60	2,652,441	2,709,686	2,662,042	3,059,470	3,144,015
	60+	9,506,209	9,745,606	9,866,164	11,329,767	11,880,221
	Subtotal	16,308,992	16,674,137	16,729,729	18,931,597	19,829,806
Six County Area Total	--	40,898,027	41,758,940	42,571,766	45,949,448	47,589,581
Standard Arterials Walworth County	0 to 10	2,089	2,118	2,198	1,409	1,838
	10 to 15	5,457	6,457	5,627	4,981	6,475
	15 to 20	31,467	26,272	26,356	33,511	39,805
	20 to 25	61,018	59,252	59,675	60,989	62,389
	25 to 30	99,607	100,644	101,639	96,922	101,155
	30 to 35	147,512	147,163	160,777	162,159	175,070
	35 to 40	396,067	390,599	414,972	411,621	430,986
	40 to 45	420,990	437,623	458,850	465,369	475,700
	45 to 50	702,694	741,439	759,925	703,761	719,418
	50 to 55	21,788	22,094	22,381	23,642	24,262
	55 to 60	7,854	7,975	7,633	11,446	10,963
	60+	0	0	0	0	0
	Subtotal	1,896,543	1,941,636	2,020,033	1,975,809	2,048,061
Freeways Walworth County	0 to 10	0	0	0	0	0
	10 to 15	0	0	0	0	0
	15 to 20	0	0	0	0	0
	20 to 25	357	365	352	350	0
	25 to 30	14,162	14,405	14,938	19,470	20,950
	30 to 35	0	0	0	84	0
	35 to 40	22,033	22,409	22,922	29,411	31,592
	40 to 45	0	0	0	0	0
	45 to 50	0	0	0	0	0
	50 to 55	0	0	0	44,687	53,734
	55 to 60	0	0	0	316	2,233
	60+	1,005,388	1,021,954	1,040,001	1,369,021	1,409,340
	Subtotal	1,041,940	1,059,133	1,078,213	1,463,339	1,517,849
Walworth Co Total	--	2,938,483	3,000,769	3,098,246	3,439,148	3,565,910
Region Total	--	43,836,510	44,759,709	45,670,012	49,388,596	51,155,491

<sup>a</sup> 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.

<sup>b</sup> 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**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	60	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF IH-94 FROM THE ILLINOIS STATE LINE TO THE MITCHELL INTERCHANGE IN MILWAUKEE COUNTY (32.50 MILES)	HI	PE	1,000.0	1,000.0	0.0	2,000.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	200.0	0.0	400.0		
				CONST	0.0	0.0	0.0	0.0	FED	800.0	800.0	0.0	1,600.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,000.0	1,000.0	0.0	2,000.0	TOTAL	1,000.0	1,000.0	0.0	2,000.0		
	61 <sup>a</sup>	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF S 108TH ST (USH 45/STH 100) FROM 550 FT N OF EDGERTON AVE TO W COLLEGE AVE IN THE VILLAGE OF HALES CORNERS (1.65 MILES)	HI	PE	0.0	0.0	500.0	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	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		
	62 (55)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 100 FROM HOWELL AVE (STH 38) TO STH 32 IN THE CITY OF OAK CREEK (2.75 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,521.5	0.0	0.0	1,521.5		
				CONST	7,607.4	0.0	0.0	7,607.4	FED	6,085.9	0.0	0.0	6,085.9		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	7,607.4	0.0	0.0	7,607.4	TOTAL	7,607.4	0.0	0.0	7,607.4		
	63 (56)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF RYAN RD (STH 100) FROM STH 36 TO USH 41 IN THE CITY OF FRANKLIN (5.00 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	2,300.4	0.0	2,300.4		
				CONST	0.0	11,501.8	0.0	11,501.8	FED	0.0	9,201.4	0.0	9,201.4		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	11,501.8	0.0	11,501.8	TOTAL	0.0	11,501.8	0.0	11,501.8		
	64 (57)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF LAYTON AVE FROM THE WEST COUNTY LINE TO STH 100 IN THE CITY OF GREENFIELD (1.00 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	799.5	0.0	0.0	799.5		
				CONST	3,997.5	0.0	0.0	3,997.5	FED	3,198.0	0.0	0.0	3,198.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	3,997.5	0.0	0.0	3,997.5	TOTAL	3,997.5	0.0	0.0	3,997.5		
	65 (58)	CONSTRUCTION OF THE PENNSYLVANIA AVE CONNECTOR TO THE LAKE PKWY (STH 794) IN THE CITY OF CUDAHY (0.50 MILES)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	7,310.1	0.0	0.0	7,310.1		
				CONST	7,310.1	0.0	0.0	7,310.1	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	7,310.1	0.0	0.0	7,310.1	TOTAL	7,310.1	0.0	0.0	7,310.1		
MILWAUKEE COUNTY	131 (136)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF S 76TH ST (CTH U) FROM PUETZ RD TO IMPERIAL DR IN THE CITY OF FRANKLIN (1.55 MILES)	HI	PE	500.0	0.0	0.0	500.0	LOCAL	100.0	150.0	1,230.0	1,480.0	A	NON-EXEMPT
				ROW	0.0	750.0	0.0	750.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	6,150.0	6,150.0	FED	400.0	600.0	4,920.0	5,920.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	500.0	750.0	6,150.0	7,400.0	TOTAL	500.0	750.0	6,150.0	7,400.0		
	132 (138)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF E COLLEGE AVE FROM S HOWELL AVE TO S PENNSYLVANIA AVE INCL THE BRIDGE OVER THE UP RR IN MILWAUKEE COUNTY (1.30 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	1,220.0	0.0	1,220.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	6,100.0	0.0	6,100.0	FED	0.0	4,880.0	0.0	4,880.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	6,100.0	0.0	6,100.0	TOTAL	0.0	6,100.0	0.0	6,100.0		
	133 <sup>d</sup> (139)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF COLLEGE AVE (CTH ZZ) FROM S 13TH ST TO W LOOMIS RD IN MILWAUKEE COUNTY (3.25 MILES)	HI	PE	0.0	1,300.0	0.0	1,300.0	LOCAL	0.0	260.0	160.0	420.0	A	NON-EXEMPT
				ROW	0.0	0.0	800.0	800.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	1,040.0	640.0	1,680.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	1,300.0	800.0	2,100.0	TOTAL	0.0	1,300.0	800.0	2,100.0		
MILWAUKEE (CITY)	252 (250)	RECONSTRUCTION WITH ADDITIONAL LANES OF N 91ST ST (SWAN RD) FROM W BROWN DEER RD TO W COUNTY LINE RD IN THE CITY OF MILWAUKEE (1.00 MILES)	HI	PE	0.0	0.0	170.0	170.0	LOCAL	0.0	0.0	34.0	34.0	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	136.0	136.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	170.0	170.0	TOTAL	0.0	0.0	170.0	170.0		

Source: SEWRPC.

**Table 10**  
**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE (CITY)	<b>253</b> (266)	RECONSTRUCTION AND EXPANSION OF W CANAL ST FROM MILLER PARK TO N 6TH ST IN THE CITY OF MILWAUKEE (2.77 MILES)	HE	<i>PE</i>	0.0	0.0	0.0	0.0	<i>LOCAL</i>	8,900.0	14,700.0	0.0	23,600.0	A	NON-EXEMPT
				<i>ROW</i>	1,900.0	0.0	0.0	1,900.0	<i>STATE</i>	2,500.0	5,000.0	0.0	7,500.0		
				<i>CONST</i>	13,400.0	20,800.0	0.0	34,200.0	<i>FED</i>	3,900.0	1,100.0	0.0	5,000.0		
				<i>OTHER</i>	0.0	0.0	0.0	0.0	<i>COMB</i>						
				<i>TOTAL</i>	15,300.0	20,800.0	0.0	36,100.0	<i>TOTAL</i>	15,300.0	20,800.0	0.0	36,100.0		
WAUWATOSA (CITY)	<b>305</b> (327)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF N 124TH ST FROM HAMPTON AVE TO RUBY AVE IN THE CITY OF WAUWATOSA (0.45 MILE)	HI	<i>PE</i>	0.0	0.0	0.0	0.0	<i>LOCAL</i>	345.3	0.0	0.0	345.3	A	NON-EXEMPT
				<i>ROW</i>	0.0	0.0	0.0	0.0	<i>STATE</i>	0.0	0.0	0.0	0.0		
				<i>CONST</i>	1,644.9	0.0	0.0	1,644.9	<i>FED</i>	1,381.2	0.0	0.0	1,381.2		
				<i>OTHER</i>	81.6	0.0	0.0	81.6	<i>STP-M</i>						
				<i>TOTAL</i>	1,726.5	0.0	0.0	1,726.5	<i>TOTAL</i>	1,726.5	0.0	0.0	1,726.5		

**Table 10**  
**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	318 (342)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 33 FROM S MILL ST (CTH O) TO RIVERSIDE DR (CTH W) IN THE VILLAGE OF SAUKVILLE (0.26 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	171.1	0.0	0.0	171.1	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	671.8	0.0	0.0	671.8		
				CONST	3,530.0	0.0	0.0	3,530.0	FED	2,687.1	0.0	0.0	2,687.1		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	3,530.0	0.0	0.0	3,530.0	TOTAL	3,530.0	0.0	0.0	3,530.0		
	319 (344)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 33 FROM MARKET ST IN THE VILLAGE OF SAUKVILLE TO TOWER DR IN THE CITY OF PORT WASHINGTON (1.50 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	541.1	0.0	541.1	STATE	0.0	541.1	0.0	541.1		
				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	541.1	0.0	541.1	TOTAL	0.0	541.1	0.0	541.1		
OZAUKEE COUNTY	322 (349)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF PORT WASHINGTON RD (CTH W) FROM MEQUON RD (STH 167) TO GLEN OAKS LN IN THE CITY OF MEQUON (1.00 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	168.5	908.2	0.0	1,076.7	A	NON-EXEMPT
				ROW	842.6	0.0	0.0	842.6	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	4,541.1	0.0	4,541.1	FED	674.1	3,632.9	0.0	4,307.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	842.6	4,541.1	0.0	5,383.7	TOTAL	842.6	4,541.1	0.0	5,383.7		

**Table 10**  
**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	355 (387)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 33 FROM USH 41 TO THE EAST BRANCH OF THE ROCK RIVER IN THE VILLAGE OF ALLENTON (0.60 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	377.3	0.0	0.0	377.3		
				CONST	1,886.6	0.0	0.0	1,886.6	FED	1,509.3	0.0	0.0	1,509.3		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,886.6	0.0	0.0	1,886.6	TOTAL	1,886.6	0.0	0.0	1,886.6		
	356 (388)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 33 ON NEW ALIGNMENT FROM TRENTON RD TO OAK RD IN THE TOWN OF TRENTON (1.30 MILES)	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	NHS						
				TOTAL	0.0	500.0	0.0	500.0	TOTAL	0.0	500.0	0.0	500.0		
	357 (389)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 60 FROM USH 41 TO USH 45 IN WASHINGTON COUNTY (3.30 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	990.1	0.0	990.1	STATE	0.0	990.1	0.0	990.1		
				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	990.1	0.0	990.1	TOTAL	0.0	990.1	0.0	990.1		
WASHINGTON COUNTY	364 (398)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF COUNTY LINE ROAD (CTH Q) FROM USH 41/45 TO PILGRIM RD IN WASHINGTON COUNTY (0.80 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	124.4	0.0	0.0	124.4	A	NON-EXEMPT
				ROW	622.2	0.0	0.0	622.2	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	497.8	0.0	0.0	497.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	622.2	0.0	0.0	622.2	TOTAL	622.2	0.0	0.0	622.2		
	365 (399)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF LANNON RD (CTH Y) FROM CTH Q TO STH 175 IN WASHINGTON COUNTY (1.00 MILES)	HI	PE	50.0	0.0	0.0	50.0	LOCAL	50.0	0.0	0.0	50.0	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	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		

**Table 10**  
**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA – WAUKESHA COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	405 (445)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 59 FROM STH 164 TO CALHOUN RD IN WAUKESHA COUNTY (4.25 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	1,266.7	1,397.5	0.0	2,664.2	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	2,107.0	992.3	0.0	3,099.3		
				CONST	13,494.9	9,559.2	0.0	23,054.1	FED	10,121.2	7,169.4	0.0	17,290.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	13,494.9	9,559.2	0.0	23,054.1	TOTAL	13,494.9	9,559.2	0.0	23,054.1		
	406 (446)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 83 FROM USH 18 TO IH-94 IN WAUKESHA COUNTY (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	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	STP-O						
				TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	407 (447)	RECONSTRUCTION OF THE STH 83 AND STH 16 INTERCHANGE TO ACCOMMODATE THE WIDENING OF STH 83 IN WAUKESHA COUNTY	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	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	STP-O						
				TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	408 (442)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 83 FROM STH 16 TO MARINER DR IN THE CITY OF DELAFIELD (3.82 MILES)	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	3,952.2	0.0	3,952.2	STATE	220.0	3,952.2	0.0	4,172.2		
				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	3,952.2	0.0	5,052.2	TOTAL	1,100.0	3,952.2	0.0	5,052.2		
	409 (448)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 164 FROM STH 190 TO HOWARD LN IN WAUKESHA COUNTY (4.90 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	21.0	0.0	0.0	21.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	12,061.2	1,284.8	0.0	13,346.0		
				CONST	12,082.2	6,424.2	0.0	18,506.4	FED	0.0	5,139.4	0.0	5,139.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	12,082.2	6,424.2	0.0	18,506.4	TOTAL	12,082.2	6,424.2	0.0	18,506.4		
	410	RECONSTRUCTION OF THE IH-94 INTERCHANGE AT CTH P TO INCLUDE EASTBOUND OFF-RAMP AND WB ON-RAMP IN WAUKESHA COUNTY	HE	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	500.0	500.0	STATE	20.0	0.0	500.0	520.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	100.0	0.0	500.0	600.0	TOTAL	100.0	0.0	500.0	600.0		
	411 (449)	CONSTRUCTION OF THE CITY OF OCONOMOWOC NORTH BYPASS INCLUDING THE REMAINING STH 16/67 LEG AND STH 16 TO JEFFERSON COUNTY IN THE TOWN OF OCONOMOWOC (7.40 MILES)	HE	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	4,644.3	7,532.3	0.0	12,176.6		
				CONST	4,144.3	7,532.3	0.0	11,676.6	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	4,644.3	7,532.3	0.0	12,176.6	TOTAL	4,644.3	7,532.3	0.0	12,176.6		
WAUKESHA COUNTY	428 (465)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH L FROM CTH O TO THE MILWAUKEE COUNTY LINE IN THE CITY OF MUSKEGO (2.30 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	5,100.0	0.0	0.0	5,100.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	5,100.0	0.0	0.0	5,100.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	5,100.0	0.0	0.0	5,100.0	TOTAL	5,100.0	0.0	0.0	5,100.0		
	429 (466)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH L FROM CTH Y TO CTH O IN THE CITY OF MUSKEGO (2.30 MILES)	HI	PE	0.0	0.0	1,100.0	1,100.0	LOCAL	0.0	0.0	1,100.0	1,100.0	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	1,100.0	1,100.0	TOTAL	0.0	0.0	1,100.0	1,100.0		
	430 (467)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH Q FROM COLGATE RD TO STH 175 IN WAUKESHA COUNTY (3.03 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	5,200.0	7,170.0	12,370.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	5,200.0	7,170.0	12,370.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	5,200.0	7,170.0	12,370.0	TOTAL	0.0	5,200.0	7,170.0	12,370.0		

Source: SEWRPC.

**Table 10**  
**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
WAUKESHA COUNTY	431 (468)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH X BETWEEN STH 59 AND HARRIS HIGHLAND DR IN THE TOWN OF WAUKESHA (1.80 MILES)	HI	PE	0.0	590.2	519.0	1,109.2	LOCAL	0.0	501.2	519.0	1,020.2	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	89.0	0.0	89.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	590.2	519.0	1,109.2	TOTAL	0.0	590.2	519.0	1,109.2		
	432 (469)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH Y FROM IH-43 TO CTH I IN THE CITY OF NEW BERLIN (1.30 MILES)	HI	PE	595.0	0.0	0.0	595.0	LOCAL	595.0	700.0	2,100.0	3,395.0	A	NON-EXEMPT
				ROW	0.0	700.0	2,100.0	2,800.0	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	595.0	700.0	2,100.0	3,395.0	TOTAL	595.0	700.0	2,100.0	3,395.0		
	433 (470)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH VV FROM MARCY RD TO BETTE DR IN THE VILLAGE OF MENOMONEE FALLS (1.50 MILES)	HI	PE	0.0	0.0	550.0	550.0	LOCAL	0.0	0.0	110.0	110.0	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	440.0	440.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	550.0	550.0	TOTAL	0.0	0.0	550.0	550.0		
BROOKFIELD (CITY)	443 (481)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CALHOUN RD FROM GREENFIELD AVE TO BLUE MOUND RD IN THE CITY OF BROOKFIELD (1.30 MILES)	HI	PE	540.0	0.0	0.0	540.0	LOCAL	540.0	1,200.0	922.5	2,662.5	A	NON-EXEMPT
				ROW	0.0	1,200.0	0.0	1,200.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	4,612.5	4,612.5	FED	0.0	0.0	3,690.0	3,690.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	540.0	1,200.0	4,612.5	6,352.5	TOTAL	540.0	1,200.0	4,612.5	6,352.5		
	444 (482)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CALHOUN RD FROM WISCONSIN AVE TO GEBHARDT RD IN THE CITY OF BROOKFIELD (1.00 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	1,070.1	0.0	0.0	1,070.1	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	5,350.8	0.0	0.0	5,350.8	FED	4,280.7	0.0	0.0	4,280.7		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	5,350.8	0.0	0.0	5,350.8	TOTAL	5,350.8	0.0	0.0	5,350.8		
	445 (483)	CONSTRUCTION OF BROOKFIELD RD FROM DAVIDSON RD TO GREENFIELD AVE IN THE CITY OF BROOKFIELD (0.19 MILES)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	220.0	0.0	0.0	220.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	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		
MENOMONEE FALLS (VILLAGE)	452 (493)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF PILGRIM RD FROM MEGAL DR TO CTH Q IN THE VILLAGE OF MENOMONEE FALLS (0.53 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	28.8	0.0	275.7	304.5	A	NON-EXEMPT
				ROW	144.1	0.0	0.0	144.1	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,378.6	1,378.6	FED	115.3	0.0	1,102.9	1,218.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	144.1	0.0	1,378.6	1,522.7	TOTAL	144.1	0.0	1,378.6	1,522.7		
NEW BERLIN (CITY)	459 (499)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF S CALHOUN RD FROM W GREENFIELD AVE (STH 59) TO RYERSON DR IN THE CITY OF NEW BERLIN (1.85 MILES)	HI	PE	720.0	0.0	0.0	720.0	LOCAL	1,295.0	575.0	0.0	1,870.0	A	NON-EXEMPT
				ROW	575.0	575.0	0.0	1,150.0	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	1,295.0	575.0	0.0	1,870.0	TOTAL	1,295.0	575.0	0.0	1,870.0		
	460 (500)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF S CALHOUN RD FROM RYERSON DR TO NATIONAL AVE IN THE CITY OF NEW BERLIN (2.00 MILES)	HI	PE	200.0	0.0	0.0	200.0	LOCAL	200.0	0.0	0.0	200.0	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	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		



**Table 10**  
**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	555 (608)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 11 FROM THE VILLAGE OF STURTEVANT EASTERN VILLAGE LIMITS TO STH 31 (2.00 MILES)	HI	PE	0.0	0.0	100.0	100.0	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	100.0	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	0.0	100.0	100.0	TOTAL	0.0	0.0	100.0	100.0		
	556 (597)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 31 FROM FOUR MILE RD TO STH 32 IN RACINE COUNTY (2.00 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	1,330.5	0.0	1,330.5		
				CONST	0.0	6,652.3	0.0	6,652.3	FED	0.0	5,321.8	0.0	5,321.8		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	6,652.3	0.0	6,652.3	TOTAL	0.0	6,652.3	0.0	6,652.3		
	557 (609)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 32 FROM FIVE MILE RD TO STH 31 IN THE TOWN OF CALEDONIA (1.30 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	2,000.0	0.0	2,000.0	STATE	100.0	2,000.0	0.0	2,100.0		
				CONST	0.0	0.0	0.0	0.0	FED	400.0	0.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	500.0	2,000.0	0.0	2,500.0	TOTAL	500.0	2,000.0	0.0	2,500.0		
	558 (610)	CONSTRUCTION OF THE CITY OF BURLINGTON BYPASS (STH 36 AND STH 11) IN RACINE AND WALWORTH COUNTIES (11.00 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	0.0	0.0	0.0	STATE	200.0	37,705.2	34,503.0	72,408.2		
				CONST	0.0	37,505.2	34,303.0	71,808.2	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	200.0	37,705.2	34,503.0	72,408.2	TOTAL	200.0	37,705.2	34,503.0	72,408.2		

**Table 10**  
**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	609 (687)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 50 FROM STH 67 EAST TO GENEVA ST IN THE TOWN OF GENEVA (1.70 MILES)	HI	PE	300.0	400.0	0.0	700.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	60.0	80.0	1,503.9	1,643.9		
				CONST	0.0	0.0	7,519.4	7,519.4	FED	240.0	320.0	6,015.5	6,575.5		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	300.0	400.0	7,519.4	8,219.4	TOTAL	300.0	400.0	7,519.4	8,219.4		
	610	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 50 (MAIN ST) FROM CENTER ST TO EDWARDS BLVD IN THE CITY OF LAKE GENEVA (1.00 MILES)	HI	PE	0.0	1,000.0	0.0	1,000.0	LOCAL	0.0	250.0	500.0	750.0	A	NON-EXEMPT
				ROW	0.0	0.0	2,000.0	2,000.0	STATE	0.0	0.0	1,500.0	1,500.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	750.0	0.0	750.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	1,000.0	2,000.0	3,000.0	TOTAL	0.0	1,000.0	2,000.0	3,000.0		
	611 (688)	CONSTRUCTION OF THE CITY OF WHITEWATER BYPASS (USH 12) IN WALWORTH COUNTY (5.30 MILES)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	5,263.4	480.5	0.0	5,743.9		
				CONST	5,263.4	480.5	0.0	5,743.9	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	5,263.4	480.5	0.0	5,743.9	TOTAL	5,263.4	480.5	0.0	5,743.9		

TABLE 10

ENDNOTES

- 61<sup>a</sup> Preliminary engineering for the reconstruction of South 108<sup>th</sup> Street between 550 feet north of West Edgerton Avenue and West Forest Home Avenue will consider widening to provide additional capacity. South 108<sup>th</sup> Street between West Forest Home Avenue and West College Avenue will be reconstructed to its existing capacity.
- 133<sup>d</sup> West College Avenue (CTH ZZ) between South 27<sup>th</sup> Street and West Loomis Road (STH 36) will be widened to provide additional capacity. West College Avenue (CTH ZZ) between South 13<sup>th</sup> Street and South 27<sup>th</sup> Street will be reconstructed to its existing capacity.
- 253<sup>f</sup> The Federal funding source includes \$5,000,000 of Interstate Cost Estimate Substitute Project funds and the State funding sources include \$5,000,000 in Surface Transportation Program-Milwaukee Urbanized Area funds and \$2,500,000 of Local Roads Improvement Program funds.

**Table 11**

**COMPARISON OF FORECAST FUTURE AIR POLLUTANT EMISSIONS FROM THE  
TRANSPORTATION SYSTEM OF SOUTHEASTERN WISCONSIN UNDER THE REGIONAL  
TRANSPORTATION SYSTEM PLAN AND YEAR 2005-2007 TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP) TO THE AIR POLLUTANT TRANSPORTATION SYSTEM EMISSION  
BUDGETS UNDER THE STATE IMPLEMENTATION PLAN FOR AIR QUALITY (SIP)**

Forecast Year	Six County Area <sup>a</sup>		Walworth County	
	Volatile Organic Compounds <sup>b,c</sup> (Tons per Hot Summer Weekday) One Hour SIP Budget (36.7 tons - 2005 32.2 tons - 2007) Year 2025 Plan and 2005-2007 TIP Emissions Forecast	Nitrogen Oxides <sup>b,c</sup> (Tons per Hot Summer Weekday) One Hour SIP Budget (84.1 tons - 2005 71.4 tons - 2007) Year 2025 Plan and 2005-2007 TIP Emissions Forecast	Volatile Organic Compounds <sup>b,d</sup> (Tons per Hot Summer Weekday) One Hour SIP Budget (5.39 tons - 2007) Year 2025 Plan and 2005-2007 TIP Emissions Forecast	Nitrogen Oxides <sup>b,d</sup> (Tons per Hot Summer Weekday) One Hour SIP Budget (7.20 tons - 2007) Year 2025 Plan and 2005-2007 TIP Emissions Forecast
2005	34.94	80.45	3.38	6.35
2007	29.10	67.00	2.87	5.35
2010	21.36	49.41	2.19	4.09
2020	11.45	15.71	1.34	1.69
2025	10.84	12.36	1.29	1.44

<sup>a</sup> Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties.

<sup>b</sup> The emissions forecasts under the plan are pursuant to Federal regulations to also assume implementation of the 2005-2007 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.

<sup>c</sup> Estimated 1990 emissions are 145.6 tons of volatile organic compounds and 128.2 tons of nitrogen oxides. Estimated 1999 emissions are 56.4 tons of volatile organic compounds and 110.0 tons of nitrogen oxides.

<sup>d</sup> Estimated 1990 emissions are 8.99 tons of volatile organic compounds and 8.10 tons of nitrogen oxides. Estimated 1999 emissions are 4.88 tons of volatile organic compounds and 8.01 tons of nitrogen oxides.

Source: Wisconsin Department of Natural Resources and SEWRPC.

also presents year 2005, 2007, 2010, 2020, and 2025 forecast volatile organic compound and nitrogen oxide emissions from the transportation system within Walworth County under the regional transportation system plan and 2005-2007 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 fully met for one hour ozone standard by the regional transportation plan and 2005-2007 transportation improvement program. (No conformity determination is required for Walworth County as an attainment area under the eight hour standard).

As described earlier in this report, the year 2005-2007 amended transportation improvement program is consistent with the regional transportation system plan and the plan's implementation schedule. All year 2005-2007 transportation improvement program projects, that is, projects with air quality impacts, are included in the plan. Also, the year 2005-2007 transportation improvement program includes all projects essential to implement the regional transportation plan on schedule. The satisfaction of these two tests have been demonstrated in Tables 5 and 10.

\* \* \*

## **APPENDICES**

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## **Appendix A**

### **CONFORMITY ANALYSIS OF THE YEAR 2005-2007 TRANSPORTATION IMPROVEMENT PROGRAM AND YEAR 2025 REGIONAL TRANSPORTATION PLAN**

- Years for Analysis [Years For Which Projection of Emissions Will Be Made For The Regional Transportation Improvement Program (TIP)/Transportation Plan (RTP)], Planning Assumptions and Forecasts, and Travel Simulation Models
  - Proposed years are 2005, 2007, 2010, 2020, and 2025. Emission projections will be based on official SEWRPC intermediate demographic and economic growth forecasts from year 2025 regional land use plan.
  - Emission projections will be based upon travel and traffic forecasts prepared from the Commission's current travel simulation models which were developed with 1990-1991 data and have been validated to the years 1990-1991 and 1995
- Emission Budget Tests for Conformity
  - Six county area (1 hour and 8 hour ozone standards)
  - Volatile Organic Compounds (VOC)-State Implementation Plan (SIP) budget per hot summer weekday is 36.7 tons for 2005 and 32.2 tons for 2007.
  - Nitrogen Oxides (NO<sub>x</sub>) - State Implementation Plan (SIP) budget per hot summer weekday is 84.1 tons for 2005, and 71.4 tons for 2007.
  - 2005 TIP/RTP VOC and NO<sub>x</sub> emission forecasts must not exceed the above year 2005 VOC and NO<sub>x</sub> budgets, and 2007, 2010, 2020, and 2025 TIP/RTP VOC and NO<sub>x</sub> emission forecasts must not exceed the 2007 VOC and NO<sub>x</sub> Budgets.
- Walworth County (1 hour ozone standard)
  - Year 2007 SIP budgets are 5.39 tons of VOC and 7.20 tons of NO<sub>x</sub> per hot summer weekday
  - Budget test - 2007, 2010, 2020, and 2025 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 2002 in Southeastern Wisconsin prepared by WisDOT and based on actual traffic counts (HPMS universe counts). If year 2003 VMT estimates are available from WisDOT, the comparison of projections to estimates will include the year 2003.
- Emission model will be Mobile 6 with recently updated vehicle fleet composition and age projections prepared by the Wisconsin Department of Natural Resources. Emission factors will be provided by WisDNR for years 2005, 2007, 2010, 2020, and 2025.



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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 Research 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 2005-2007 TIP
(1)	2004-2006 TIP project number for project contained in 2004-2006 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  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	1	INTELLIGENCE TRANSPORTATION SYSTEM PROJECTS WITHIN 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	0.0	0.0	0.0	0.0	FED	500.0	500.0	500.0	1,500.0		
				OTHER	1,000.0	1,000.0	1,000.0	3,000.0	OTHER FE						
				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		
	2 (1)	TECHNICAL & PLANNING SUPPORT FOR INTELLIGENT TRANSPORTATION SYSTEM DEVELOPMENT	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	1,000.0	1,000.0	1,000.0	3,000.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	GCM						
				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		
	3 (2)	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	280.0	280.0	280.0	840.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,120.0	1,120.0	1,120.0	3,360.0		
				OTHER	1,400.0	1,400.0	1,400.0	4,200.0	STP-O						
				TOTAL	1,400.0	1,400.0	1,400.0	4,200.0	TOTAL	1,400.0	1,400.0	1,400.0	4,200.0		
	4 (3)	SUPPORT OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION TRANSPORTATION PLANNING PROGRAM	HP	PE	0.0	0.0	0.0	0.0	LOCAL	125.0	125.0	125.0	375.0	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	500.0	500.0	500.0	1,500.0		
				OTHER	625.0	625.0	625.0	1,875.0	STP-M						
				TOTAL	625.0	625.0	625.0	1,875.0	TOTAL	625.0	625.0	625.0	1,875.0		
	5 (4)	CONTINUATION OF THE REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION	HP	PE	0.0	0.0	0.0	0.0	LOCAL	237.5	237.5	237.5	712.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	237.5	237.5	237.5	712.5		
				CONST	0.0	0.0	0.0	0.0	FED	1,900.0	1,900.0	1,900.0	5,700.0		
				OTHER	2,375.0	2,375.0	2,375.0	7,125.0	COMB						
				TOTAL	2,375.0	2,375.0	2,375.0	7,125.0	TOTAL	2,375.0	2,375.0	2,375.0	7,125.0		
	6 (5)	FUNDING FOR DIGITAL ORTHOPHOTOGRAPHY TO BE CONDUCTED BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION IN 2005	HP	PE	0.0	0.0	0.0	0.0	LOCAL	75.0	0.0	0.0	75.0	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	600.0	0.0	0.0	600.0		
				OTHER	750.0	0.0	0.0	750.0	STP-M						
				TOTAL	750.0	0.0	0.0	750.0	TOTAL	750.0	0.0	0.0	750.0		
	7 (6)	STAFFING OF A POSITION TO ACT AS FACILITATOR, LIAISON & TRAINER IN JOINT WISDOT/MILWAUKEE COUNTY SHERIFF IMPLEMENTATION OF FREEWAY TRAFFIC MGMT 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	60.0	60.0	60.0	180.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	60.0	60.0	60.0	180.0							
				TOTAL	60.0	60.0	60.0	180.0	TOTAL	60.0	60.0	60.0	180.0		
	8 (7)	SPECIAL TRAFFIC OPERATIONS ACTIVITIES; SIGN BRIDGES, ELECTRIC AND SIGNING MAINTENANCE WITHIN 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							
				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		
	9 (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		
	10 (9)	SIGNAL INSTALLATION AND TURN LANE IMPROVEMENTS AT SELECTED INTERSECTIONS WITHIN 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		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	11 (10)	REPLACEMENT AND REPAIR OF SIGNALS AND SIGN BRIDGES WITHIN 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		
	12 (11)	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE UNITED STATES HIGHWAY SYSTEM AND STATE TRUNK HIGHWAY SYSTEM WITHIN 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	1,905.5	1,905.5	1,905.5	5,716.5		
				CONST	1,905.5	1,905.5	1,905.5	5,716.5	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,905.5	1,905.5	1,905.5	5,716.5	TOTAL	1,905.5	1,905.5	1,905.5	5,716.5		
	13 (12)	ROUT AND SEAL VARIOUS FREEWAY ASPHALT SURFACES WITHIN SOUTHEASTERN WISCONSIN	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		
	14	PRELIMINARY ENGINEERING FOR THE REHABILITATION OF THE FREEWAYS WITHIN SOUTHEASTERN WISCONSIN	HP	PE	2,000.0	2,000.0	0.0	4,000.0	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	0.0	400.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,800.0	1,800.0	0.0	3,600.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	2,000.0	2,000.0	0.0	4,000.0	TOTAL	2,000.0	2,000.0	0.0	4,000.0		
	15 (15)	MAINTENANCE PROJECTS--REPAIR--AT VARIOUS LOCATIONS ON THE INTERSTATE HIGHWAY SYSTEM WITHIN 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		
	16 (13)	BRIDGE REHABILITATION AT VARIOUS LOCATIONS ON THE INTERSTATE HIGHWAY SYSTEM WITHIN 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	300.0	300.0	300.0	900.0		
				CONST	1,500.0	1,500.0	1,500.0	4,500.0	FED	1,200.0	1,200.0	1,200.0	3,600.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	1,500.0	1,500.0	1,500.0	4,500.0	TOTAL	1,500.0	1,500.0	1,500.0	4,500.0		
	17 (14)	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE INTERSTATE SYSTEM WITHIN 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		
	18 (20)	PRELIMINARY ENGINEERING FOR THE REHABILITATION OF STATE TRUNK HIGHWAYS WITHIN 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	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	STP-O						
				TOTAL	100.0	100.0	100.0	300.0	TOTAL	100.0	100.0	100.0	300.0		
	19 (18)	MAINTENANCE PROJECTS--REPAIR--AT VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM WITHIN 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		
	20 (16)	BRIDGE REHABILITATION AT VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM WITHIN 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	300.0	300.0	300.0	900.0		
				CONST	1,500.0	1,500.0	1,500.0	4,500.0	FED	1,200.0	1,200.0	1,200.0	3,600.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	1,500.0	1,500.0	1,500.0	4,500.0	TOTAL	1,500.0	1,500.0	1,500.0	4,500.0		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	21	CONCRETE OVERLAY ON STH BRIDGES AT VARIOUS LOCATIONS WITHIN 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	10.0	87.7	0.0	97.7		
				CONST	0.0	877.7	0.0	877.7	FED	90.0	790.0	0.0	880.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	100.0	877.7	0.0	977.7	TOTAL	100.0	877.7	0.0	977.7		
(17)	22	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM WITHIN 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		
(19)	23	LIGHTING REHABILITATION AT VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM WITHIN 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		
(21)	24	MAINTENANCE OF TRAFFIC DETECTING LOOPS AND ELECTRICAL SYSTEMS ON STATE TRUNK HIGHWAYS WITHIN 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		
(22)	25	INSTALLATION OF TRAFFIC SIGNALS AND RECONFIGURATION OF INTERSECTIONS ON SELECTED STATE TRUNK HIGHWAYS WITHIN 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		
	26	BRIDGE REHABILITATION ON IH-43 FROM SILVER SPRING DR TO THE NORTH MILWAUKEE COUNTY LINE (5.00 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		
(25)	27	RECONSTRUCTION AND RECONFIGURATION OF THE MARQUETTE INTERCHANGE AND APPROACHES ON IH-94, IH-43 AND IH-794 IN THE CITY OF MILWAUKEE	HP	PE	3,780.0	1,809.5	0.0	5,589.5	LOCAL	183.2	0.0	0.0	183.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	240,124.0	557.3	67.0	240,748.3		
				CONST	354,843.3	1,763.4	669.9	357,276.6	FED	135,374.1	4,015.6	602.9	139,992.6		
				OTHER	17,058.0	1,000.0	0.0	18,058.0	NHS						
				TOTAL	375,681.3	4,572.9	669.9	380,924.1	TOTAL	375,681.3	4,572.9	669.9	380,924.1		
	28	INSTALLATION OF SECURITY ENHANCEMENTS AT THE MARQUETTE INTERCHANGE IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	300.0	0.0	0.0	300.0		
				OTHER	300.0	0.0	0.0	300.0	OTHER FE						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	29	REHABILITATION OF THE HOAN BRIDGE IN THE CITY OF MILWAUKEE	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		
	30	INSTALLATION OF SECURITY ENHANCEMENTS ON THE HOAN BRIDGE IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	500.0	0.0	0.0	500.0		
				OTHER	500.0	0.0	0.0	500.0	OTHER FE						
				TOTAL	500.0	0.0	0.0	500.0	TOTAL	500.0	0.0	0.0	500.0		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	31 (26)	MAINTENANCE PAINTING OF THE HOAN BRIDGE IN THE CITY OF MILWAUKEE (2.56 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		
	32 (28)	RECONSTRUCTION OF E STATE ST (USH 18) FROM N EDISON ST TO PROSPECT AVE IN THE CITY OF MILWAUKEE (0.70 MILES)	HP	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	42.4	42.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	20.0	0.0	169.7	189.7		
				CONST	0.0	0.0	1,060.8	1,060.8	FED	80.0	0.0	848.7	928.7		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	100.0	0.0	1,060.8	1,160.8	TOTAL	100.0	0.0	1,060.8	1,160.8		
	33 (29)	RECONSTRUCTION OF W STATE ST (USH 18) FROM OLD WORLD 3RD ST TO 12TH ST IN THE CITY OF MILWAUKEE (1.07 MILES)	HP	PE	55.0	0.0	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	13.0	0.0	0.0	13.0		
				CONST	0.0	0.0	0.0	0.0	FED	42.0	0.0	0.0	42.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	55.0	0.0	0.0	55.0	TOTAL	55.0	0.0	0.0	55.0		
	34 (710)	RECONSTRUCTION OF W STATE ST (USH 18) FROM N 17TH ST TO N 12TH ST IN THE CITY OF MILWAUKEE (0.34 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	66.6	0.0	0.0	66.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	66.6	0.0	0.0	66.6		
				CONST	666.0	0.0	0.0	666.0	FED	532.8	0.0	0.0	532.8		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	666.0	0.0	0.0	666.0	TOTAL	666.0	0.0	0.0	666.0		
	35 (31)	BRIDGE REHABILITATION ON W STATE ST (USH 18) OVER THE MILWAUKEE RIVER IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.6	0.0	0.0	0.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	2,396.4	0.0	0.0	2,396.4		
				CONST	11,982.5	0.0	0.0	11,982.5	FED	9,585.5	0.0	0.0	9,585.5		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	11,982.5	0.0	0.0	11,982.5	TOTAL	11,982.5	0.0	0.0	11,982.5		
	36 (32)	RECONSTRUCTION OF W BLUE MOUND RD (USH 18) FROM N GLENVIEW AVE TO N 66TH ST IN THE CITY OF MILWAUKEE (1.13 MILES)	HP	PE	0.0	300.0	0.0	300.0	LOCAL	0.0	75.0	573.9	648.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	225.0	30.2	255.2		
				CONST	0.0	0.0	3,020.5	3,020.5	FED	0.0	0.0	2,416.4	2,416.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	300.0	3,020.5	3,320.5	TOTAL	0.0	300.0	3,020.5	3,320.5		
	37	RESURFACING OF W BLUE MOUND RD (USH 18) FROM N MAYFAIR RD TO THE ZOO FREEWAY IN THE CITY OF MILWAUKEE (0.70 MILES)	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	50.0	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	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	250.0	250.0	TOTAL	0.0	0.0	250.0	250.0		
	38 (721)	RESURFACING OF S 108TH ST (USH 45/STH 100) FROM W COLLEGE AVE TO 550 FT NORTH OF W EDGERTON AVE IN THE VILLAGE OF HALES CORNERS (1.65 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	300.0	0.0	0.0	300.0		
				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		
	39	BRIDGE REPLACEMENTS ON USH 45 OVER RAWSON AVE IN MILWAUKEE COUNTY	HP	PE	270.0	0.0	0.0	270.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	26.7	180.2	0.0	206.9		
				CONST	0.0	1,802.0	0.0	1,802.0	FED	243.3	1,621.8	0.0	1,865.1		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	270.0	1,802.0	0.0	2,072.0	TOTAL	270.0	1,802.0	0.0	2,072.0		
	40 (722)	RESURFACING OF W FOREST HOME AVE (STH 24) FROM 108TH PL TO S 92ND ST IN THE VILLAGE OF HALES CORNERS (1.51 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		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	41  (34)	RESURFACING OF W FOREST HOME AVE (STH 24) FROM 42ND ST TO 35TH ST IN THE CITY OF MILWAUKEE (0.60 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	91.8	0.0	0.0	91.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	30.6	0.0	0.0	30.6		
				CONST	612.0	0.0	0.0	612.0	FED	489.6	0.0	0.0	489.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	612.0	0.0	0.0	612.0	TOTAL	612.0	0.0	0.0	612.0		
	42  (36)	BRIDGE REPLACEMENT OF THE CP RAILWAY BRIDGE OVER S KINNICKINNIC AVE (STH 32) IN THE CITY OF MILWAUKEE	HP	PE	0.0	500.0	0.0	500.0	LOCAL	0.0	100.0	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	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-M						
				TOTAL	0.0	500.0	0.0	500.0	TOTAL	0.0	500.0	0.0	500.0		
	43  (37)	BRIDGE REPLACEMENT OF THE CP RAILWAY BRIDGE OVER 1ST ST (STH 32) IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	3,000.0	3,000.0	LOCAL	0.0	0.0	600.0	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	0.0	0.0	2,400.0	2,400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	3,000.0	3,000.0	TOTAL	0.0	0.0	3,000.0	3,000.0		
	44  (39)	BRIDGE REHABILITATION ON N PROSPECT AVE (STH 32) OVER THE OAK LEAF BIKE TRAIL IN THE CITY OF MILWAUKEE	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		
	45  (39)	RECONSTRUCTION OF STH 32 FROM E DEAN RD TO MOHAWK DR IN THE VILLAGE OF BAYSIDE (1.25 MILES)	HP	PE	150.0	0.0	0.0	150.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	30.0	160.0	0.0	190.0		
				CONST	0.0	800.0	0.0	800.0	FED	120.0	640.0	0.0	760.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	150.0	800.0	0.0	950.0	TOTAL	150.0	800.0	0.0	950.0		
	46  (39)	RECONSTRUCTION OF BROWN DEER RD (STH 32) FROM MOHAWK RD TO IH-43 IN THE VILLAGE OF BAYSIDE (0.41 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	368.0	0.0	0.0	368.0		
				CONST	1,840.0	0.0	0.0	1,840.0	FED	1,472.0	0.0	0.0	1,472.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,840.0	0.0	0.0	1,840.0	TOTAL	1,840.0	0.0	0.0	1,840.0		
	47  (40)	RECONSTRUCTION OF LOOMIS RD (STH 36) FROM S 51ST ST IN THE CITY OF GREENFIELD TO W FARDALE AVE IN THE CITY OF MILWAUKEE (2.00 MILES)	HP	PE	0.0	0.0	800.0	800.0	LOCAL	0.0	0.0	200.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	600.0	600.0		
				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		
	48  (41)	RECONSTRUCTION OF STH 38 FROM S CHASE AVE TO W MAPLE ST IN THE CITY OF MILWAUKEE (2.40 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	230.6	0.0	0.0	230.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	76.9	0.0	0.0	76.9		
				CONST	1,537.5	0.0	0.0	1,537.5	FED	1,230.0	0.0	0.0	1,230.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,537.5	0.0	0.0	1,537.5	TOTAL	1,537.5	0.0	0.0	1,537.5		
	49  (41)	RECONSTRUCTION OF N GREEN BAY RD (STH 57) FROM MARNE DR TO GOOD HOPE RD IN THE CITY OF GLENDALE (2.00 MILES)	HP	PE	0.0	0.0	1,000.0	1,000.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	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		
	50  (41)	RECONSTRUCTION OF N 20TH ST (STH 57) FROM W HIGHLAND AVE TO W NORTH AVE IN THE CITY OF MILWAUKEE (1.10 MILES)	HP	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	62.5	0.0	471.5	534.0		
				CONST	0.0	0.0	2,357.5	2,357.5	FED	187.5	0.0	1,886.0	2,073.5		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	250.0	0.0	2,357.5	2,607.5	TOTAL	250.0	0.0	2,357.5	2,607.5		



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**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	51 (42)	RECONSTRUCTION OF GREENFIELD AVE (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	129.1	0.0	0.0	129.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	193.7	0.0	0.0	193.7		
				CONST	1,613.8	0.0	0.0	1,613.8	FED	1,291.0	0.0	0.0	1,291.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,613.8	0.0	0.0	1,613.8	TOTAL	1,613.8	0.0	0.0	1,613.8		
	52 (45)	RESURFACING OF THE AIRPORT SPUR (STH 119) FROM IH-94 TO HOWELL AVE IN THE CITY OF MILWAUKEE (1.89 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	1,246.3	1,246.3		
				CONST	0.0	0.0	6,231.4	6,231.4	FED	0.0	0.0	4,985.1	4,985.1		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	6,231.4	6,231.4	TOTAL	0.0	0.0	6,231.4	6,231.4		
	53 (47)	RECONSTRUCTION OF N 76TH ST (STH 181) FROM W FLORIST AVE TO THE NORTH MILWAUKEE COUNTY LINE IN THE CITY OF MILWAUKEE (4.54 MILES)	HP	PE	3,500.0	0.0	0.0	3,500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	700.0	0.0	2,706.4	3,406.4		
				CONST	0.0	0.0	13,532.0	13,532.0	FED	2,800.0	0.0	10,825.6	13,625.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	3,500.0	0.0	13,532.0	17,032.0	TOTAL	3,500.0	0.0	13,532.0	17,032.0		
	54	RECONSTRUCTION OF N 76TH ST (STH 181) FROM W CENTER ST TO W APPLETON AVE IN MILWAUKEE COUNTY (1.78 MILES)	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		
	55 (48)	RECONSTRUCTION OF CAPITOL DR (STH 190) FROM N 60TH ST TO N 35TH ST IN THE CITY OF MILWAUKEE (1.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	553.5	416.0	0.0	969.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	676.5	104.0	0.0	780.5		
				CONST	6,150.0	2,600.0	0.0	8,750.0	FED	4,920.0	2,080.0	0.0	7,000.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	6,150.0	2,600.0	0.0	8,750.0	TOTAL	6,150.0	2,600.0	0.0	8,750.0		
	56 (723)	RECONSTRUCTION OF THE INTERSECTION OF S 27TH ST (STH 241) AND W RAWSON AVE (CTH BB) IN THE CITY OF FRANKLIN (0.20 MILES)	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	500.0	500.0	STATE	0.0	40.0	500.0	540.0		
				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	500.0	700.0	TOTAL	0.0	200.0	500.0	700.0		
	57	BRIDGE REHABILITATION ON 76TH ST OVER IH-894 IN MILWAUKEE 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	300.0	0.0	330.0		
				CONST	0.0	1,500.0	0.0	1,500.0	FED	120.0	1,200.0	0.0	1,320.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	150.0	1,500.0	0.0	1,650.0	TOTAL	150.0	1,500.0	0.0	1,650.0		
	58	BRIDGE REHABILITATION ON HAMPTON AVE OVER USH 45 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-O						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	59 (53)	REPLACEMENT OF THE BRIDGE DECKS ON N 25TH ST AND N 26TH ST (ST PAUL AVE) OVER IH-94 IN MILWAUKEE COUNTY	HP	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	672.2	0.0	772.2		
				CONST	0.0	3,361.2	0.0	3,361.2	FED	400.0	2,689.0	0.0	3,089.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	500.0	3,361.2	0.0	3,861.2	TOTAL	500.0	3,361.2	0.0	3,861.2		
	60	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF IH-94 FROM THE ILLINOIS STATE LINE TO THE MITCHELL INTERCHANGE IN MILWAUKEE COUNTY (32.50 MILES)	HI	PE	1,000.0	1,000.0	0.0	2,000.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	200.0	0.0	400.0		
				CONST	0.0	0.0	0.0	0.0	FED	800.0	800.0	0.0	1,600.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,000.0	1,000.0	0.0	2,000.0	TOTAL	1,000.0	1,000.0	0.0	2,000.0		

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**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	61 <sup>a</sup>	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF S 108TH ST (USH 45/STH 100) FROM 550 FT N OF EDGERTON AVE TO W COLLEGE AVE IN THE VILLAGE OF HALES CORNERS (1.65 MILES)	HI	PE	0.0	0.0	500.0	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	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		
	62 (55)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 100 FROM HOWELL AVE (STH 38) TO STH 32 IN THE CITY OF OAK CREEK (2.75 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,521.5	0.0	0.0	1,521.5		
				CONST	7,607.4	0.0	0.0	7,607.4	FED	6,085.9	0.0	0.0	6,085.9		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	7,607.4	0.0	0.0	7,607.4	TOTAL	7,607.4	0.0	0.0	7,607.4		
	63 (56)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF RYAN RD (STH 100) FROM STH 36 TO USH 41 IN THE CITY OF FRANKLIN (5.00 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	2,300.4	0.0	2,300.4		
				CONST	0.0	11,501.8	0.0	11,501.8	FED	0.0	9,201.4	0.0	9,201.4		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	11,501.8	0.0	11,501.8	TOTAL	0.0	11,501.8	0.0	11,501.8		
	64 (57)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF LAYTON AVE FROM THE WEST COUNTY LINE TO STH 100 IN THE CITY OF GREENFIELD (1.00 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	799.5	0.0	0.0	799.5		
				CONST	3,997.5	0.0	0.0	3,997.5	FED	3,198.0	0.0	0.0	3,198.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	3,997.5	0.0	0.0	3,997.5	TOTAL	3,997.5	0.0	0.0	3,997.5		
	65 (58)	CONSTRUCTION OF THE PENNSYLVANIA AVE CONNECTOR TO THE LAKE PKWY (STH 794) IN THE CITY OF CUDAHY (0.50 MILES)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	7,310.1	0.0	0.0	7,310.1		
				CONST	7,310.1	0.0	0.0	7,310.1	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	7,310.1	0.0	0.0	7,310.1	TOTAL	7,310.1	0.0	0.0	7,310.1		
	66	DEVELOPMENT OF A UWM MULTIMODAL TRIP PLANNER IN SOUTHEASTERN WISCONSIN	TP	PE	0.0	0.0	0.0	0.0	LOCAL	165.2	0.0	0.0	165.2	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	545.7	0.0	0.0	545.7		
				OTHER	710.9	0.0	0.0	710.9	OTHER FH						
				TOTAL	710.9	0.0	0.0	710.9	TOTAL	710.9	0.0	0.0	710.9		
	67 (69)	REDEVELOPMENT OF THE DOWNTOWN MILWAUKEE INTERMODAL STATION	TP	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	2,000.0	0.0	0.0	2,000.0	FED	2,000.0	0.0	0.0	2,000.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5309						
				TOTAL	2,600.0	0.0	0.0	2,600.0	TOTAL	2,600.0	0.0	0.0	2,600.0		
	68 (65)	REHABILITATION OF TRAIN SHED AND PLATFORMS AT THE MILWAUKEE INTERMODAL PASSENGER STATION (AMTRAK STATION) AND STREETScape IMPROVEMENTS TO STH ST	TP	PE	361.2	0.0	0.0	361.2	LOCAL	72.2	23.0	496.1	591.3	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	2,417.6	2,417.6	FED	289.0	92.0	1,984.3	2,365.3		
				OTHER	0.0	0.0	62.8	62.8	CMAQ						
				TOTAL	361.2	115.0	2,480.4	2,956.6	TOTAL	361.2	115.0	2,480.4	2,956.6		
	69 (91)	COMPREHENSIVE STUDY OF EXISTING AND FUTURE PARK AND RIDE LOT FACILITIES WITHIN SOUTHEASTERN WISCONSIN	TP	PE	0.0	50.0	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	0.0	15.0	0.0	15.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	35.0	0.0	35.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	50.0	0.0	50.0	TOTAL	0.0	50.0	0.0	50.0		
	70 (92)	IMPROVEMENT OF SIGNAGE, BUS SHELTERS, LIGHTING AND OTHER USER AMENITIES AT VARIOUS PARK AND RIDE LOTS WITHIN SOUTHEASTERN WISCONSIN	TP	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		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	71  (59)	IMPLEMENTATION OF THE PARK AND RIDE LOT 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		
	72	RESURFACING OF VARIOUS PARK AND RIDE LOTS WITHIN SOUTHEASTERN WISCONSIN	TP	PE	50.0	50.0	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	50.0	50.0	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							
				TOTAL	50.0	50.0	1,000.0	1,100.0	TOTAL	50.0	50.0	1,000.0	1,100.0		
	73	RIDESHARE SIGNAGE AT VARIOUS LOCATIONS WITHIN SOUTHEASTERN WISCONSIN	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	5.7	0.0	0.0	5.7		
				CONST	0.0	0.0	0.0	0.0	FED	23.0	0.0	0.0	23.0		
				OTHER	28.7	0.0	0.0	28.7	CMAQ						
				TOTAL	28.7	0.0	0.0	28.7	TOTAL	28.7	0.0	0.0	28.7		
	74  (62)	INTERACTIVE INTERNET RIDESHARE PROJECT WITHIN SOUTHEASTERN WISCONSIN (GCM FFY 1995 ISTE EARMARK FUNDS)	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	14.6	2.0	2.2	18.8		
				CONST	0.0	0.0	0.0	0.0	FED	58.4	8.0	9.0	75.4		
				OTHER	73.0	10.0	11.2	94.2	GCM						
				TOTAL	73.0	10.0	11.2	94.2	TOTAL	73.0	10.0	11.2	94.2		
	75  (63)	CONTINUATION 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	1,143.2	1,247.5	3,205.0		
				CONST	0.0	0.0	0.0	0.0	FED	3,257.0	4,572.6	5,029.9	12,859.5		
				OTHER	4,071.3	5,715.8	6,277.4	16,064.5	CMAQ						
				TOTAL	4,071.3	5,715.8	6,277.4	16,064.5	TOTAL	4,071.3	5,715.8	6,277.4	16,064.5		
	76  (64)	AMTRAK HIAWATHA SERVICE ADVERTISING PROGRAM	TI	PE	0.0	0.0	0.0	0.0	LOCAL	50.0	50.0	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	0.0	0.0	0.0	FED	200.0	200.0	0.0	400.0		
				OTHER	250.0	250.0	0.0	500.0	CMAQ						
				TOTAL	250.0	250.0	0.0	500.0	TOTAL	250.0	250.0	0.0	500.0		
	77 <sup>b</sup>  (66)	PRELIMINARY ENGINEERING OF COMMUTER PASSENGER TRAIN SERVICE IN THE MILWAUKEE- RACINE-KENOSHA CORRIDOR	TI	PE	4,000.0	0.0	0.0	4,000.0	LOCAL	400.0	0.0	0.0	400.0	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	3,200.0	0.0	0.0	3,200.0		
				OTHER	0.0	0.0	0.0	0.0	OTHER FE						
				TOTAL	4,000.0	0.0	0.0	4,000.0	TOTAL	4,000.0	0.0	0.0	4,000.0		
	78  (68)	CONSTRUCTION OF AN INTERMODAL TRAIN STATION AT GENERAL MITCHELL INTERNATIONAL AIRPORT	TE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	6,740.0	0.0	0.0	6,740.0	FED	6,740.0	0.0	0.0	6,740.0		
				OTHER	0.0	0.0	0.0	0.0	OTHER FE						
				TOTAL	6,740.0	0.0	0.0	6,740.0	TOTAL	6,740.0	0.0	0.0	6,740.0		
	79 <sup>c</sup>  (70)	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	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		
	80  (73)	OFFICE OF THE COMMISSIONER OF RAILROADS RAIL-HIGHWAY CROSSING SAFETY PROJECTS (LEVEL OF EFFORT) WITHIN SOUTHEASTERN WISCONSIN	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	200.0	200.0	200.0	600.0		
				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		

Table B-1

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**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	<b>81</b>  (74)	HSR CORRIDOR RAIL CROSSING IMPROVEMENTS WITHIN SOUTHEASTERN WISCONSIN	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	200.0	200.0	400.0		
				OTHER	0.0	200.0	200.0	400.0	STP-S						
				TOTAL	0.0	200.0	200.0	400.0	TOTAL	0.0	200.0	200.0	400.0		
	<b>82</b>  (75)	ELIMINATION OF RAILROAD CROSSINGS AT VARIOUS LOCATIONS IN SOUTHEASTERN WISCONSIN	HS	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	100.0	100.0	100.0	300.0	FED	90.0	90.0	90.0	270.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	100.0	100.0	100.0	300.0	TOTAL	100.0	100.0	100.0	300.0		
	<b>83</b>  (76)	CONSTRUCTION OF VARIOUS SMALL HAZARD ELIMINATION MEASURES WITHIN SOUTHEASTERN WISCONSIN	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		
				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		
	<b>84</b>  (79)	IMPROVEMENT AND MODERNIZATION OF LIGHTING SYSTEMS ON VARIOUS INTERSTATE HIGHWAYS WITHIN SOUTHEASTERN WISCONSIN	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	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		
				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		
	<b>85</b>  (80)	IMPROVEMENT OF HAZARDOUS LOCATIONS ALONG THE STATE HIGHWAY SYSTEM WITHIN SOUTHEASTERN WISCONSIN	HS	PE	20.0	20.0	20.0	60.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	27.0	27.0	27.0	81.0		
				CONST	250.0	250.0	250.0	750.0	FED	243.0	243.0	243.0	729.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	270.0	270.0	270.0	810.0	TOTAL	270.0	270.0	270.0	810.0		
	<b>86</b>  (82)	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF USH 45/STH 36 (LOOMIS RD) AND CTH H IN MILWAUKEE COUNTY	HS	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	30.0	0.0	0.0	30.0		
				CONST	250.0	0.0	0.0	250.0	FED	270.0	0.0	0.0	270.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	<b>87</b>  (82)	WETLAND MITIGATION BANKING SITES FOR VARIOUS HIGHWAYS WITHIN 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		
	<b>88</b>  (86)	WISCONSIN PARTNERS FOR CLEAN AIR TECHNICAL ASSISTANCE AND OUTREACH WITHIN 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	80.0	83.0	0.0	163.0		
				CONST	0.0	0.0	0.0	0.0	FED	320.0	332.0	0.0	652.0		
				OTHER	400.0	415.0	0.0	815.0	CMAQ						
				TOTAL	400.0	415.0	0.0	815.0	TOTAL	400.0	415.0	0.0	815.0		
	<b>89</b>  (87)	CONTINUATION OF THE SOUTHEASTERN WISCONSIN RIDESHARE RIDE MATCHING SERVICE AND MARKETING	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	10.0	8.0	10.0	28.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	32.0	40.0	112.0		
				OTHER	50.0	40.0	50.0	140.0	STP-M						
				TOTAL	50.0	40.0	50.0	140.0	TOTAL	50.0	40.0	50.0	140.0		
	<b>90</b>  (88)	ESTABLISHMENT OF AN EMERGENCY RIDE REIMBURSEMENT PROGRAM TO REIMBURSE EMPLOYER PROGRAM PARTICIPANTS 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	0.3	0.3	2.4	3.0		
				CONST	0.0	0.0	0.0	0.0	FED	1.0	1.0	10.0	12.0		
				OTHER	1.3	1.3	12.4	15.0	STP-M						
				TOTAL	1.3	1.3	12.4	15.0	TOTAL	1.3	1.3	12.4	15.0		

Source: SEWRPC.

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2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	91 (89)	DESIGN AND CONSTRUCTION OF NOISE BARRIERS ON INTERSTATE HIGHWAYS WITHIN SOUTHEASTERN WISCONSIN	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	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	IH-M						
				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		
	92 (90)	LANDSCAPING OF NOISE BARRIERS ON VARIOUS INTERSTATE HIGHWAYS WITHIN SOUTHEASTERN WISCONSIN	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		
	93 (93)	SPOT SAFETY IMPROVEMENTS OF VARIOUS BIKEWAYS ON STATE HIGHWAYS AND CONNECTING HIGHWAYS WITHIN SOUTHEASTERN WISCONSIN	EE	PE	15.0	15.0	15.0	45.0	LOCAL	23.0	23.0	23.0	69.0	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	100.0	300.0	FED	92.0	92.0	92.0	276.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	115.0	115.0	115.0	345.0	TOTAL	115.0	115.0	115.0	345.0		
	94 (94)	DESIGN AND CONSTRUCTION OF BAYVIEW BIKEWAY FROM RUSSELL AVE TO MICHIGAN ST IN THE CITY OF 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	0.0	185.8	235.8		
				CONST	0.0	0.0	929.0	929.0	FED	200.0	0.0	743.2	943.2		
				OTHER	0.0	0.0	0.0	0.0	COMB						
				TOTAL	250.0	0.0	929.0	1,179.0	TOTAL	250.0	0.0	929.0	1,179.0		
	95 (95)	CONSTRUCTION OF THE LAKESHORE WALKWAY FROM HENRY MAIER FESTIVAL PARK TO LAKESHORE PARK IN THE 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		
				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		
	96 (96)	CONSTRUCTION OF SIDEWALKS ALONG VARIOUS EXISTING STATE TRUNK CONNECTING HIGHWAYS WITHIN 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		
WISCONSIN DNR	97 (97)	RETROFIT DIESEL EMISSION CONTROL DEVICES IN SCHOOL BUSES IN SEVERE OZONE NON-ATTAINMENT AREAS WITHIN SOUTHEASTERN WISCONSIN	EE	PE	0.0	0.0	0.0	0.0	LOCAL	101.0	93.5	5.3	199.8	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	404.0	374.0	21.0	799.0		
				OTHER	505.0	467.5	26.3	998.8	CMAQ						
				TOTAL	505.0	467.5	26.3	998.8	TOTAL	505.0	467.5	26.3	998.8		
	98 (100)	CONDUCT OF INSPECTION OF STAGE 2 FUEL VAPOR RECOVERY SYSTEMS WITHIN 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	26.0	0.0	0.0	26.0		
				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	CMAQ						
				TOTAL	130.0	0.0	0.0	130.0	TOTAL	130.0	0.0	0.0	130.0		
	99 (101)	CONSTRUCTION OF THE HANK AARON STATE TRAIL 6TH ST BICYCLE RAMP IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	191.2	0.0	0.0	191.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	955.9	0.0	0.0	955.9	FED	764.7	0.0	0.0	764.7		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	955.9	0.0	0.0	955.9	TOTAL	955.9	0.0	0.0	955.9		
MILWAUKEE COUNTY	100 (103)	IMPLEMENTATION OF AN INTER-JURISDICTIONAL TRAFFIC COMMUNICATIONS SYSTEM CONNECTING COUNTY AND STATE SIGNALIZED INTERSECTION SYSTEMS IN MILWAUKEE COUNTY	HP	PE	83.0	0.0	0.0	83.0	LOCAL	185.4	0.0	0.0	185.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	603.7	0.0	0.0	603.7	FED	741.6	0.0	0.0	741.6		
				OTHER	240.3	0.0	0.0	240.3	CMAQ						
				TOTAL	927.0	0.0	0.0	927.0	TOTAL	927.0	0.0	0.0	927.0		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE COUNTY	101 (106)	RECONSTRUCTION OF W SILVER SPRING DR (CTH E) FROM N 69TH ST TO N 90TH ST IN THE CITY OF MILWAUKEE (1.50 MILES)	HP	PE	257.1	0.0	0.0	257.1	LOCAL	51.4	488.6	0.0	540.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,442.9	0.0	2,442.9	FED	205.7	1,954.3	0.0	2,160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	257.1	2,442.9	0.0	2,700.0	TOTAL	257.1	2,442.9	0.0	2,700.0		
	102 (107)	RECONSTRUCTION OF W SILVER SPRING DR (CTH E) FROM N 90TH ST TO N 124TH ST IN THE CITY OF MILWAUKEE (2.00 MILES)	HP	PE	342.9	0.0	0.0	342.9	LOCAL	68.6	651.4	0.0	720.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	3,257.1	0.0	3,257.1	FED	274.3	2,605.7	0.0	2,880.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	342.9	3,257.1	0.0	3,600.0	TOTAL	342.9	3,257.1	0.0	3,600.0		
	103 (104)	BRIDGE REHABILITATION ON W SILVER SPRING DR (CTH E) OVER THE LITTLE MENOMONEE RIVER IN MILWAUKEE COUNTY (B-40-0162)	HP	PE	0.0	122.0	0.0	122.0	LOCAL	0.0	24.4	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	0.0	97.6	0.0	97.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	122.0	0.0	122.0	TOTAL	0.0	122.0	0.0	122.0		
	104 (105)	BRIDGE REHABILITATION ON W SILVER SPRING DR (CTH E) OVER THE LITTLE MENOMONEE RIVER IN MILWAUKEE COUNTY (B-40-0247)	HP	PE	0.0	122.0	0.0	122.0	LOCAL	0.0	24.4	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	0.0	97.6	0.0	97.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	122.0	0.0	122.0	TOTAL	0.0	122.0	0.0	122.0		
	105 (108)	RECONSTRUCTION OF N 107TH ST (CTH F) FROM W BROWN DEER RD TO THE NORTH MILWAUKEE COUNTY LINE IN THE CITY OF MILWAUKEE (1.00 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	150.0	0.0	150.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	650.0	0.0	650.0	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		
	106 (109)	RECONSTRUCTION OF S 92ND ST (CTH N) 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	186.0	980.0	0.0	1,166.0	A	EXEMPT
				ROW	300.0	0.0	0.0	300.0	STATE	744.0	3,920.0	0.0	4,664.0		
				CONST	0.0	4,900.0	0.0	4,900.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	LRIP						
				TOTAL	930.0	4,900.0	0.0	5,830.0	TOTAL	930.0	4,900.0	0.0	5,830.0		
	107 (110)	RECONSTRUCTION OF W MILL RD (CTH S) FROM N 43RD ST TO N TEUTONIA AVE IN THE CITY OF MILWAUKEE (0.75 MILES)	HP	PE	0.0	525.0	0.0	525.0	LOCAL	0.0	105.0	60.0	165.0	A	EXEMPT
				ROW	0.0	0.0	300.0	300.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	420.0	240.0	660.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	525.0	300.0	825.0	TOTAL	0.0	525.0	300.0	825.0		
	108 (111)	RECONSTRUCTION OF W MILL RD (CTH S) FROM N 91ST ST TO USH 45 IN THE CITY OF MILWAUKEE (1.50 MILES)	HP	PE	431.5	0.0	0.0	431.5	LOCAL	86.3	60.0	442.0	588.3	A	EXEMPT
				ROW	0.0	300.0	0.0	300.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,210.0	2,210.0	FED	345.2	240.0	1,768.0	2,353.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	431.5	300.0	2,210.0	2,941.5	TOTAL	431.5	300.0	2,210.0	2,941.5		
	109	RECONSTRUCTION OF S 76TH ST (CTH U) FROM THE RACINE COUNTY LINE TO PUETZ RD IN THE CITY OF FRANKLIN (3.00 MILES)	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		
	110 (115)	BRIDGE REHABILITATION ON S 76TH ST (CTH U) OVER W FOREST HOME AVE IN THE CITY OF GREENFIELD (B-40-0164)	HP	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	2,500.0	0.0	0.0	2,500.0	FED	2,000.0	0.0	0.0	2,000.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	2,500.0	0.0	0.0	2,500.0	TOTAL	2,500.0	0.0	0.0	2,500.0		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE COUNTY	111 (116)	RECONSTRUCTION OF S 76TH ST (CTH U) FROM NORTH CITY LIMITS TO W OKLAHOMA AVE IN MILWAUKEE COUNTY (1.50 MILES)	HP	PE	240.0	0.0	0.0	240.0	LOCAL	48.0	1,069.3	0.0	1,117.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	192.0	518.2	0.0	710.2		
				CONST	0.0	1,587.5	0.0	1,587.5	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	LRIP						
				TOTAL	240.0	1,587.5	0.0	1,827.5	TOTAL	240.0	1,587.5	0.0	1,827.5		
	112 (117)	RECONSTRUCTION OF S 13TH ST (CTH V) FROM SOUTH MILWAUKEE COUNTY LINE TO RYAN RD IN THE CITY OF OAK CREEK (2.0 MILES)	HP	PE	0.0	800.0	0.0	800.0	LOCAL	0.0	160.0	120.0	280.0	A	EXEMPT
				ROW	0.0	0.0	600.0	600.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	640.0	480.0	1,120.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	800.0	600.0	1,400.0	TOTAL	0.0	800.0	600.0	1,400.0		
	113 (118)	RECONSTRUCTION OF S 13TH ST (CTH V) FROM RYAN RD TO W RAWSON AVE IN THE CITY OF OAK CREEK (3.00 MILES)	HP	PE	0.0	1,200.0	0.0	1,200.0	LOCAL	0.0	240.0	160.0	400.0	A	EXEMPT
				ROW	0.0	0.0	800.0	800.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	960.0	640.0	1,600.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	1,200.0	800.0	2,000.0	TOTAL	0.0	1,200.0	800.0	2,000.0		
	114 (119)	RECONSTRUCTION OF S 13TH ST (CTH V) FROM W RAWSON AVE TO W COLLEGE AVE IN THE CITIES OF OAK CREEK AND MILWAUKEE (1.00 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	120.0	852.2	0.0	972.2	A	EXEMPT
				ROW	600.0	0.0	0.0	600.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	4,260.9	0.0	4,260.9	FED	480.0	3,408.7	0.0	3,888.7		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	600.0	4,260.9	0.0	4,860.9	TOTAL	600.0	4,260.9	0.0	4,860.9		
	115 (120)	RECONSTRUCTION OF W LAYTON AVE (CTH Y) FROM S 27TH ST TO W LOOMIS RD IN THE CITY OF GREENFIELD (1.20 MILES)	HP	PE	0.0	690.0	0.0	690.0	LOCAL	0.0	138.0	110.0	248.0	A	EXEMPT
				ROW	0.0	0.0	500.0	500.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	552.0	390.0	942.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	690.0	500.0	1,190.0	TOTAL	0.0	690.0	500.0	1,190.0		
	116 (121)	RESURFACING OF W LAYTON AVE FROM S 81ST ST TO S 76TH ST AND S 76TH ST FROM GRANGE AVE TO COLD SPRING RD AND OVERLAY S 76TH ST BRIDGE IN MILWAUKEE COUNTY (2.16 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	2,099.4	0.0	0.0	2,099.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	300.0	0.0	0.0	300.0		
				CONST	2,399.4	0.0	0.0	2,399.4	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	LRIP						
				TOTAL	2,399.4	0.0	0.0	2,399.4	TOTAL	2,399.4	0.0	0.0	2,399.4		
	117 (137)	RECONSTRUCTION OF N PORT WASHINGTON RD (CTH W) FROM W DAPHNE ST TO W GOOD HOPE RD IN MILWAUKEE COUNTY (0.70 MILES)	HP	PE	0.0	0.0	350.0	350.0	LOCAL	0.0	0.0	70.0	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	0.0	0.0	280.0	280.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	350.0	350.0	TOTAL	0.0	0.0	350.0	350.0		
	118 (122)	RECONSTRUCTION OF N PORT WASHINGTON RD (CTH W) FROM W GOOD HOPE RD TO W BERGEN RD IN MILWAUKEE COUNTY (1.75 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	1,182.4	0.0	0.0	1,182.4	A	EXEMPT
				ROW	598.7	0.0	0.0	598.7	STATE	0.0	0.0	0.0	0.0		
				CONST	5,313.2	0.0	0.0	5,313.2	FED	4,729.5	0.0	0.0	4,729.5		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	5,911.9	0.0	0.0	5,911.9	TOTAL	5,911.9	0.0	0.0	5,911.9		
	119 (126)	RECONSTRUCTION OF W RAWSON AVE (CTH BB) FROM S 6TH ST TO S 27TH ST IN THE CITY OF OAK CREEK (2.00 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	382.3	0.0	0.0	382.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,911.6	0.0	0.0	1,911.6	FED	1,529.3	0.0	0.0	1,529.3		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,911.6	0.0	0.0	1,911.6	TOTAL	1,911.6	0.0	0.0	1,911.6		
	120 (124)	RECONSTRUCTION OF W RAWSON AVE (CTH BB) FROM ASH ST TO S 6TH ST IN THE CITY OF OAK CREEK (1.82 MILES)	HP	PE	382.2	0.0	0.0	382.2	LOCAL	76.4	589.7	0.0	666.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,948.4	0.0	2,948.4	FED	305.8	2,358.7	0.0	2,664.5		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	382.2	2,948.4	0.0	3,330.6	TOTAL	382.2	2,948.4	0.0	3,330.6		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE COUNTY	121  (127)	RECONSTRUCTION OF W HAMPTON AVE (CTH EE) FROM N 92ND ST TO N 108TH ST IN THE CITY OF MILWAUKEE (1.00 MILES)	HP	PE	0.0	580.0	0.0	580.0	LOCAL	0.0	116.0	60.0	176.0	A	EXEMPT
				ROW	0.0	0.0	300.0	300.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	464.0	240.0	704.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	580.0	300.0	880.0	TOTAL	0.0	580.0	300.0	880.0		
	122  (128)	BRIDGE REPLACEMENT ON W HAMPTON AVE (CTH EE) OVER THE MENOMONEE RIVER IN MILWAUKEE COUNTY (B-40-0342)	HP	PE	145.0	0.0	0.0	145.0	LOCAL	272.0	0.0	0.0	272.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,215.0	0.0	0.0	1,215.0	FED	1,088.0	0.0	0.0	1,088.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	1,360.0	0.0	0.0	1,360.0	TOTAL	1,360.0	0.0	0.0	1,360.0		
	123  (130)	BRIDGE REPLACEMENT ON W HAMPTON AVE (CTH EE) OVER THE UP RAILWAY IN MILWAUKEE COUNTY (B-40-0382)	HP	PE	148.6	0.0	0.0	148.6	LOCAL	353.2	0.0	0.0	353.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,565.0	0.0	0.0	1,565.0	FED	1,412.9	0.0	0.0	1,412.9		
				OTHER	52.5	0.0	0.0	52.5	BRF						
				TOTAL	1,766.1	0.0	0.0	1,766.1	TOTAL	1,766.1	0.0	0.0	1,766.1		
	124  (131)	BRIDGE REPLACEMENT ON W HAMPTON AVE (CTH EE) OVER THE UP RAILWAY IN MILWAUKEE COUNTY (B-40-0383)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	10.5	0.0	0.0	10.5	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	42.0	0.0	0.0	42.0		
				OTHER	52.5	0.0	0.0	52.5	BRF						
				TOTAL	52.5	0.0	0.0	52.5	TOTAL	52.5	0.0	0.0	52.5		
	125  (132)	BRIDGE REPLACEMENT ON W OKLAHOMA AVE (CTH NN) OVER HONEY CREEK IN MILWAUKEE COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	204.4	0.0	0.0	204.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,022.0	0.0	0.0	1,022.0	FED	817.6	0.0	0.0	817.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	1,022.0	0.0	0.0	1,022.0	TOTAL	1,022.0	0.0	0.0	1,022.0		
	126  (133)	RECONSTRUCTION OF W OKLAHOMA AVE (CTH NN) BETWEEN S 72ND ST AND S 108TH ST IN MILWAUKEE COUNTY (2.25 MILES)	HP	PE	0.0	350.0	0.0	350.0	LOCAL	0.0	70.0	40.0	110.0	A	EXEMPT
				ROW	0.0	0.0	200.0	200.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	280.0	160.0	440.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	350.0	200.0	550.0	TOTAL	0.0	350.0	200.0	550.0		
	127  (134)	BRIDGE REPLACEMENT ON W FOREST HOME AVE (CTH OO) OVER THE ROOT RIVER IN THE VILLAGE OF HALES CORNERS (B-40-0030)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	179.5	0.0	0.0	179.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	897.4	0.0	0.0	897.4	FED	717.9	0.0	0.0	717.9		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	897.4	0.0	0.0	897.4	TOTAL	897.4	0.0	0.0	897.4		
	128	BRIDGE REHABILITATION ON W GOOD HOPE RD (CTH PP) OVER THE LITTLE MENOMONEE RIVER IN MILWAUKEE COUNTY (B-40-0497)	HP	PE	0.0	0.0	130.0	130.0	LOCAL	0.0	0.0	26.0	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	0.0	0.0	104.0	104.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	130.0	130.0	TOTAL	0.0	0.0	130.0	130.0		
	129  (135)	RESURFACING OF W GOOD HOPE RD (CTH PP) FROM N 107TH ST TO N PORT WASHINGTON RD IN MILWAUKEE COUNTY (6.50 MILES)	HP	PE	247.0	0.0	0.0	247.0	LOCAL	123.5	1,430.0	0.0	1,553.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	123.5	0.0	0.0	123.5		
				CONST	0.0	7,150.0	0.0	7,150.0	FED	0.0	5,720.0	0.0	5,720.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	247.0	7,150.0	0.0	7,397.0	TOTAL	247.0	7,150.0	0.0	7,397.0		
	130	BRIDGE REHABILITATION ON W GOOD HOPE RD (CTH PP) OVER THE LITTLE MENOMONEE RIVER IN MILWAUKEE COUNTY (B-40-0498)	HP	PE	0.0	0.0	130.0	130.0	LOCAL	0.0	0.0	26.0	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	0.0	0.0	104.0	104.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	130.0	130.0	TOTAL	0.0	0.0	130.0	130.0		



Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE COUNTY	131 (136)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF S 76TH ST (CTH U) FROM PUETZ RD TO IMPERIAL DR IN THE CITY OF FRANKLIN (1.55 MILES)	HI	PE	500.0	0.0	0.0	500.0	LOCAL	100.0	150.0	1,230.0	1,480.0	A	NON-EXEMPT
				ROW	0.0	750.0	0.0	750.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	6,150.0	6,150.0	FED	400.0	600.0	4,920.0	5,920.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	500.0	750.0	6,150.0	7,400.0	TOTAL	500.0	750.0	6,150.0	7,400.0		
	132 (138)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF E COLLEGE AVE FROM S HOWELL AVE TO S PENNSYLVANIA AVE INCL THE BRIDGE OVER THE UP RR IN MILWAUKEE COUNTY (1.30 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	1,220.0	0.0	1,220.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	6,100.0	0.0	6,100.0	FED	0.0	4,880.0	0.0	4,880.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	6,100.0	0.0	6,100.0	TOTAL	0.0	6,100.0	0.0	6,100.0		
	133 <sup>d</sup> (139)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF COLLEGE AVE (CTH ZZ) FROM S 13TH ST TO W LOOMIS RD IN MILWAUKEE COUNTY (3.25 MILES)	HI	PE	0.0	1,300.0	0.0	1,300.0	LOCAL	0.0	260.0	160.0	420.0	A	NON-EXEMPT
				ROW	0.0	0.0	800.0	800.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	1,040.0	640.0	1,680.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	1,300.0	800.0	2,100.0	TOTAL	0.0	1,300.0	800.0	2,100.0		
	134	ELDERLY/DISABLED TRANSPORTATION SEC 5310 MILWAUKEE COUNTY CURATIVE CARE NETWORK, INC	TP	PE	0.0	0.0	0.0	0.0	LOCAL	14.5	0.0	0.0	14.5	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	57.9	0.0	0.0	57.9		
				OTHER	72.4	0.0	0.0	72.4	FTA 5310						
				TOTAL	72.4	0.0	0.0	72.4	TOTAL	72.4	0.0	0.0	72.4		
	135 (141)	ELDERLY/DISABLED TRANSPORTATION SEC 5310 CAPITAL ASSISTANCE PROGRAM MILWAUKEE CO AND/OR VARIOUS MILWAUKEE COUNTY PRIVATE, NON-PROFIT ORGANIZATIONS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	106.1	109.3	215.4	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	424.4	437.1	861.5		
				OTHER	0.0	530.5	546.4	1,076.9	FTA 5310						
				TOTAL	0.0	530.5	546.4	1,076.9	TOTAL	0.0	530.5	546.4	1,076.9		
	136 (140)	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		
	137 (142)	CAPITAL COST OF CONTRACTING FOR PARATRANSIT OPERATIONS FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	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	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	FTA 5307						
				TOTAL	0.0	2,000.0	0.0	2,000.0	TOTAL	0.0	2,000.0	0.0	2,000.0		
	138 (143)	CAPITALIZATION OF TRANSIT VEHICLE MAINTENANCE ACTIVITIES	TP	PE	0.0	0.0	0.0	0.0	LOCAL	4,600.0	4,600.0	4,600.0	13,800.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	18,400.0	18,400.0	18,400.0	55,200.0		
				OTHER	23,000.0	23,000.0	23,000.0	69,000.0	FTA 5307						
				TOTAL	23,000.0	23,000.0	23,000.0	69,000.0	TOTAL	23,000.0	23,000.0	23,000.0	69,000.0		
	139 (144)	DISADVANTAGED BUSINESS ENTERPRISE DEVELOPMENT CAPACITY BUILDING PROGRAM (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		
	140 (146)	PURCHASE OF A COMPUTER SYSTEM UPGRADE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (WI-90-X400)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	0.0	0.0	20.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0		
				OTHER	100.0	0.0	0.0	100.0	FTA 5307						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE COUNTY	141 (147)	PURCHASE OF A RADIO/AUTOMATED VEHICLE LOCATION SYSTEM UPGRADE FOR MILWAUKEE COUNTY TRANSIT SYSTEM BUSES	TP	PE	100.0	20.0	20.0	140.0	LOCAL	300.0	100.0	100.0	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	0.0	0.0	FED	1,200.0	400.0	400.0	2,000.0		
				OTHER	1,400.0	480.0	480.0	2,360.0	FTA 5307						
				TOTAL	1,500.0	500.0	500.0	2,500.0	TOTAL	1,500.0	500.0	500.0	2,500.0		
	142 (148)	PURCHASE AND INSTALLATION OF SCHEDULING/RUN CUTTING SOFTWARE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (WI-90-X362)	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		
	143 (149)	REPLACEMENT OF AIR CONDITIONING SYSTEM AT THE MILWAUKEE COUNTY TRANSIT ADMINISTRATION BUILDING	TP	PE	0.0	0.0	0.0	0.0	LOCAL	100.0	0.0	0.0	100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	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	FTA 5307						
				TOTAL	500.0	0.0	0.0	500.0	TOTAL	500.0	0.0	0.0	500.0		
	144 (150)	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	120.0	100.0	100.0	320.0	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	480.0	400.0	400.0	1,280.0		
				OTHER	600.0	500.0	500.0	1,600.0	FTA 5307						
				TOTAL	600.0	500.0	500.0	1,600.0	TOTAL	600.0	500.0	500.0	1,600.0		
	145 (151)	PURCHASE OF REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (50% SEC 5309, 50% SEC 5307)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	736.5	1,443.0	0.0	2,179.5	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	3,553.5	6,987.0	0.0	10,540.5		
				OTHER	4,290.0	8,430.0	0.0	12,720.0	COMB						
				TOTAL	4,290.0	8,430.0	0.0	12,720.0	TOTAL	4,290.0	8,430.0	0.0	12,720.0		
	146 (152)	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		
	147 (153)	REPLACEMENT OF FAREBOXES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	FED	0.0	2,000.0	0.0	2,000.0		
				OTHER	0.0	2,500.0	0.0	2,500.0	FTA 5307						
				TOTAL	0.0	2,500.0	0.0	2,500.0	TOTAL	0.0	2,500.0	0.0	2,500.0		
	148 (154)	PURCHASE OF REPLACEMENT BUS STOP SIGNS SYSTEM-WIDE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	32.0	0.0	0.0	32.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	128.0	0.0	0.0	128.0		
				OTHER	160.0	0.0	0.0	160.0	FTA 5307						
				TOTAL	160.0	0.0	0.0	160.0	TOTAL	160.0	0.0	0.0	160.0		
	149 (155)	REPLACEMENT OF FUELING SYSTEMS AT THE MILWAUKEE COUNTY TRANSIT SYSTEM OPERATING GARAGES	TP	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	0.0	0.0	0.0	0.0	FED	480.0	0.0	0.0	480.0		
				OTHER	600.0	0.0	0.0	600.0	FTA 5307						
				TOTAL	600.0	0.0	0.0	600.0	TOTAL	600.0	0.0	0.0	600.0		
	150 (158)	RENOVATIONS AND REPAIRS AT THE FOND DU LAC OPERATING GARAGE (WI-90-X400)	TP	PE	50.0	0.0	0.0	50.0	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	700.0	0.0	0.0	700.0	FED	600.0	0.0	0.0	600.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	750.0	0.0	0.0	750.0	TOTAL	750.0	0.0	0.0	750.0		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE COUNTY	151	REPAIR OF THE KELLY SENIOR CENTER BUS TURNAROUND	TP	PE	0.0	0.0	0.0	0.0	LOCAL	27.5	0.0	0.0	27.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	77.5	0.0	0.0	77.5	FED	110.0	0.0	0.0	110.0		
				OTHER	60.0	0.0	0.0	60.0	FTA 5307						
				TOTAL	137.5	0.0	0.0	137.5	TOTAL	137.5	0.0	0.0	137.5		
	152	REPAIR EXTERIOR WALLS AT THE KINNICKINNIC OPERATING GARAGE	TP	PE	20.0	0.0	0.0	20.0	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	180.0	0.0	0.0	180.0	FED	160.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	153 (162)	SUPPORT OF SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION TRANSIT PLANNING PROGRAM FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TI	PE	0.0	0.0	0.0	0.0	LOCAL	18.7	18.7	18.7	56.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	18.8	18.8	18.8	56.4		
				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		
	154 (163)	SOUTHEASTERN WISCONSIN TRANSIT MARKETING PARTNERSHIP TO IMPROVE PUBLIC AWARENESS AND RIDERSHIP OF PUBLIC TRANSPORTATION SERVICES	TI	PE	0.0	0.0	0.0	0.0	LOCAL	555.0	0.0	0.0	555.0	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	2,220.0	0.0	0.0	2,220.0		
				OTHER	2,775.0	0.0	0.0	2,775.0	CMAQ						
				TOTAL	2,775.0	0.0	0.0	2,775.0	TOTAL	2,775.0	0.0	0.0	2,775.0		
	155 (165)	SHORT RANGE TRANSIT PLANNING AND PROGRAMMING STUDIES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	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		
	156 (161)	TRANSIT SERVICE FOR UW- MILWAUKEE WITHIN MILWAUKEE COUNTY	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	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	CMAQ						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	157 (164)	PURCHASE OF MOBILE DATA TERMINALS FOR PARATRANSIT VEHICLES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (WI-90- X168)	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		
	158 <sup>e</sup> (166)	MILWAUKEE DOWNTOWN TRANSIT CONNECTOR LOCALLY PREFERRED ALTERNATIVE: CONTINUED PLANNING; PE IN 2005	TE	PE	3,000.0	0.0	0.0	3,000.0	LOCAL	450.0	0.0	0.0	450.0	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	2,550.0	0.0	0.0	2,550.0		
				OTHER	0.0	0.0	0.0	0.0	IH-C/S						
				TOTAL	3,000.0	0.0	0.0	3,000.0	TOTAL	3,000.0	0.0	0.0	3,000.0		
	159 (167)	BRIDGE REPLACEMENT IN WHITNALL PARK OVER THE ROOT RIVER IN THE VILLAGE OF GREENDALE (P-40-0562)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	122.0	0.0	0.0	122.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	610.0	0.0	0.0	610.0	FED	488.0	0.0	0.0	488.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	610.0	0.0	0.0	610.0	TOTAL	610.0	0.0	0.0	610.0		
	160 (168)	BRIDGE REPLACEMENT ON HONEY CREEK PKWY OVER HONEY CREEK IN MILWAUKEE COUNTY (P-40-0779)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	134.0	0.0	0.0	134.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	670.0	0.0	0.0	670.0	FED	536.0	0.0	0.0	536.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	670.0	0.0	0.0	670.0	TOTAL	670.0	0.0	0.0	670.0		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE COUNTY	161 (169)	BRIDGE REPLACEMENT ON HONEY CREEK PKWY OVER HONEY CREEK IN MILWAUKEE COUNTY (P-40-0780)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	134.0	0.0	134.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	670.0	0.0	670.0	FED	0.0	536.0	0.0	536.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	670.0	0.0	670.0	TOTAL	0.0	670.0	0.0	670.0		
	162 (170)	BRIDGE REPLACEMENT ON JACKSON PARK DR OVER THE NORTH BRANCH OF THE KINNICKINNIC RIVER IN THE CITY OF MILWAUKEE (P-40-0568)	OH	PE	126.0	0.0	0.0	126.0	LOCAL	25.2	138.0	0.0	163.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	690.0	0.0	690.0	FED	100.8	552.0	0.0	652.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	126.0	690.0	0.0	816.0	TOTAL	126.0	690.0	0.0	816.0		
	163 (171)	BRIDGE REPLACEMENT ON MILWAUKEE RIVER PKWY OVER THE NORTH FORK OF THE MILWAUKEE RIVER IN THE CITY OF GLENDALE (B-40-0646)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	290.6	0.0	290.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,453.0	0.0	1,453.0	FED	0.0	1,162.4	0.0	1,162.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	1,453.0	0.0	1,453.0	TOTAL	0.0	1,453.0	0.0	1,453.0		
	164 (172)	BRIDGE REPLACEMENT MILWAUKEE RIVER PKWY BRIDGE OVER THE MILWAUKEE RIVER IN MILWAUKEE COUNTY (B-40-0647)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	290.7	0.0	0.0	290.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,453.6	0.0	0.0	1,453.6	FED	1,162.9	0.0	0.0	1,162.9		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	1,453.6	0.0	0.0	1,453.6	TOTAL	1,453.6	0.0	0.0	1,453.6		
	165 (173)	BRIDGE REPLACEMENT OVER OAK CREEK IN THE CITY OF SOUTH MILWAUKEE (P-40-0741)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	181.2	0.0	0.0	181.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	906.0	0.0	0.0	906.0	FED	724.8	0.0	0.0	724.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	906.0	0.0	0.0	906.0	TOTAL	906.0	0.0	0.0	906.0		
	166	BRIDGE REHABILITATION ON W VIENNA AVE OVER THE MENOMONEE RIVER AT GRANTOSA PKWY IN MILWAUKEE COUNTY (P-40-0771)	OH	PE	0.0	0.0	130.0	130.0	LOCAL	0.0	0.0	26.0	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	0.0	0.0	104.0	104.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	130.0	130.0	TOTAL	0.0	0.0	130.0	130.0		
	167 (174)	BRIDGE REPLACEMENT ON WHITNALL PARK DR OVER A BRANCH OF THE ROOT RIVER (P-40-0721)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	93.6	0.0	93.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	468.0	0.0	468.0	FED	0.0	374.4	0.0	374.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	468.0	0.0	468.0	TOTAL	0.0	468.0	0.0	468.0		
	168 (175)	INCREASE THE LENGTH OF THE EASTBOUND AND WESTBOUND LEFT TURN LANES BY 100 FT AT THE INTERSECTION OF W GOOD HOPE AND 91ST ST IN THE CITY OF MILWAUKEE	HS	PE	45.0	0.0	0.0	45.0	LOCAL	21.5	0.0	0.0	21.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	170.0	0.0	0.0	170.0	FED	193.5	0.0	0.0	193.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	215.0	0.0	0.0	215.0	TOTAL	215.0	0.0	0.0	215.0		
	169 (176)	TRAFFIC SAFETY IMPROVEMENTS ALONG THE COUNTY TRUNK HIGHWAY SYSTEM AT VARIOUS LOCATIONS (WARNING AND REGULATORY SIGNS) IN MILWAUKEE COUNTY (87.00 MILES)	HS	PE	60.0	30.0	0.0	90.0	LOCAL	132.0	33.0	0.0	165.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	600.0	300.0	0.0	900.0	FED	528.0	297.0	0.0	825.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	660.0	330.0	0.0	990.0	TOTAL	660.0	330.0	0.0	990.0		
	170 (177)	UPGRADE SIGNAL EQUIPMENT, SIGNAGE AND IMPROVE TRAFFIC SIGNAL TIMING USING COMPUTER MODEL ON W SILVER SPRING DR; N 91ST ST TO N 124TH ST IN MILWAUKEE COUNTY (2.00 MILES)	HS	PE	100.0	0.0	0.0	100.0	LOCAL	58.8	0.0	0.0	58.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	194.0	0.0	0.0	194.0	FED	235.2	0.0	0.0	235.2		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	294.0	0.0	0.0	294.0	TOTAL	294.0	0.0	0.0	294.0		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE COUNTY	171	SIGNAL REHABILITATION ON W SILVER SPRING DR (CTH E) FROM N 91ST ST TO N 124TH ST IN THE CITY OF MILWAUKEE (2.50 MILES)	HS	PE	0.0	75.0	0.0	75.0	LOCAL	0.0	31.0	0.0	31.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	235.1	0.0	235.1	FED	0.0	279.1	0.0	279.1		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	310.1	0.0	310.1	TOTAL	0.0	310.1	0.0	310.1		
	172 (179)	TRAFFIC SAFETY IMPROVEMENTS ON W MILL RD (CTH S) FROM USH 45 TO GREEN BAY RD IN THE CITY OF MILWAUKEE (6.25 MILES)	HS	PE	0.0	57.0	0.0	57.0	LOCAL	0.0	21.2	0.0	21.2	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	0.0	190.8	0.0	190.8		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	212.0	0.0	212.0	TOTAL	0.0	212.0	0.0	212.0		
	173 (180)	IMPROVEMENT OF SIGNAL TIMING USING COMPUTER SIMULATION ON S 76TH ST (CTH U) FROM MORGAN AVE TO GRANGE AVE IN MILWAUKEE COUNTY (3.00 MILES)	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		
	174 (181)	IMPLEMENTATION OF OPTIMIZED TRAFFIC SIGNAL TIMINGS AND NEW SIGNAL INTERCONNECT ON S 76TH ST (CTH U) FROM PARKVIEW RD TO OKLAHOMA AVE IN MILWAUKEE COUNTY (3.5 MILES)	HS	PE	142.8	0.0	0.0	142.8	LOCAL	82.4	0.0	0.0	82.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	681.0	0.0	0.0	681.0	FED	741.4	0.0	0.0	741.4		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	823.8	0.0	0.0	823.8	TOTAL	823.8	0.0	0.0	823.8		
	175 (182)	INSTALLATION OF NEW SIGNAL INTERCONNECT AND IMPROVE SIGNAL TIMING USING COMPUTER SIMULATION ON W LAYTON AVE FROM S 27TH ST TO 92ND ST IN MILWAUKEE COUNTY (4.00 MILES)	HS	PE	80.0	0.0	0.0	80.0	LOCAL	50.6	0.0	0.0	50.6	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	455.0	0.0	0.0	455.0		
				OTHER	425.6	0.0	0.0	425.6	STP-S						
				TOTAL	505.6	0.0	0.0	505.6	TOTAL	505.6	0.0	0.0	505.6		
	176 (183)	IMPROVEMENT OF SIGNAL TIMING USING COMPUTER SIMULATION ON N PORT WASHINGTON RD (CTH W) FROM GREEN TREE RD TO DEAN RD IN MILWAUKEE COUNTY (1.50 MILES)	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		
	177 (184)	TRAFFIC SAFETY IMPROVEMENTS AT THE INTERSECTION OF N PORT WASHINGTON RD (CTH W) AND BROWN DEER RD (STH 32) IN MILWAUKEE COUNTY (0.31 MILES)	HS	PE	36.0	0.0	0.0	36.0	LOCAL	36.4	0.0	0.0	36.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	328.0	0.0	0.0	328.0	FED	327.6	0.0	0.0	327.6		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	364.0	0.0	0.0	364.0	TOTAL	364.0	0.0	0.0	364.0		
	178 (724)	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF W RAWSON AVE (CTH BB) AND S 68TH ST IN THE CITY OF FRANKLIN	HS	PE	19.0	0.0	0.0	19.0	LOCAL	1.9	11.1	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	0.0	111.0	0.0	111.0	FED	17.1	99.9	0.0	117.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	19.0	111.0	0.0	130.0	TOTAL	19.0	111.0	0.0	130.0		
	179 (185)	SAFETY IMPROVEMENTS ON W HAMPTON AVE (CTH EE) FROM 60TH ST TO 124TH ST IN MILWAUKEE COUNTY (4.00 MILES)	HS	PE	89.0	0.0	0.0	89.0	LOCAL	8.9	33.0	0.0	41.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	330.0	0.0	330.0	FED	80.1	297.0	0.0	377.1		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	89.0	330.0	0.0	419.0	TOTAL	89.0	330.0	0.0	419.0		
	180 (186)	UPGRADE TRAFFIC SIGNALS AT W OKLAHOMA AVE (CTH NN) AND W BELOIT RD (CTH T) AND S 92ND ST (CTH N) IN MILWAUKEE COUNTY (0.50 MILES)	HS	PE	70.0	0.0	0.0	70.0	LOCAL	60.4	0.0	0.0	60.4	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	241.4	0.0	0.0	241.4		
				OTHER	231.8	0.0	0.0	231.8	STP-S						
				TOTAL	301.8	0.0	0.0	301.8	TOTAL	301.8	0.0	0.0	301.8		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE COUNTY	181 (187)	IMPROVEMENT OF SIGNAL TIMING USING COMPUTER SIMULATION ON W GOOD HOPE RD (CTH PP) FROM TEUTONIA AVE TO N 99TH ST IN THE CITY OF MILWAUKEE (5.00 MILES)	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		
	182 (188)	UPGRADE TRAFFIC SIGNALS AND IMPROVE TRAFFIC SIGNAL TIMING USING COMPUTER MODEL ON W COLLEGE AVE (CTH ZZ) EAST OF S 27TH ST TO S 13TH ST IN MILWAUKEE COUNTY (2.00 MILES)	HS	PE	60.0	0.0	0.0	60.0	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	123.2	0.0	0.0	123.2	STP-S						
				TOTAL	183.2	0.0	0.0	183.2	TOTAL	183.2	0.0	0.0	183.2		
	183 (189)	CONSTRUCTION OF A COMPRESSED NATURAL GAS (CNG) FUELING FACILITY ADJACENT TO GENERAL MITCHELL AIRPORT	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	97.4	0.0	97.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	487.0	0.0	487.0	FED	0.0	389.6	0.0	389.6		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	487.0	0.0	487.0	TOTAL	0.0	487.0	0.0	487.0		
	184 (191)	REPLACEMENT OF THE BRADY ST PEDESTRIAN BRIDGE ON THE EAST SIDE OF THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	202.0	0.0	0.0	202.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	981.7	0.0	0.0	981.7	FED	807.8	0.0	0.0	807.8		
				OTHER	28.1	0.0	0.0	28.1	CMAQ						
				TOTAL	1,009.8	0.0	0.0	1,009.8	TOTAL	1,009.8	0.0	0.0	1,009.8		
	185 (192)	REHABILITATION OF THE NORTH POINT LIGHTHOUSE AND KEEPER'S QUARTERS IN LAKE PARK IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	206.8	0.0	0.0	206.8	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	827.2	0.0	0.0	827.2		
				OTHER	1,034.0	0.0	0.0	1,034.0	STP-E						
				TOTAL	1,034.0	0.0	0.0	1,034.0	TOTAL	1,034.0	0.0	0.0	1,034.0		
	186 (193)	CONSTRUCTION OF THE BEERLINE BIKEWAY FROM NORTH AVE TO LOCUST ST IN THE CITY OF MILWAUKEE (4200 FEET)	EE	PE	86.0	0.0	0.0	86.0	LOCAL	17.2	62.8	0.0	80.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	314.0	0.0	314.0	FED	68.8	251.2	0.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	86.0	314.0	0.0	400.0	TOTAL	86.0	314.0	0.0	400.0		
	187 (195)	DESIGN AND CONSTRUCTION OF THE FORESTRY YARD SEGMENT OF THE HOYT BICYCLE AND PEDESTRIAN PATH IN THE CITY OF WAUWATOSA (0.20 MILES)	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		
	188 (196)	CONSTRUCTION OF A GRADE SEPARATION BETWEEN THE FORMER NORTH SHORE RAILWAY BICYCLE PATH AND RYAN RD IN THE CITY OF OAK CREEK	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	90.4	0.0	90.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	452.0	0.0	452.0	FED	0.0	361.6	0.0	361.6		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	452.0	0.0	452.0	TOTAL	0.0	452.0	0.0	452.0		
	189 (197)	CONSTRUCTION OF THE FORMER NORTH SHORE RAILWAY ROW BICYCLE PATH FROM MARSHALL AVE NEAR HOWELL AVE TO 3200 FT EAST OF COUNTY LINE RD IN MILWAUKEE COUNTY (5.00 MILES)	EE	PE	180.2	0.0	0.0	180.2	LOCAL	180.0	0.0	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	720.8	0.0	0.0	720.8	FED	721.0	0.0	0.0	721.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	901.0	0.0	0.0	901.0	TOTAL	901.0	0.0	0.0	901.0		
	190 (198)	CONSTRUCTION OF THE NORTHWEST BIKEWAY FROM W GOOD HOPE RD (CTH PP) TO N 124TH ST IN THE CITY OF MILWAUKEE (1.20 MILES)	EE	PE	0.0	34.0	0.0	34.0	LOCAL	0.0	45.0	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	191.0	0.0	191.0	FED	0.0	180.0	0.0	180.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	225.0	0.0	225.0	TOTAL	0.0	225.0	0.0	225.0		

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**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE COUNTY	191 (199)	CONSTRUCTION OF THE NORTHWEST BIKEWAY FROM W MILL RD (CTH S) TO W GOOD HOPE RD (CTH PP) IN THE CITY OF MILWAUKEE (1.33 MILES)	EE	PE	0.0	30.0	0.0	30.0	LOCAL	0.0	50.8	0.0	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	224.0	0.0	224.0	FED	0.0	203.2	0.0	203.2		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	254.0	0.0	254.0	TOTAL	0.0	254.0	0.0	254.0		
	192 (209)	RECONSTRUCTION OF THE EXISTING OAK LEAF TRAIL; ESTABROOK PARK SEGMENT FROM CAPITOL DR (STH 190) TO HAMPTON AVE IN MILWAUKEE COUNTY (2.40 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	146.6	0.0	0.0	146.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	733.0	0.0	0.0	733.0	FED	586.4	0.0	0.0	586.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	733.0	0.0	0.0	733.0	TOTAL	733.0	0.0	0.0	733.0		
	193 (194)	CONSTRUCTION OF THE OAK LEAF TRAIL FROM ESTABROOK PARK TO THE VILLAGE OF BROWN DEER - UP RAILWAY/WEPCO CORRIDOR (6.20 MILES)	EE	PE	0.0	625.0	0.0	625.0	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	1,875.0	0.0	1,875.0	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		
	194 (208)	CONSTRUCTION OF THE OAK LEAF TRAIL FROM THE INTERSECTION OF PROSPECT AVE AND BRADY ST TO LINCOLN MEMORIAL DR IN THE CITY OF MILWAUKEE (0.10 MILES)	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		
	195 (206)	CONSTRUCTION OF THE OAK LEAF TRAIL FROM SOUTH SHORE PARK TO BAYVIEW PARK IN THE CITIES OF MILWAUKEE AND ST FRANCIS (1.00 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	26.4	0.0	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	132.0	0.0	0.0	132.0	FED	105.6	0.0	0.0	105.6		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	132.0	0.0	0.0	132.0	TOTAL	132.0	0.0	0.0	132.0		
	196 (205)	CONSTRUCTION OF THE OAK LEAF TRAIL ALONG THE LAKEFRONT BETWEEN HOWARD AVE AND LUNHAM AVE IN THE CITY OF ST FRANCIS (1.50 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	49.5	0.0	0.0	49.5	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	198.0	0.0	0.0	198.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	247.5	0.0	0.0	247.5	TOTAL	247.5	0.0	0.0	247.5		
	197 (207)	CONSTRUCTION OF THE OAK LEAF TRAIL (ROOT RIVER) FROM HOWELL AVE TO 27TH ST IN THE CITY OF MILWAUKEE (2.00 MILES)	EE	PE	0.0	75.0	0.0	75.0	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	225.0	0.0	225.0	FED	0.0	240.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0		
	198 (202)	CONSTRUCTION OF THE OAK LEAF TRAIL; BENDER PARK CONNECTOR IN THE CITY OF OAK CREEK (5.50 MILES)	EE	PE	0.0	250.0	0.0	250.0	LOCAL	0.0	200.0	0.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	750.0	0.0	750.0	FED	0.0	800.0	0.0	800.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	1,000.0	0.0	1,000.0	TOTAL	0.0	1,000.0	0.0	1,000.0		
	199	CONSTRUCTION OF THE OAK LEAF TRAIL FROM OAKWOOD RD TO RYAN RD IN THE CITY OF OAK CREEK (1.70 MILES)	EE	PE	0.0	0.0	112.5	112.5	LOCAL	0.0	0.0	90.0	90.0	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	337.5	337.5	FED	0.0	0.0	360.0	360.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	450.0	450.0	TOTAL	0.0	0.0	450.0	450.0		
	200 (201)	CONSTRUCTION OF THE OAK LEAF TRAIL (ROOT RIVER) FROM 27TH ST TO OAKWOOD RD IN THE CITY OF OAK CREEK (3.98 MILES)	EE	PE	0.0	125.0	0.0	125.0	LOCAL	0.0	100.0	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	375.0	0.0	375.0	FED	0.0	400.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	500.0	0.0	500.0	TOTAL	0.0	500.0	0.0	500.0		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE COUNTY	201  (200)	CONSTRUCTION OF THE OAK LEAF TRAIL; KOHL PARK CONNECTOR IN THE CITY OF FRANKLIN (6.25 MILES)	EE	PE	0.0	225.0	0.0	225.0	LOCAL	0.0	180.0	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	675.0	0.0	675.0	FED	0.0	720.0	0.0	720.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	900.0	0.0	900.0	TOTAL	0.0	900.0	0.0	900.0		
	202  (204)	CONSTRUCTION OF THE OAK LEAF TRAIL FROM DREXEL AVE TO LOOMIS RD IN THE CITY OF FRANKLIN (2.27 MILES)	EE	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	CMAQ						
				TOTAL	800.0	0.0	0.0	800.0	TOTAL	800.0	0.0	0.0	800.0		
	203	CONVERSION OF CP RAILROAD CORRIDOR INTO A RECREATIONAL TRAIL BETWEEN THE MENOMONEE VALLEY TO THE WEST COUNTY LINE IN MILWAUKEE COUNTY (6.60 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	105.0	0.0	105.0	A	EXEMPT
				ROW	0.0	131.3	0.0	131.3	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	393.8	0.0	393.8	FED	0.0	420.1	0.0	420.1		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	525.1	0.0	525.1	TOTAL	0.0	525.1	0.0	525.1		
	204	DESIGN AND CONSTRUCTION OF SOUTH SHORE PARK BICYCLE TRAIL ALONG THE LAKE MICHIGAN SHORELINE FROM SOUTH SHORE PARK PAVILION TO 3700 S LAKE DR IN MILWAUKEE CO (0.98 MILES)	EE	PE	15.6	0.0	0.0	15.6	LOCAL	3.1	29.4	0.0	32.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	146.9	0.0	146.9	FED	12.5	117.5	0.0	130.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	15.6	146.9	0.0	162.5	TOTAL	15.6	146.9	0.0	162.5		
BROWN DEER (VILLAGE)	205  (210)	RECONSTRUCTION OF N 60TH ST FROM BRADLEY RD TO W BROWN DEER RD IN THE VILLAGE OF BROWN DEER (1.00 MILES)	HP	PE	250.0	0.0	0.0	250.0	LOCAL	51.0	316.3	0.0	367.3	A	EXEMPT
				ROW	5.0	0.0	0.0	5.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,581.3	0.0	1,581.3	FED	204.0	1,265.0	0.0	1,469.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	255.0	1,581.3	0.0	1,836.3	TOTAL	255.0	1,581.3	0.0	1,836.3		
FOX POINT (VILLAGE)	206  (215)	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH FROM 7600 TO 8700 N PORT WASHINGTON RD IN THE VILLAGE OF FOX POINT (1.54 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	130.3	0.0	0.0	130.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	232.3	0.0	0.0	232.3	FED	102.0	0.0	0.0	102.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	232.3	0.0	0.0	232.3	TOTAL	232.3	0.0	0.0	232.3		
GLENDALE (CITY)	207  (216)	CONSTRUCTION OF A 10-FOOT WIDE BICYCLE/PEDESTRIAN PATH FROM THE COMMUNITY CENTER/RECREATION COMPLEX TO CRESTWOOD NEIGHBORHOOD IN THE CITY OF GLENDALE (2.0 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	183.2	0.0	183.2	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	0.0	59.2	0.0	59.2		
				OTHER	0.0	242.4	0.0	242.4	CMAQ						
				TOTAL	0.0	242.4	0.0	242.4	TOTAL	0.0	242.4	0.0	242.4		
MILWAUKEE (CITY)	208  (220)	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	439.7	457.0	473.3	1,370.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	439.7	457.0	473.3	1,370.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	439.7	457.0	473.3	1,370.0	TOTAL	439.7	457.0	473.3	1,370.0		
	209  (224)	INSTALLATION OF TRAFFIC SIGNING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	287.7	299.4	311.1	898.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	287.7	299.4	311.1	898.2	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	287.7	299.4	311.1	898.2	TOTAL	287.7	299.4	311.1	898.2		
	210  (225)	RECONSTRUCTION OF W GREENFIELD AVE FROM S 1ST ST TO S 16TH ST IN THE CITY OF MILWAUKEE (1.01 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	535.7	535.7	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	2,618.6	2,618.6	FED	0.0	0.0	2,142.9	2,142.9		
				OTHER	0.0	0.0	60.0	60.0	STP-M						
				TOTAL	0.0	0.0	2,678.6	2,678.6	TOTAL	0.0	0.0	2,678.6	2,678.6		



Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE (CITY)	211  (226)	RECONSTRUCTION OF N TEUTONIA AVE FROM W RUBY AVE TO W VILLARD AVE IN THE CITY OF MILWAUKEE (0.94 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	630.0	0.0	0.0	630.0	A	EXEMPT
				ROW	330.0	0.0	0.0	330.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,500.0	0.0	0.0	2,500.0	FED	2,530.0	0.0	0.0	2,530.0		
				OTHER	330.0	0.0	0.0	330.0	STP-M						
				TOTAL	3,160.0	0.0	0.0	3,160.0	TOTAL	3,160.0	0.0	0.0	3,160.0		
	212  (227)	RECONSTRUCTION OF THE TEUTONIA AVE BRIDGE OVER THE UNION PACIFIC RR IN THE CITY OF MILWAUKEE (B-40-0035) (0.11 MILES)	HP	PE	0.0	651.0	0.0	651.0	LOCAL	0.0	130.2	620.0	750.2	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	3,100.0	3,100.0	FED	0.0	520.8	2,480.0	3,000.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	651.0	3,100.0	3,751.0	TOTAL	0.0	651.0	3,100.0	3,751.0		
	213  (228)	BRIDGE REHABILITATION AND CATHODIC PROTECTION ON N TEUTONIA AVE AND W SILVER SPRING DR IN THE CITY OF MILWAUKEE (0.01 MILES)	HP	PE	84.0	0.0	0.0	84.0	LOCAL	16.8	80.0	0.0	96.8	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	67.2	320.0	0.0	387.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	84.0	400.0	0.0	484.0	TOTAL	84.0	400.0	0.0	484.0		
	214  (725)	RESURFACING OF W SILVER SPRING DR FROM N 43RD ST TO N 68TH ST IN THE CITY OF MILWAUKEE (1.40 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	494.0	0.0	494.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,420.0	0.0	2,420.0	FED	0.0	1,976.2	0.0	1,976.2		
				OTHER	0.0	50.2	0.0	50.2	STP-M						
				TOTAL	0.0	2,470.2	0.0	2,470.2	TOTAL	0.0	2,470.2	0.0	2,470.2		
	215  (229)	RESURFACING OF W SILVER SPRING DR FROM N 27TH ST TO N 43RD ST IN THE CITY OF MILWAUKEE (1.20 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	329.4	0.0	0.0	329.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,612.0	0.0	0.0	1,612.0	FED	1,317.4	0.0	0.0	1,317.4		
				OTHER	34.8	0.0	0.0	34.8	STP-M						
				TOTAL	1,646.8	0.0	0.0	1,646.8	TOTAL	1,646.8	0.0	0.0	1,646.8		
	216  (230)	RECONSTRUCTION OF THE W MILL RD BRIDGE OVER THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.15 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	429.0	0.0	0.0	429.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	975.0	0.0	0.0	975.0	FED	546.0	0.0	0.0	546.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	975.0	0.0	0.0	975.0	TOTAL	975.0	0.0	0.0	975.0		
	217	BRIDGE RECONSTRUCTION ON W FOREST HOME AVE (STH 24) OVER THE KINNICKINNIC RIVER IN THE CITY OF MILWAUKEE (0.01 MILES)	HP	PE	0.0	0.0	315.0	315.0	LOCAL	0.0	0.0	78.8	78.8	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	0.0	236.2	236.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	315.0	315.0	TOTAL	0.0	0.0	315.0	315.0		
	218  (231)	RECONSTRUCTION OF THE W BRADLEY RD STRUCTURE OVER LITTLE MENOMONEE RIVER INCL APPROACHES IN THE CITY OF MILWAUKEE (0.15 MILES)	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	BRF						
				TOTAL	675.0	0.0	0.0	675.0	TOTAL	675.0	0.0	0.0	675.0		
	219  (234)	RECONSTRUCTION OF S CLEMENT AVE FROM E HOWARD AVE TO S WHITNALL AVE IN MILWAUKEE COUNTY (0.52 MILES)	HP	PE	121.2	0.0	0.0	121.2	LOCAL	24.2	197.3	0.0	221.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	936.7	0.0	936.7	FED	97.0	789.4	0.0	886.4		
				OTHER	0.0	50.0	0.0	50.0	STP-M						
				TOTAL	121.2	986.7	0.0	1,107.9	TOTAL	121.2	986.7	0.0	1,107.9		
	220	RECONSTRUCTION OF N DR MARTIN LUTHER KING DR FROM W NORTH AVE TO W BURLEIGH ST IN THE CITY OF MILWAUKEE (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		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE (CITY)	221 (235)	RESURFACING OF W EDGERTON AVE FROM S 20TH ST TO S 13TH ST IN THE CITY OF MILWAUKEE (0.50 MILES)	HP	PE	96.4	0.0	0.0	96.4	LOCAL	19.3	135.0	0.0	154.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	545.1	0.0	545.1	FED	77.1	540.1	0.0	617.2		
				OTHER	0.0	130.0	0.0	130.0	STP-M						
				TOTAL	96.4	675.1	0.0	771.5	TOTAL	96.4	675.1	0.0	771.5		
	222 (236)	RECONSTRUCTION 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		
	223 (271)	RECONSTRUCTION OF THE N GRANVILLE RD BRIDGE OVER THE LITTLE MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.60 MILES)	HP	PE	151.0	0.0	0.0	151.0	LOCAL	30.2	140.0	0.0	170.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	700.0	0.0	700.0	FED	120.8	560.0	0.0	680.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	151.0	700.0	0.0	851.0	TOTAL	151.0	700.0	0.0	851.0		
	224 (238)	RECONSTRUCTION OF N HAWLEY RD FROM THE HAWLEY RD VIADUCT TO W VLIET ST IN THE CITY OF MILWAUKEE (0.35 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	259.4	0.0	0.0	259.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,247.0	0.0	0.0	1,247.0	FED	1,037.6	0.0	0.0	1,037.6		
				OTHER	50.0	0.0	0.0	50.0	STP-M						
				TOTAL	1,297.0	0.0	0.0	1,297.0	TOTAL	1,297.0	0.0	0.0	1,297.0		
	225 (237)	RECONSTRUCTION OF N HAWLEY RD VIADUCT FROM W VALLEY FORGE DR TO W RODER CIRCLE IN THE CITY OF MILWAUKEE (0.22 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	750.0	0.0	0.0	750.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	3,750.0	0.0	0.0	3,750.0	FED	3,000.0	0.0	0.0	3,000.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	3,750.0	0.0	0.0	3,750.0	TOTAL	3,750.0	0.0	0.0	3,750.0		
	226 (240)	RECONSTRUCTION OF THE W HIGHLAND BLVD VIADUCT OVER THE CP RR ROW IN THE CITY OF MILWAUKEE (0.06 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	625.0	0.0	0.0	625.0	A	EXEMPT
				ROW	75.0	0.0	0.0	75.0	STATE	0.0	0.0	0.0	0.0		
				CONST	3,000.0	0.0	0.0	3,000.0	FED	2,500.0	0.0	0.0	2,500.0		
				OTHER	50.0	0.0	0.0	50.0	BRF						
				TOTAL	3,125.0	0.0	0.0	3,125.0	TOTAL	3,125.0	0.0	0.0	3,125.0		
	227 (241)	BRIDGE REHABILITATION AND DECK REPLACEMENT ON N HUMBOLDT BLVD/COMMERCE ST IN THE CITY OF MILWAUKEE (0.01 MILES)	HP	PE	217.0	0.0	0.0	217.0	LOCAL	43.4	207.0	0.0	250.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,035.0	0.0	1,035.0	FED	173.6	828.0	0.0	1,001.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	217.0	1,035.0	0.0	1,252.0	TOTAL	217.0	1,035.0	0.0	1,252.0		
	228 (242)	BRIDGE REHABILITATION AND DECK REPLACEMENT ON N HUMBOLDT BLVD OVER THE MILWAUKEE RIVER IN THE CITY OF MILWAUKEE (0.09 MILES)	HP	PE	470.0	0.0	0.0	470.0	LOCAL	94.0	390.0	0.0	484.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,950.0	0.0	1,950.0	FED	376.0	1,560.0	0.0	1,936.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	470.0	1,950.0	0.0	2,420.0	TOTAL	470.0	1,950.0	0.0	2,420.0		
	229	RESURFACING OF KEEFE AVE FROM N PORT WASHINGTON AVE TO N HUMBOLDT BLVD IN THE CITY OF MILWAUKEE (1.00 MILES)	HP	PE	0.0	0.0	234.0	234.0	LOCAL	0.0	0.0	46.8	46.8	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	0.0	187.2	187.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	234.0	234.0	TOTAL	0.0	0.0	234.0	234.0		
	230 (244)	BRIDGE REHABILITATION ON W KILBOURN AVE OVER THE MILWAUKEE RIVER IN THE CITY OF MILWAUKEE (0.04 MILES)	HP	PE	1,500.0	0.0	0.0	1,500.0	LOCAL	300.0	1,328.6	0.0	1,628.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	6,643.0	0.0	6,643.0	FED	1,200.0	5,314.4	0.0	6,514.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	1,500.0	6,643.0	0.0	8,143.0	TOTAL	1,500.0	6,643.0	0.0	8,143.0		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE (CITY)	231  (245)	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	50.0	50.0	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	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	50.0	50.0	TOTAL	0.0	0.0	50.0	50.0		
	232  (246)	RECONSTRUCTION OF E LINCOLN AVE FROM S LINCOLN MEMORIAL DR TO E BAY ST (EXCLUDING STRUCTURE) IN THE CITY OF MILWAUKEE (0.32 MILES)	HP	PE	120.0	0.0	0.0	120.0	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	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	NHS						
				TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0		
	233	BRIDGE REHABILITATION AND DECK REPLACEMENT OF THE E LINCOLN AVE OVER THE UP RAILWAY IN THE CITY OF MILWAUKEE (P-40-0804) (0.17 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	141.6	141.6	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	708.0	708.0	FED	0.0	0.0	566.4	566.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	708.0	708.0	TOTAL	0.0	0.0	708.0	708.0		
	234  (247)	RECONSTRUCTION OF W LISBON AVE FROM N 40TH ST TO THE CP RAILWAY IN THE CITY OF MILWAUKEE (0.85 MILES)	HP	PE	0.0	199.9	0.0	199.9	LOCAL	0.0	40.0	266.8	306.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,334.1	1,334.1	FED	0.0	159.9	1,067.3	1,227.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	199.9	1,334.1	1,534.0	TOTAL	0.0	199.9	1,334.1	1,534.0		
	235  (248)	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		
	236	BRIDGE REHABILITATION ON N PROSPECT AVE OVER THE OAK LEAF BICYCLE TRAIL IN THE CITY OF MILWAUKEE (0.03 MILES)	HP	PE	0.0	0.0	252.0	252.0	LOCAL	0.0	0.0	63.0	63.0	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	189.0	189.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	252.0	252.0	TOTAL	0.0	0.0	252.0	252.0		
	237	RECONSTRUCTION OF W STATE ST FROM N 17TH ST TO N 27TH ST IN THE CITY OF MILWAUKEE (0.70 MILES)	HP	PE	0.0	0.0	284.0	284.0	LOCAL	0.0	0.0	56.8	56.8	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	0.0	227.2	227.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	284.0	284.0	TOTAL	0.0	0.0	284.0	284.0		
	238	RECONSTRUCTION OF W STATE ST FROM N 35TH ST TO N 27TH ST IN THE CITY OF MILWAUKEE (0.50 MILES)	HP	PE	0.0	0.0	132.3	132.3	LOCAL	0.0	0.0	22.5	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	0.0	0.0	0.0	FED	0.0	0.0	109.8	109.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	132.3	132.3	TOTAL	0.0	0.0	132.3	132.3		
	239  (251)	RESURFACING OF W VILLARD AVE FROM N GREEN BAY AVE TO N TEUTONIA AVE IN THE CITY OF MILWAUKEE (0.90 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	258.5	0.0	258.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,277.6	0.0	1,277.6	FED	0.0	1,034.1	0.0	1,034.1		
				OTHER	0.0	15.0	0.0	15.0	STP-M						
				TOTAL	0.0	1,292.6	0.0	1,292.6	TOTAL	0.0	1,292.6	0.0	1,292.6		
	240  (252)	RESURFACING OF W WASHINGTON BLVD FROM N 47TH ST TO N 60TH ST IN THE CITY OF MILWAUKEE (0.58 MILES)	HP	PE	0.0	131.6	0.0	131.6	LOCAL	0.0	26.3	179.6	205.9	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	848.2	848.2	FED	0.0	105.3	718.6	823.9		
				OTHER	0.0	0.0	50.0	50.0	STP-M						
				TOTAL	0.0	131.6	898.2	1,029.8	TOTAL	0.0	131.6	898.2	1,029.8		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE (CITY)	241  (253)	RECONSTRUCTION OF W WISCONSIN AVE FROM APPROXIMATELY 0.10 MI EAST OF N 89TH ST TO N 95TH ST IN THE CITY OF MILWAUKEE (0.49 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	172.0	0.0	0.0	172.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	810.0	0.0	0.0	810.0	FED	688.0	0.0	0.0	688.0		
				OTHER	50.0	0.0	0.0	50.0	STP-M						
				TOTAL	860.0	0.0	0.0	860.0	TOTAL	860.0	0.0	0.0	860.0		
	242  (254)	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	203.5	203.5	LOCAL	0.0	0.0	40.7	40.7	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	0.0	162.8	162.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	203.5	203.5	TOTAL	0.0	0.0	203.5	203.5		
	243  (256)	RECONSTRUCTION OF S 2ND ST FROM W NATIONAL AVE TO THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.63 MILES)	HP	PE	0.0	0.0	273.4	273.4	LOCAL	0.0	0.0	54.7	54.7	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	0.0	218.7	218.7		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	273.4	273.4	TOTAL	0.0	0.0	273.4	273.4		
	244  (257)	RECONSTRUCTION OF S 6TH ST FROM W OHIO AVE TO W HAYES AVE IN THE CITY OF MILWAUKEE (1.20 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	348.0	0.0	0.0	348.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,700.0	0.0	0.0	1,700.0	FED	1,392.0	0.0	0.0	1,392.0		
				OTHER	40.0	0.0	0.0	40.0	STP-M						
				TOTAL	1,740.0	0.0	0.0	1,740.0	TOTAL	1,740.0	0.0	0.0	1,740.0		
	245  (258)	RECONSTRUCTION OF S 11TH ST FROM W WIND LAKE AVE TO W NATIONAL AVE IN THE CITY OF MILWAUKEE (1.27 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	394.0	0.0	394.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,902.0	0.0	1,902.0	FED	0.0	1,576.0	0.0	1,576.0		
				OTHER	0.0	68.0	0.0	68.0	STP-M						
				TOTAL	0.0	1,970.0	0.0	1,970.0	TOTAL	0.0	1,970.0	0.0	1,970.0		
	246  (260)	RESURFACING OF S 20TH ST FROM W LAYTON AVE TO W GRANGE AVE IN THE CITY OF MILWAUKEE (1.00 MILES)	HP	PE	110.3	0.0	0.0	110.3	LOCAL	22.1	140.8	0.0	162.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	654.0	0.0	654.0	FED	88.2	563.2	0.0	651.4		
				OTHER	0.0	50.0	0.0	50.0	STP-M						
				TOTAL	110.3	704.0	0.0	814.3	TOTAL	110.3	704.0	0.0	814.3		
	247  (261)	RECONSTRUCTION OF S 35TH ST FROM W MORGAN AVE TO W LAKEFIELD DR IN THE CITY OF MILWAUKEE (0.41 MILES)	HP	PE	0.0	170.6	842.2	1,012.8	LOCAL	0.0	34.1	170.4	204.5	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	136.5	681.8	818.3		
				OTHER	0.0	0.0	10.0	10.0	STP-M						
				TOTAL	0.0	170.6	852.2	1,022.8	TOTAL	0.0	170.6	852.2	1,022.8		
	248  (263)	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		
	249  (264)	RESURFACING OF N 91ST ST FROM W FLAGG AVE TO W MILL RD IN THE CITY OF MILWAUKEE (0.65 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	277.5	0.0	0.0	277.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,387.6	0.0	0.0	1,387.6	FED	1,110.1	0.0	0.0	1,110.1		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,387.6	0.0	0.0	1,387.6	TOTAL	1,387.6	0.0	0.0	1,387.6		
	250  (265)	RECONSTRUCTION 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		

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2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE (CITY)	251 (273)	RECONSTRUCTION OF THE S 29TH ST BRIDGE OVER THE UP RAILWAY IN THE CITY OF MILWAUKEE (0.05 MILES)	HP	PE	228.0	0.0	0.0	228.0	LOCAL	45.6	190.0	0.0	235.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	950.0	0.0	950.0	FED	182.4	760.0	0.0	942.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	228.0	950.0	0.0	1,178.0	TOTAL	228.0	950.0	0.0	1,178.0		
	252 (250)	RECONSTRUCTION WITH ADDITIONAL LANES OF N 91ST ST (SWAN RD) FROM W BROWN DEER RD TO W COUNTY LINE RD IN THE CITY OF MILWAUKEE (1.00 MILES)	HI	PE	0.0	0.0	170.0	170.0	LOCAL	0.0	0.0	34.0	34.0	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	136.0	136.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	170.0	170.0	TOTAL	0.0	0.0	170.0	170.0		
	253 f (266)	RECONSTRUCTION AND EXPANSION OF W CANAL ST FROM MILLER PARK TO N 6TH ST IN THE CITY OF MILWAUKEE (2.77 MILES)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	8,900.0	14,700.0	0.0	23,600.0	A	NON-EXEMPT
				ROW	1,900.0	0.0	0.0	1,900.0	STATE	2,500.0	5,000.0	0.0	7,500.0		
				CONST	13,400.0	20,800.0	0.0	34,200.0	FED	3,900.0	1,100.0	0.0	5,000.0		
				OTHER	0.0	0.0	0.0	0.0	COMB						
				TOTAL	15,300.0	20,800.0	0.0	36,100.0	TOTAL	15,300.0	20,800.0	0.0	36,100.0		
	254 (267)	DESIGN AND INSTALLATION OF EXPRESS BUS ROUTE TRAFFIC SIGNAL PRE-EMPTION EQUIPMENT IN THE CITY OF MILWAUKEE	TI	PE	7.5	7.5	0.0	15.0	LOCAL	15.0	15.0	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	67.5	67.5	0.0	135.0	FED	60.0	60.0	0.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	75.0	75.0	0.0	150.0	TOTAL	75.0	75.0	0.0	150.0		
	255 (268)	RECONSTRUCTION AND RESURFACING AT VARIOUS LOCATIONS ON CITY STREETS OFF OF THE FEDERAL-AID SYSTEM IN THE CITY OF MILWAUKEE (8.5 MILES)	OH	PE	2,125.0	1,500.0	2,125.0	5,750.0	LOCAL	7,092.0	5,092.0	7,092.0	19,276.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	4,967.0	3,592.0	4,967.0	13,526.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	7,092.0	5,092.0	7,092.0	19,276.0	TOTAL	7,092.0	5,092.0	7,092.0	19,276.0		
	256 (269)	LOCAL STREET IMPROVEMENTS AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	OH	PE	0.0	350.0	0.0	350.0	LOCAL	0.0	1,102.4	0.0	1,102.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	1,102.4	0.0	1,102.4		
				CONST	0.0	1,854.8	0.0	1,854.8	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	LRIP						
				TOTAL	0.0	2,204.8	0.0	2,204.8	TOTAL	0.0	2,204.8	0.0	2,204.8		
	257 (233)	BRIDGE REHABILITATION OF THE W CHERRY ST BASCULE BRIDGE OVER THE MILWAUKEE RIVER IN THE CITY OF MILWAUKEE (P-40-0864)	OH	PE	0.0	0.0	1,200.0	1,200.0	LOCAL	0.0	0.0	240.0	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	0.0	0.0	960.0	960.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	1,200.0	1,200.0	TOTAL	0.0	0.0	1,200.0	1,200.0		
	258 (270)	BRIDGE REHABILITATION ON W GLENDALE AVE OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (0.10 MILES)	OH	PE	60.0	0.0	0.0	60.0	LOCAL	58.0	0.0	0.0	58.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	230.0	0.0	0.0	230.0	FED	232.0	0.0	0.0	232.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	290.0	0.0	0.0	290.0	TOTAL	290.0	0.0	0.0	290.0		
	259 (274)	INSTALLATION OF TRAFFIC SIGNAL MAST ARMS AT 5 LOCATIONS TO IMPROVE SIGNAL VISIBILITY & SAFETY IN THE CITY OF MILWAUKEE	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		
	260 (275)	SPOT TRAFFIC SIGNAL IMPROVEMENTS AT VARIOUS HIGH HAZARD LOCATIONS IN THE CITY OF MILWAUKEE	HS	PE	20.3	20.3	20.3	60.9	LOCAL	22.3	22.3	22.3	66.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	202.7	202.7	202.7	608.1	FED	200.7	200.7	200.7	602.1		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	223.0	223.0	223.0	669.0	TOTAL	223.0	223.0	223.0	669.0		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE (CITY)	261	CONVERSION OF TRAFFIC SIGNALS TO LIGHT EMITTING DIODE SIGNAL INDICATIONS AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HS	PE	100.0	0.0	0.0	100.0	LOCAL	10.0	75.0	0.0	85.0	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	90.0	675.0	0.0	765.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	100.0	750.0	0.0	850.0	TOTAL	100.0	750.0	0.0	850.0		
(719)	262	INSTALLATION OF TRAFFIC SIGNAL EQUIPMENT WITH RED LIGHT HOLD CAPABILITY AT VARIOUS LOCATIONS ON CONNECTING HIGHWAYS IN THE CITY OF MILWAUKEE	HS	PE	0.0	0.0	0.0	0.0	LOCAL	75.0	0.0	0.0	75.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	750.0	0.0	0.0	750.0	FED	675.0	0.0	0.0	675.0		
				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		
(720)	263	INSTALLATION OF TRAFFIC SIGNAL EQUIPMENT WITH RED LIGHT HOLD CAPABILITY AT VARIOUS LOCATIONS ON LOCAL STREETS IN THE CITY OF MILWAUKEE	HS	PE	0.0	0.0	0.0	0.0	LOCAL	75.0	0.0	0.0	75.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	750.0	0.0	0.0	750.0	FED	675.0	0.0	0.0	675.0		
				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		
(276)	264	RECONSTRUCTION OF THE INTERSECTION OF W SILVER SPRING DR AND N TEUTONIA AVE IN THE CITY OF MILWAUKEE	HS	PE	100.0	0.0	0.0	100.0	LOCAL	10.0	75.0	0.0	85.0	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	90.0	675.0	0.0	765.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	100.0	750.0	0.0	850.0	TOTAL	100.0	750.0	0.0	850.0		
(277)	265	INSTALLATION OF SEMI-ACTUATED SIGNAL CONTROL AT THE INTERSECTION OF W HAMPTON AVE AND W GRANTOSA DR IN THE CITY OF MILWAUKEE	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	19.4	0.0	0.0	19.4	FED	17.5	0.0	0.0	17.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	19.4	0.0	0.0	19.4	TOTAL	19.4	0.0	0.0	19.4		
(278)	266	ADDITION OF LEFT-TURN LANES AND SIGNAL MAST ARMS AT THE INTERSECTION OF S CESAR CHAVEZ DR AND W MITCHELL ST IN THE CITY OF MILWAUKEE	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	12.1	0.0	0.0	12.1	FED	10.9	0.0	0.0	10.9		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	12.1	0.0	0.0	12.1	TOTAL	12.1	0.0	0.0	12.1		
(279)	267	SAFETY IMPROVEMENTS ON S CESAR CHAVEZ DR FROM NATIONAL AVE TO GREENFIELD AVE IN THE CITY OF MILWAUKEE (0.50 MILES)	HS	PE	28.0	28.0	0.0	56.0	LOCAL	28.0	28.0	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	257.0	257.0	0.0	514.0	FED	257.0	257.0	0.0	514.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	285.0	285.0	0.0	570.0	TOTAL	285.0	285.0	0.0	570.0		
(281)	268	REALIGN ROADWAY SEGMENT ON E NORTH AVE FROM N BOOTH ST TO N BREMEN ST IN THE CITY OF MILWAUKEE (0.20 MILES)	HS	PE	0.0	0.0	0.0	0.0	LOCAL	5.0	40.0	0.0	45.0	A	EXEMPT
				ROW	50.0	0.0	0.0	50.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	400.0	0.0	400.0	FED	45.0	360.0	0.0	405.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	50.0	400.0	0.0	450.0	TOTAL	50.0	400.0	0.0	450.0		
	269	STREET LIGHTING ON S 13TH ST FROM W RAWSON AVE TO W COLLEGE AVE IN THE CITY OF OAK CREEK AND THE CITY OF MILWAUKEE (1.00 MILES)	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	25.0	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	0.0	125.0	0.0	125.0	FED	0.0	100.0	0.0	100.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	125.0	0.0	125.0	TOTAL	0.0	125.0	0.0	125.0		
	270	ROADWAY GEOMETRIC IMPROVEMENTS AND TRAFFIC SIGNAL INSTALLATION AT THE INTERSECTION OF N 40TH ST AND W VLIET ST IN THE CITY OF MILWAUKEE	HS	PE	19.7	0.0	0.0	19.7	LOCAL	19.7	0.0	0.0	19.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	177.2	0.0	0.0	177.2	FED	177.2	0.0	0.0	177.2		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	196.9	0.0	0.0	196.9	TOTAL	196.9	0.0	0.0	196.9		

Table B-1

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2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE (CITY)	271  (284)	UPDATE OF THE CITY OF MILWAUKEE BICYCLE PLAN	EE	PE	150.0	0.0	0.0	150.0	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	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		
	272  (285)	UPDATE AND DISTRIBUTE CITY OF MILWAUKEE BICYCLE ROUTE MAPS	EE	PE	30.0	0.0	0.0	30.0	LOCAL	15.0	0.0	0.0	15.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	60.0	0.0	0.0	60.0		
				OTHER	45.0	0.0	0.0	45.0	STP-E						
				TOTAL	75.0	0.0	0.0	75.0	TOTAL	75.0	0.0	0.0	75.0		
	273  (287)	EVALUATION, SELECTION, DESIGNATION AND SPOT IMPROVEMENT OF BICYCLE ROUTES ON EXISTING STREETS IN THE CITY OF MILWAUKEE	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	CMAQ						
				TOTAL	280.0	0.0	0.0	280.0	TOTAL	280.0	0.0	0.0	280.0		
	274  (293)	INSTALLATION OF BICYCLE PARKING FACILITIES AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	20.0	10.0	50.0	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	50.0	250.0	FED	80.0	80.0	40.0	200.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	100.0	100.0	50.0	250.0	TOTAL	100.0	100.0	50.0	250.0		
	275  (288)	CONSTRUCTION OF THE BEERLINE BIKE/RECREATIONAL CORRIDOR FROM E CHAMBERS ST TO E HOLTON AVE IN THE CITY OF MILWAUKEE (0.56 MILES)	EE	PE	0.0	90.0	0.0	90.0	LOCAL	0.0	143.2	0.0	143.2	A	EXEMPT
				ROW	0.0	456.0	0.0	456.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	170.0	0.0	170.0	FED	0.0	572.8	0.0	572.8		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	716.0	0.0	716.0	TOTAL	0.0	716.0	0.0	716.0		
	276  (291)	DESIGN AND CONSTRUCTION OF HANK AARON BIKE TRAIL FROM DOYNE PARK TO MILLER PARK IN THE CITY OF MILWAUKEE	EE	PE	0.0	80.0	0.0	80.0	LOCAL	0.0	146.0	0.0	146.0	A	EXEMPT
				ROW	0.0	10.0	0.0	10.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	640.0	0.0	640.0	FED	0.0	584.0	0.0	584.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	730.0	0.0	730.0	TOTAL	0.0	730.0	0.0	730.0		
	277  (289)	DESIGN AND CONSTRUCTION OF HANK AARON BIKE TRAIL FROM MILLER PARK TO EMMER LANE IN THE CITY OF MILWAUKEE (2.20 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	311.0	0.0	0.0	311.0	A	EXEMPT
				ROW	200.0	0.0	0.0	200.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,355.0	0.0	0.0	1,355.0	FED	1,244.0	0.0	0.0	1,244.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	1,555.0	0.0	0.0	1,555.0	TOTAL	1,555.0	0.0	0.0	1,555.0		
	278  (290)	CONSTRUCTION OF A BICYCLE TRAIL ALONG THE FORMER UP RR ROW FROM 6TH AND ROSENDALE TO E WASHINGTON AVE IN THE CITY OF MILWAUKEE (2.20 MILES)	EE	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	CMAQ						
				TOTAL	800.0	0.0	0.0	800.0	TOTAL	800.0	0.0	0.0	800.0		
	279  (294)	BICYCLE LANE IMPROVEMENTS, LANDSCAPING, AND LIGHTING ALONG HOLTON ST FROM RESERVOIR ST TO THE CENTER ST COMMERCIAL DISTRICT IN THE CITY OF MILWAUKEE (0.80 MILES)	EE	PE	82.5	0.0	0.0	82.5	LOCAL	159.3	0.0	0.0	159.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	714.0	0.0	0.0	714.0	FED	637.2	0.0	0.0	637.2		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	796.5	0.0	0.0	796.5	TOTAL	796.5	0.0	0.0	796.5		
	280  (295)	UWM BICYCLE LOAN PROGRAM: PROVIDE 75 TO 100 BICYCLES TO UWM STUDENTS AND STAFF	EE	PE	0.0	0.0	0.0	0.0	LOCAL	1.7	1.7	1.7	5.1	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	6.8	6.8	6.8	20.4		
				OTHER	8.5	8.5	8.5	25.5	CMAQ						
				TOTAL	8.5	8.5	8.5	25.5	TOTAL	8.5	8.5	8.5	25.5		

Source: SEWRPC.

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE (CITY)	281  (301)	LANDSCAPING ALONG IH-94 EAST ON-RAMP AT MINERAL AND 9TH ST AND BETWEEN MINERAL ST AND WASHINGTON ST IN THE CITY OF MILWAUKEE (0.10 MILES)	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		
	282	STREETSCAPE ENHANCEMENTS ON W NATIONAL AVE BETWEEN S 27TH ST AND S 39TH ST IN THE CITY OF MILWAUKEE (1.50 MILES)	EE	PE	0.0	50.0	50.0	100.0	LOCAL	0.0	50.0	90.0	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	200.0	400.0	600.0	FED	0.0	200.0	360.0	560.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	250.0	450.0	700.0	TOTAL	0.0	250.0	450.0	700.0		
	283  (299)	SIDEWALK, LANDSCAPING AND LIGHTING IMPROVEMENTS ON GREENFIELD AVE (STH 59) FROM S CESAR CHAVEZ DR TO S LAYTON BLVD IN THE CITY OF MILWAUKEE (0.75 MILES)	EE	PE	120.0	0.0	0.0	120.0	LOCAL	155.0	0.0	0.0	155.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	655.0	0.0	0.0	655.0	FED	620.0	0.0	0.0	620.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	775.0	0.0	0.0	775.0	TOTAL	775.0	0.0	0.0	775.0		
	284  (302)	LANDSCAPING OF FOND DU LAC AVE (STH 145) FROM 19TH ST TO 36TH ST IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	121.6	0.0	0.0	121.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	607.9	0.0	0.0	607.9	FED	486.3	0.0	0.0	486.3		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	607.9	0.0	0.0	607.9	TOTAL	607.9	0.0	0.0	607.9		
	285	STREETSCAPE IMPROVEMENTS ON CAPITOL DR, ATKINSON AVE AND TEUTONIA AVE IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	110.0	0.0	0.0	110.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	550.0	0.0	0.0	550.0	FED	440.0	0.0	0.0	440.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	550.0	0.0	0.0	550.0	TOTAL	550.0	0.0	0.0	550.0		
	286  (300)	DESIGN AND CONSTRUCTION OF WALKWAY ENHANCEMENTS ALONG WISCONSIN AVE AND WATER ST IN THE CITY OF MILWAUKEE CBD	EE	PE	0.0	0.0	0.0	0.0	LOCAL	599.7	0.0	0.0	599.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	5,997.3	0.0	0.0	5,997.3	FED	5,397.6	0.0	0.0	5,397.6		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	5,997.3	0.0	0.0	5,997.3	TOTAL	5,997.3	0.0	0.0	5,997.3		
	287	DESIGN AND CONSTRUCTION OF STREETSCAPE ENHANCEMENTS ALONG WISCONSIN AVE AND WATER ST IN THE CITY OF MILWAUKEE CBD (PART 4) (2.62 MILES)	EE	PE	700.0	0.0	0.0	700.0	LOCAL	140.0	928.0	0.0	1,068.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	4,640.1	0.0	4,640.1	FED	560.0	3,712.1	0.0	4,272.1		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	700.0	4,640.1	0.0	5,340.1	TOTAL	700.0	4,640.1	0.0	5,340.1		
	288  (303)	INSTALLATION OF TRAFFIC SIGNAL INTERCONNECT CABLE ON VARIOUS ARTERIAL STREETS IN CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	85.6	0.0	0.0	85.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	428.0	0.0	0.0	428.0	FED	342.4	0.0	0.0	342.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	428.0	0.0	0.0	428.0	TOTAL	428.0	0.0	0.0	428.0		
	289  (304)	INSTALLATION OF HARD WIRE INTERCONNECT CABLE TO PROVIDE SIGNAL COORDINATION IN THE CITY OF MILWAUKEE	EE	PE	5.0	0.0	0.0	5.0	LOCAL	41.0	0.0	0.0	41.0	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	164.0	0.0	0.0	164.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	205.0	0.0	0.0	205.0	TOTAL	205.0	0.0	0.0	205.0		
	290  (305)	COMPUTER OPTIMIZATION OF TRAFFIC SIGNAL OPERATION IN THE CITY OF MILWAUKEE CENTRAL BUSINESS DISTRICT	EE	PE	26.5	0.0	0.0	26.5	LOCAL	5.3	0.0	0.0	5.3	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	21.2	0.0	0.0	21.2		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	26.5	0.0	0.0	26.5	TOTAL	26.5	0.0	0.0	26.5		



Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MILWAUKEE (CITY)	291 (306)	INSTALLATION OF A COMPUTER-CONTROLLED SYSTEM INTEGRATING 21 TRAFFIC SIGNALS ON THE SOUTH SIDE OF THE CITY OF MILWAUKEE	EE	PE	127.3	0.0	0.0	127.3	LOCAL	25.5	59.4	0.0	84.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	297.0	0.0	297.0	FED	101.8	237.6	0.0	339.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	127.3	297.0	0.0	424.3	TOTAL	127.3	297.0	0.0	424.3		
	292 (307)	COMPUTER OPTIMIZATION OF 83 SIGNAL SYSTEMS ON SOUTH SIDE OF THE CITY OF MILWAUKEE	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	100.0	0.0	0.0	100.0	FED	80.0	0.0	0.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	293 (308)	DEVELOPMENT AND INSTALLATION OF OPTIMIZED TRAFFIC SIGNAL OPERATION FOR SPECIAL EVENTS AT THE FESTIVAL GROUNDS IN THE CITY OF MILWAUKEE	EE	PE	67.0	0.0	0.0	67.0	LOCAL	13.4	24.2	0.0	37.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	121.0	0.0	121.0	FED	53.6	96.8	0.0	150.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	67.0	121.0	0.0	188.0	TOTAL	67.0	121.0	0.0	188.0		
	294 (309)	INSTALLATION OF HISTORICAL STREET LIGHTING & OTHER STREETSCAPE IMPROVEMENTS ALONG W NATIONAL AVE FROM S 12TH ST TO S 1ST ST & PORTIONS OF S 5TH ST & S 6TH ST (1.43 MILES)	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	STP-E						
				TOTAL	230.0	0.0	0.0	230.0	TOTAL	230.0	0.0	0.0	230.0		
	295 (315)	COMPUTER OPTIMIZATION AND SIGNAL EQUIPMENT UPGRADE OF 25 SIGNAL SYSTEM ON APPLETON AVE AND LISBON AVE IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	20.6	0.0	0.0	20.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	103.0	0.0	0.0	103.0	FED	82.4	0.0	0.0	82.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	103.0	0.0	0.0	103.0	TOTAL	103.0	0.0	0.0	103.0		
	296 (318)	SUMMERFEST PARKING MANAGEMENT SYSTEM IN THE CITY OF MILWAUKEE	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		
				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		
	297 (319)	INSTALLATION OF GUIDE SIGNS TO DIRECT MOTORISTS TO PARKING IN THE CITY OF MILWAUKEE	EE	PE	15.0	0.0	0.0	15.0	LOCAL	17.0	0.0	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	70.0	0.0	0.0	70.0	FED	68.0	0.0	0.0	68.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	85.0	0.0	0.0	85.0	TOTAL	85.0	0.0	0.0	85.0		
RIVER HILLS (VILLAGE)	298 (718)	BRIDGE REHABILITATION ON RANGE LINE RD OVER THE MILWAUKEE RIVER IN THE VILLAGE OF RIVER HILLS (P-40-0700)	HP	PE	36.0	0.0	0.0	36.0	LOCAL	7.2	20.9	0.0	28.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	104.6	0.0	104.6	FED	28.8	83.7	0.0	112.5		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	36.0	104.6	0.0	140.6	TOTAL	36.0	104.6	0.0	140.6		
	299 (321)	BRIDGE REHABILITATION ON N RIVER RD OVER INDIAN CREEK IN THE VILLAGE OF RIVER HILLS (P-40-538)	OH	PE	66.0	0.0	0.0	66.0	LOCAL	13.2	28.3	0.0	41.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	141.5	0.0	141.5	FED	52.8	113.2	0.0	166.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	66.0	141.5	0.0	207.5	TOTAL	66.0	141.5	0.0	207.5		
ST FRANCIS (CITY)	300 (322)	CLOSING OF THE UNION PACIFIC RR CROSSING ON NORWICH AVE IN THE CITY OF ST FRANCIS (0.10 MILES)	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-M						
				TOTAL	70.0	0.0	0.0	70.0	TOTAL	70.0	0.0	0.0	70.0		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
SHOREWOOD (VILLAGE)	301  (323)	RECONSTRUCTION OF THE OAK LEAF TRAIL BRIDGE OVER CAPITOL DR IN THE VILLAGE OF 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		
	302  (324)	IMPROVEMENT OF ACCESS TO THE OAK LEAF TRAIL BRIDGE OVER CAPITOL DR IN THE VILLAGE OF SHOREWOOD	EE	PE	21.8	0.0	0.0	21.8	LOCAL	4.4	21.4	0.0	25.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	107.0	0.0	107.0	FED	17.4	85.6	0.0	103.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	21.8	107.0	0.0	128.8	TOTAL	21.8	107.0	0.0	128.8		
WAUWATOSA (CITY)	303  (325)	RECONSTRUCTION OF WAUWATOSA AVE FROM STATE ST TO HARWOOD AVE IN THE CITY OF WAUWATOSA (0.16 MILES)	HP	PE	0.0	9.0	0.0	9.0	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	51.0	0.0	51.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	60.0	0.0	60.0	TOTAL	0.0	60.0	0.0	60.0		
	304  (326)	RECONSTRUCTION OF WAUWATOSA AVE FROM HARWOOD AVE TO MILWAUKEE AVE IN THE CITY OF WAUWATOSA (0.24 MILES)	HP	PE	0.0	8.3	0.0	8.3	LOCAL	0.0	55.0	0.0	55.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	46.7	0.0	46.7	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		
	305  (327)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF N 124TH ST FROM HAMPTON AVE TO RUBY AVE IN THE CITY OF WAUWATOSA (0.45 MILE)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	345.3	0.0	0.0	345.3	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,644.9	0.0	0.0	1,644.9	FED	1,381.2	0.0	0.0	1,381.2		
				OTHER	81.6	0.0	0.0	81.6	STP-M						
				TOTAL	1,726.5	0.0	0.0	1,726.5	TOTAL	1,726.5	0.0	0.0	1,726.5		
	306  (328)	DESIGN AND CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ALONG THE MENOMONEE RIVER FROM HART PARK TO 63RD ST IN THE CITY OF WAUWATOSA (0.70 MILES)	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)	307	RESURFACING OF W LINCOLN AVE FROM S 61ST ST TO S 91ST ST IN THE CITY OF WEST ALLIS (1.89 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	1,100.0	0.0	1,100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,100.0	0.0	1,100.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	1,100.0	0.0	1,100.0	TOTAL	0.0	1,100.0	0.0	1,100.0		
	308  (330)	RESURFACING OF W LINCOLN AVE FROM S 96TH ST TO S 108TH ST IN THE CITY OF WEST ALLIS (MSIP-D FUNDS) (0.76 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	349.6	0.0	0.0	349.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	290.4	0.0	0.0	290.4		
				CONST	640.0	0.0	0.0	640.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	LRIIP						
				TOTAL	640.0	0.0	0.0	640.0	TOTAL	640.0	0.0	0.0	640.0		
	309  (332)	RECONSTRUCTION OF W NATIONAL AVE FROM S 92ND ST TO 85TH ST IN THE CITY OF WEST ALLIS (0.75 MILES)	HP	PE	220.0	0.0	0.0	220.0	LOCAL	114.7	0.0	300.0	414.7	A	EXEMPT
				ROW	353.5	0.0	0.0	353.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,500.0	1,500.0	FED	458.8	0.0	1,200.0	1,658.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	573.5	0.0	1,500.0	2,073.5	TOTAL	573.5	0.0	1,500.0	2,073.5		
	310  (334)	BRIDGE REPLACEMENT ON W NATIONAL AVE OVER THE ROOT RIVER IN THE CITY OF WEST ALLIS (B-40-390) (FUNDING FROM MMSD AND CITY OF WEST ALLIS)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	1,531.0	0.0	0.0	1,531.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,531.0	0.0	0.0	1,531.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,531.0	0.0	0.0	1,531.0	TOTAL	1,531.0	0.0	0.0	1,531.0		

Source: SEWRPC.

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
WEST ALLIS (CITY)	311  (335)	RECONSTRUCTION OF S 60TH ST FROM W LINCOLN AVE TO THE NORTH CITY LIMITS AND W GREENFIELD AVE FROM S 62ND ST TO S 60TH ST (1.57 MILES)	HP	PE	716.7	0.0	0.0	716.7	LOCAL	143.3	11.7	920.0	1,075.0	A	EXEMPT
				ROW	0.0	58.9	0.0	58.9	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	4,600.0	4,600.0	FED	573.4	47.2	3,680.0	4,300.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	716.7	58.9	4,600.0	5,375.6	TOTAL	716.7	58.9	4,600.0	5,375.6		
	312  (337)	RECONSTRUCTION OF THE INTERSECTION OF W NATIONAL AVE, W OKLAHOMA AVE AND ROOT RIVER PKWY AND INSTALLATION OF NEW TRAFFIC SIGNALS IN THE CITY OF WEST ALLIS	HS	PE	0.0	0.0	0.0	0.0	LOCAL	100.0	188.0	0.0	288.0	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	0.0	675.0	0.0	675.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	100.0	863.0	0.0	963.0	TOTAL	100.0	863.0	0.0	963.0		
	313	CONSTRUCTION OF THE WEST ALLIS CROSS TOWN CONNECTOR BICYCLE/PEDESTRIAN TRAIL FROM S 56TH ST TO S 124TH ST ALONG THE WE ENERGIES ROW IN THE CITY OF WEST ALLIS (5.00 MILES)	EE	PE	0.0	109.2	0.0	109.2	LOCAL	0.0	21.8	125.6	147.4	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	577.9	577.9	FED	0.0	87.4	502.3	589.7		
				OTHER	0.0	0.0	50.0	50.0	STP-E						
				TOTAL	0.0	109.2	627.9	737.1	TOTAL	0.0	109.2	627.9	737.1		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	314 (339)	RECONDITIONING OF IH-43 FROM STH 32 TO THE NORTH COUNTY LINE IN OZAUKEE COUNTY (17.53 MILES)	HP	PE	2,000.0	0.0	0.0	2,000.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	400.0	0.0	0.0	400.0		
				CONST	0.0	0.0	0.0	0.0	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		
	315 (341)	RECONSTRUCTION OF STH 32 FROM GRAND AVE IN THE CITY OF PORT WASHINGTON TO IH-43 IN OZAUKEE COUNTY (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		
	316 (343)	RESURFACING OF STH 167 FROM STH 57 TO IH-43 IN THE CITY OF MEQUON (3.00 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	0.0	557.6	0.0	557.6		
				CONST	0.0	2,788.0	0.0	2,788.0	FED	0.0	2,230.4	0.0	2,230.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	2,788.0	0.0	2,788.0	TOTAL	0.0	2,788.0	0.0	2,788.0		
	317 (711)	RESURFACING OF WAUWATOSA RD (STH 181) FROM MEQUON RD TO PIONEER RD IN THE CITY OF MEQUON (4.01 MILES)	HP	PE	0.0	600.0	0.0	600.0	LOCAL	0.0	150.0	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	0.0	450.0	0.0	450.0		
				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		
	318 (342)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 33 FROM S MILL ST (CTH O) TO RIVERSIDE DR (CTH W) IN THE VILLAGE OF SAUKVILLE (0.26 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	171.1	0.0	0.0	171.1	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	671.8	0.0	0.0	671.8		
				CONST	3,530.0	0.0	0.0	3,530.0	FED	2,687.1	0.0	0.0	2,687.1		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	3,530.0	0.0	0.0	3,530.0	TOTAL	3,530.0	0.0	0.0	3,530.0		
	319 (344)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 33 FROM MARKET ST IN THE VILLAGE OF SAUKVILLE TO TOWER DR IN THE CITY OF PORT WASHINGTON (1.50 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	541.1	0.0	541.1	STATE	0.0	541.1	0.0	541.1		
				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	541.1	0.0	541.1	TOTAL	0.0	541.1	0.0	541.1		
OZAUKEE COUNTY	320 (346)	PRELIMINARY ENGINEERING FOR VARIOUS PROJECTS IN OZAUKEE COUNTY	HP	PE	50.0	50.0	50.0	150.0	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	0.0	0.0	0.0	0.0	FED	40.0	40.0	40.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	50.0	50.0	50.0	150.0	TOTAL	50.0	50.0	50.0	150.0		
	321 (347)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN OZAUKEE COUNTY	HP	PE	50.0	50.0	50.0	150.0	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	0.0	0.0	0.0	0.0	FED	40.0	40.0	40.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	50.0	50.0	50.0	150.0	TOTAL	50.0	50.0	50.0	150.0		
	322 (349)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF PORT WASHINGTON RD (CTH W) FROM MEQUON RD (STH 167) TO GLEN OAKS LN IN THE CITY OF MEQUON (1.00 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	168.5	908.2	0.0	1,076.7	A	NON-EXEMPT
				ROW	842.6	0.0	0.0	842.6	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	4,541.1	0.0	4,541.1	FED	674.1	3,632.9	0.0	4,307.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	842.6	4,541.1	0.0	5,383.7	TOTAL	842.6	4,541.1	0.0	5,383.7		
	323 (350)	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	4.6	4.7	4.7	14.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	22.2	22.7	23.2	68.1		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	26.8	27.4	27.9	82.1							
				TOTAL	26.8	27.4	27.9	82.1	TOTAL	26.8	27.4	27.9	82.1		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
OZAUKEE COUNTY	324	ELDERLY/DISABLED TRANSPORTATION SEC 5310 OZAUKEE COUNTY PORTAL INDUSTRIES, INC	TP	PE	0.0	0.0	0.0	0.0	LOCAL	26.3	0.0	0.0	26.3	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	105.1	0.0	0.0	105.1		
				OTHER	131.4	0.0	0.0	131.4	FTA 5310						
				TOTAL	131.4	0.0	0.0	131.4	TOTAL	131.4	0.0	0.0	131.4		
	325  (351)	ELDERLY/DISABLED TRANSPORTATION SEC 5310 CAPITAL ASSISTANCE PROGRAM OZAUKEE CO AND/OR VARIOUS OZAUKEE CO PRIVATE, NON- PROFIT ORGANIZATIONS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	27.1	27.9	55.0	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	108.2	111.5	219.7		
				OTHER	0.0	135.3	139.4	274.7	FTA 5310						
				TOTAL	0.0	135.3	139.4	274.7	TOTAL	0.0	135.3	139.4	274.7		
	326  (352)	OPERATING ASSISTANCE FOR OZAUKEE COUNTY EXPRESS BUS AND SHARED-RIDE TAXI (SEC 85.20 & SEC 5311)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	421.3	382.1	393.6	1,197.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	842.7	869.5	897.3	2,609.5		
				CONST	0.0	0.0	0.0	0.0	FED	421.3	223.9	228.5	873.7		
				OTHER	1,685.3	1,475.5	1,519.4	4,680.2	FTA 5311						
				TOTAL	1,685.3	1,475.5	1,519.4	4,680.2	TOTAL	1,685.3	1,475.5	1,519.4	4,680.2		
	327	CAPITAL COST OF MAINTENANCE FOR THE OZAUKEE COUNTY EXPRESS BUS AND SHARED-RIDE TAXI	TP	PE	0.0	0.0	0.0	0.0	LOCAL	52.7	55.0	57.2	164.9	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	210.9	220.1	228.9	659.9		
				OTHER	263.6	275.1	286.1	824.8	FTA 5307						
				TOTAL	263.6	275.1	286.1	824.8	TOTAL	263.6	275.1	286.1	824.8		
	328  (357)	CAPITAL COSTS FOR OZAUKEE COUNTY NON URBANIZED EXPRESS BUS- SPARE PARTS (SEC 85.20 AND 5311)	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 5311						
				TOTAL	40.0	0.0	0.0	40.0	TOTAL	40.0	0.0	0.0	40.0		
	329  (354)	PURCHASE OF REPLACEMENT VEHICLES FOR THE OZAUKEE COUNTY SHARED-RIDE TAXI PROGRAM; 4 VEHICLES IN 2005, 5 VEHICLES IN 2006, 5 VEHICLES IN 2007	TP	PE	0.0	0.0	0.0	0.0	LOCAL	27.0	35.5	36.9	99.4	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	108.0	142.0	147.7	397.7		
				OTHER	135.0	177.5	184.6	497.1	FTA 5307						
				TOTAL	135.0	177.5	184.6	497.1	TOTAL	135.0	177.5	184.6	497.1		
	330	AUTOMATED DATA PROCESSING HARDWARE AND SOFTWARE AND OFFICE EQUIPMENT FOR OZAUKEE COUNTY TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	42.0	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	0.0	0.0	FED	0.0	0.0	168.0	168.0		
				OTHER	0.0	0.0	210.0	210.0	FTA 5307						
				TOTAL	0.0	0.0	210.0	210.0	TOTAL	0.0	0.0	210.0	210.0		
	331	NEW BUILDING FOR VEHICLE STORAGE AND OFFICE FACILITY FOR OZAUKEE COUNTY TRANSIT SERVICES	TE	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	800.0	0.0	800.0	FED	80.0	720.0	0.0	800.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	100.0	800.0	0.0	900.0	TOTAL	100.0	800.0	0.0	900.0		
	332  (359)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN OZAUKEE COUNTY	HS	PE	25.0	25.0	25.0	75.0	LOCAL	2.5	2.5	2.5	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	22.5	22.5	22.5	67.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	25.0	25.0	25.0	75.0	TOTAL	25.0	25.0	25.0	75.0		
	333  (361)	IMPROVEMENT OF THE INTER- URBAN BICYCLE/PEDESTRIAN TRAIL BETWEEN TERMINAL RD AND RIDGEWOOD RD AND BRIDGE CONSTRUCTION OVER IH-43 IN THE TOWN OF GRAFTON (2.15 MILES)	EE	PE	137.5	0.0	0.0	137.5	LOCAL	27.5	20.2	200.2	247.9	A	EXEMPT
				ROW	0.0	12.0	0.0	12.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	89.0	1,001.0	1,090.0	FED	110.0	80.8	800.8	991.6		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	137.5	101.0	1,001.0	1,239.5	TOTAL	137.5	101.0	1,001.0	1,239.5		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
CEDARBURG (TOWN)	334 (362)	BRIDGE RECONSTRUCTION ON CEDAR CREEK RD 0.70 MILES WEST OF CTH I IN THE TOWN OF CEDARBURG (P-45-0037)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	58.2	0.0	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	291.0	0.0	0.0	291.0	FED	232.8	0.0	0.0	232.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	291.0	0.0	0.0	291.0	TOTAL	291.0	0.0	0.0	291.0		
GRAFTON (TOWN)	335 (363)	REALIGNMENT OF INTERSECTION OF CTH T AND CTH W TO WIDEN AND ACCOMMODATE DESIGNATED TURN LANES IN THE TOWN OF GRAFTON	HS	PE	90.0	0.0	0.0	90.0	LOCAL	9.0	59.0	0.0	68.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	590.0	0.0	590.0	FED	81.0	531.0	0.0	612.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	90.0	590.0	0.0	680.0	TOTAL	90.0	590.0	0.0	680.0		
MEQUON (CITY)	336 (364)	RESURFACING OF PIONEER RD (CTH C) FROM GREEN BAY RD TO KLUG LN IN THE CITY OF MEQUON (1.40 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	21.4	147.2	168.6	A	EXEMPT
				ROW	0.0	107.0	0.0	107.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	736.0	736.0	FED	0.0	85.6	588.8	674.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	107.0	736.0	843.0	TOTAL	0.0	107.0	736.0	843.0		
	337 (365)	RECONSTRUCTION OF WAUSAUKEE RD FROM COUNTY LINE RD TO MEQUON RD IN THE CITY OF MEQUON IN OZAUKEE COUNTY (2.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	2.9	96.2	0.0	99.1	A	EXEMPT
				ROW	14.6	0.0	0.0	14.6	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	481.1	0.0	481.1	FED	11.7	384.9	0.0	396.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	14.6	481.1	0.0	495.7	TOTAL	14.6	481.1	0.0	495.7		
	338 (368)	INSTALLATION OF TRAFFIC SIGNALS ON THE IH-43 OFF-RAMP AT CTH C IN THE CITY OF MEQUON	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	28.8	0.0	28.8		
				CONST	0.0	235.8	0.0	235.8	FED	0.0	207.0	0.0	207.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	235.8	0.0	235.8	TOTAL	0.0	235.8	0.0	235.8		
	339 (369)	CONSTRUCTION OF PEDESTRIAN PATHS LINKING NEIGHBORHOODS IN THE CITY OF MEQUON	EE	PE	0.0	0.0	0.0	0.0	LOCAL	43.0	0.0	0.0	43.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	215.0	0.0	0.0	215.0	FED	172.0	0.0	0.0	172.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	215.0	0.0	0.0	215.0	TOTAL	215.0	0.0	0.0	215.0		
	340 (370)	CONSTRUCTION OF THE DONGES BAY RD BICYCLE LANE FROM WAUWATOSA RD WEST TO LEMKE PARK IN THE CITY OF MEQUON (1.60 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	82.3	0.0	0.0	82.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	344.9	0.0	0.0	344.9	FED	262.6	0.0	0.0	262.6		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	344.9	0.0	0.0	344.9	TOTAL	344.9	0.0	0.0	344.9		
PORT WASHINGTON (CITY)	341 (373)	CAPITAL COSTS FOR THE CITY OF PORT WASHINGTON TRANSIT SYSTEM (SEC 85.20 & 5311)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	17.0	0.0	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	0.0	0.0	0.0	FED	68.0	0.0	0.0	68.0		
				OTHER	85.0	0.0	0.0	85.0	FTA 5311						
				TOTAL	85.0	0.0	0.0	85.0	TOTAL	85.0	0.0	0.0	85.0		
	342 (374)	OPERATING ASSISTANCE FOR THE CITY OF PORT WASHINGTON SHARED-RIDE TAXI SYSTEM (SEC 85.21 & 5311)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	19.8	20.6	21.4	61.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	93.0	94.6	98.4	286.0		
				CONST	0.0	0.0	0.0	0.0	FED	85.2	90.5	94.1	269.8		
				OTHER	198.0	205.7	213.9	617.6	FTA 5311						
				TOTAL	198.0	205.7	213.9	617.6	TOTAL	198.0	205.7	213.9	617.6		
	343	IMPROVEMENTS OF THE OZAUKEE INTERURBAN TRAIL BETWEEN W OAKLAND AVE AND PARK ST INCLUDING A CONNECTION TO AN EXISTING TRAIL IN THE CITY OF PORT WASHINGTON	EE	PE	0.0	20.0	0.0	20.0	LOCAL	0.0	4.0	26.0	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	60.0	60.0	FED	0.0	16.0	104.0	120.0		
				OTHER	0.0	0.0	70.0	70.0	STP-E						
				TOTAL	0.0	20.0	130.0	150.0	TOTAL	0.0	20.0	130.0	150.0		

Source: SEWRPC.

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
SAUKVILLE (TOWN)	<b>344</b>  (375)	RELOCATION OF THE INTERSECTION OF CTH I AND STH 33 APPROXIMATELY 200 FT EAST IN THE TOWN OF SAUKVILLE	HS	<i>PE</i>	247.0	0.0	0.0	247.0	<i>LOCAL</i>	231.1	954.0	0.0	1,185.1	A	EXEMPT
				<i>ROW</i>	106.1	0.0	0.0	106.1	<i>STATE</i>	0.0	0.0	0.0	0.0		
				<i>CONST</i>	0.0	1,989.6	0.0	1,989.6	<i>FED</i>	122.0	1,035.6	0.0	1,157.6		
				<i>OTHER</i>	0.0	0.0	0.0	0.0	<i>STP-S</i>						
				<b>TOTAL</b>	353.1	1,989.6	0.0	2,342.7	<b>TOTAL</b>	353.1	1,989.6	0.0	2,342.7		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA – WASHINGTON COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	345  (376)	RECONSTRUCTION AND RECONFIGURATION OF THE USH 41 AND STH 144 INTERCHANGE IN WASHINGTON COUNTY	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	0.0	20.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	346  (377)	MODERNIZATION OF THE USH 41 AND STH 60 INTERCHANGE 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	917.0	917.0	STATE	0.0	0.0	917.0	917.0		
				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	0.0	917.0	917.0	TOTAL	0.0	0.0	917.0	917.0		
	347  (378)	RESURFACING OF STH 28 FROM USH 45 TO STH 144 IN WASHINGTON COUNTY (5.82 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	0.0	20.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	348  (380)	RECONSTRUCTION OF STH 33 FROM STH 175 TO THE EAST BRANCH OF THE ROCK RIVER (2.09 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	633.6	0.0	0.0	633.6		
				CONST	3,167.9	0.0	0.0	3,167.9	FED	2,534.3	0.0	0.0	2,534.3		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	3,167.9	0.0	0.0	3,167.9	TOTAL	3,167.9	0.0	0.0	3,167.9		
	349  (381)	RECONSTRUCTION OF STH 33 FROM THE MILWAUKEE RIVER TO WISCONSIN ST IN THE CITY OF WEST BEND (0.10 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	373.3	373.3		
				CONST	0.0	0.0	1,866.7	1,866.7	FED	0.0	0.0	1,493.4	1,493.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	1,866.7	1,866.7	TOTAL	0.0	0.0	1,866.7	1,866.7		
	350  (727)	RESURFACING OF STH 60 FROM POWDER HILL RD TO USH 41 IN WASHINGTON COUNTY (3.00 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		
	351  (382)	RECONSTRUCTION OF STH 60 FROM MAIN ST TO POND RD IN THE CITY OF HARTFORD (0.70 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	820.0	820.0	A	EXEMPT
				ROW	109.7	0.0	0.0	109.7	STATE	109.7	0.0	0.0	109.7		
				CONST	0.0	0.0	3,280.0	3,280.0	FED	0.0	0.0	2,460.0	2,460.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	109.7	0.0	3,280.0	3,389.7	TOTAL	109.7	0.0	3,280.0	3,389.7		
	352  (383)	RECONSTRUCTION OF STH 83 FROM MAIN ST TO WILSON ST IN THE CITY OF HARTFORD (0.80 MILES)	HP	PE	300.0	0.0	0.0	300.0	LOCAL	75.0	0.0	0.0	75.0	A	EXEMPT
				ROW	0.0	50.0	0.0	50.0	STATE	225.0	50.0	0.0	275.0		
				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	300.0	50.0	0.0	350.0	TOTAL	300.0	50.0	0.0	350.0		
	353  (384)	RECONSTRUCTION OF STH 144 FROM TENNE'S DR TO USH 41 IN THE VILLAGE OF SLINGER (1.63 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	353.6	0.0	0.0	353.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,768.1	0.0	0.0	1,768.1	FED	1,414.5	0.0	0.0	1,414.5		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,768.1	0.0	0.0	1,768.1	TOTAL	1,768.1	0.0	0.0	1,768.1		
	354  (385)	RECONSTRUCTION OF STH 144 FROM THE CITY OF WEST BEND TO THE SHEBOYGAN COUNTY LINE (8.44 MILES)	HP	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	307.5	0.0	0.0	307.5	STATE	327.5	0.0	0.0	327.5		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	407.5	0.0	0.0	407.5	TOTAL	407.5	0.0	0.0	407.5		



Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA – WASHINGTON COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	<b>355</b>  (387)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 33 FROM USH 41 TO THE EAST BRANCH OF THE ROCK RIVER IN THE VILLAGE OF ALLENTON (0.60 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	377.3	0.0	0.0	377.3		
				CONST	1,886.6	0.0	0.0	1,886.6	FED	1,509.3	0.0	0.0	1,509.3		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,886.6	0.0	0.0	1,886.6	TOTAL	1,886.6	0.0	0.0	1,886.6		
	<b>356</b>  (388)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 33 ON NEW ALIGNMENT FROM TRENTON RD TO OAK RD IN THE TOWN OF TRENTON (1.30 MILES)	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	NHS						
				TOTAL	0.0	500.0	0.0	500.0	TOTAL	0.0	500.0	0.0	500.0		
	<b>357</b>  (389)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 60 FROM USH 41 TO USH 45 IN WASHINGTON COUNTY (3.30 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON- EXEMPT
				ROW	0.0	990.1	0.0	990.1	STATE	0.0	990.1	0.0	990.1		
				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	990.1	0.0	990.1	TOTAL	0.0	990.1	0.0	990.1		
	<b>358</b>  (391)	ACQUISITION OF RIGHT OF WAY FOR PARK AND 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	<b>359</b>  (392)	PRELIMINARY ENGINEERING FOR VARIOUS PROJECTS IN WASHINGTON COUNTY	HP	PE	50.0	50.0	50.0	150.0	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	0.0	0.0	0.0	0.0	FED	40.0	40.0	40.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	50.0	50.0	50.0	150.0	TOTAL	50.0	50.0	50.0	150.0		
	<b>360</b>  (393)	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		
	<b>361</b>  (394)	RECONSTRUCTION OF CTH A FROM STH 144 TO THE OZAUKEE COUNTY LINE IN WASHINGTON COUNTY (5.40 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	101.6	0.0	0.0	101.6	A	EXEMPT
				ROW	508.0	0.0	0.0	508.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	406.4	0.0	0.0	406.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	508.0	0.0	0.0	508.0	TOTAL	508.0	0.0	0.0	508.0		
	<b>362</b>  (395)	BRIDGE REPLACEMENT ON CTH M OVER CEDAR CREEK IN WASHINGTON COUNTY (B-66-0974)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	59.5	189.4	0.0	248.9	A	EXEMPT
				ROW	297.6	0.0	0.0	297.6	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	946.9	0.0	946.9	FED	238.1	757.5	0.0	995.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	297.6	946.9	0.0	1,244.5	TOTAL	297.6	946.9	0.0	1,244.5		
	<b>363</b>  (396)	BRIDGE REPLACEMENT ON CTH W OVER THE KOHLVILLE RIVER IN WASHINGTON COUNTY (B-66-0972)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	92.3	0.0	0.0	92.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	461.3	0.0	0.0	461.3	FED	369.0	0.0	0.0	369.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	461.3	0.0	0.0	461.3	TOTAL	461.3	0.0	0.0	461.3		
	<b>364</b>  (398)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF COUNTY LINE ROAD (CTH Q) FROM USH 41/45 TO PILGRIM RD IN WASHINGTON COUNTY (0.80 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	124.4	0.0	0.0	124.4	A	NON- EXEMPT
				ROW	622.2	0.0	0.0	622.2	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	497.8	0.0	0.0	497.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	622.2	0.0	0.0	622.2	TOTAL	622.2	0.0	0.0	622.2		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA – WASHINGTON COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
WASHINGTON COUNTY	365 (399)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF LANNON RD (CTH Y) FROM CTH Q TO STH 175 IN WASHINGTON COUNTY (1.00 MILES)	HI	PE	50.0	0.0	0.0	50.0	LOCAL	50.0	0.0	0.0	50.0	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	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	366 (400)	OPERATING ASSISTANCE WASHINGTON COUNTY COMMUTER EXPRESS BUS SERVICE (SEC 85.20 & 5311)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	36.5	37.6	0.0	74.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	370.2	380.2	0.0	750.4		
				CONST	0.0	0.0	0.0	0.0	FED	424.4	437.1	0.0	861.5		
				OTHER	831.1	854.9	0.0	1,686.0	FTA 5311						
				TOTAL	831.1	854.9	0.0	1,686.0	TOTAL	831.1	854.9	0.0	1,686.0		
	367 (401)	WASHINGTON COUNTY SHARED-RIDE TAXI PROGRAM CAPITAL COSTS: 2 SMALL BUSES AND 2 WHEELCHAIR VANS IN 2005 AND IN 2006	TP	PE	0.0	0.0	0.0	0.0	LOCAL	10.0	28.0	0.0	38.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	24.0	0.0	0.0	24.0		
				CONST	0.0	0.0	0.0	0.0	FED	136.0	140.1	0.0	276.1		
				OTHER	170.0	168.1	0.0	338.1	FTA 5311						
				TOTAL	170.0	168.1	0.0	338.1	TOTAL	170.0	168.1	0.0	338.1		
	368 (403)	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR THE ELDERLY AND DISABLED IN WASHINGTON COUNTY (SEC 85.21)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	29.3	29.3	34.9	93.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	146.3	146.3	170.4	463.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	175.6	175.6	205.3	556.5							
				TOTAL	175.6	175.6	205.3	556.5	TOTAL	175.6	175.6	205.3	556.5		
	369 (404)	ELDERLY/DISABLED TRANSPORTATION SEC 5310 CAPITAL ASSISTANCE PROGRAM WASHINGTON CO AND/OR VARIOUS WASHINGTON COUNTY PRIVATE, NON PROFIT ORGANIZATIONS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	31.5	32.5	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	0.0	126.1	129.8	255.9		
				OTHER	0.0	157.6	162.3	319.9	FTA 5310						
				TOTAL	0.0	157.6	162.3	319.9	TOTAL	0.0	157.6	162.3	319.9		
	370 (405)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN WASHINGTON COUNTY	HS	PE	10.0	10.0	10.0	30.0	LOCAL	1.0	1.0	1.0	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	9.0	9.0	9.0	27.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	10.0	10.0	30.0	TOTAL	10.0	10.0	10.0	30.0		
	371 (407)	PUBLIC COMPRESSED NATURAL GAS (CNG) FUELING FACILITY IN WASHINGTON COUNTY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	78.2	0.0	0.0	78.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	391.1	0.0	0.0	391.1	FED	312.9	0.0	0.0	312.9		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	391.1	0.0	0.0	391.1	TOTAL	391.1	0.0	0.0	391.1		
ADDISON (TOWN)	372 (408)	LIGHTING, LANDSCAPING AND SIDEWALK ENHANCEMENTS ALONG STH 33 IN THE TOWN OF ADDISON	EE	PE	0.0	0.0	0.0	0.0	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	270.0	0.0	0.0	270.0	FED	216.0	0.0	0.0	216.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	270.0	0.0	0.0	270.0	TOTAL	270.0	0.0	0.0	270.0		
GERMANTOWN (VILLAGE)	373 (409)	BRIDGE RECONSTRUCTION ON FREISTADT RD IN THE VILLAGE OF GERMANTOWN (P-66-0700)	HP	PE	78.1	0.0	0.0	78.1	LOCAL	15.6	67.6	0.0	83.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	400.3	0.0	400.3	FED	62.5	332.7	0.0	395.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	78.1	400.3	0.0	478.4	TOTAL	78.1	400.3	0.0	478.4		
	374 (410)	BRIDGE RECONSTRUCTION ON LILAC LN IN THE VILLAGE OF GERMANTOWN	OH	PE	61.5	0.0	0.0	61.5	LOCAL	12.3	52.5	0.0	64.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	262.5	0.0	262.5	FED	49.2	210.0	0.0	259.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	61.5	262.5	0.0	324.0	TOTAL	61.5	262.5	0.0	324.0		

Source: SEWRPC.

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA – WASHINGTON COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
HARTFORD (CITY)	375 (411)	OPERATING ASSISTANCE FOR CITY OF HARTFORD TRANSIT (SEC 85.20 & 5311)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	11.7	12.0	12.3	36.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	55.0	56.4	57.8	169.2		
				CONST	0.0	0.0	0.0	0.0	FED	50.3	51.6	52.9	154.8		
				OTHER	117.0	120.0	123.0	360.0	FTA 5311						
				TOTAL	117.0	120.0	123.0	360.0	TOTAL	117.0	120.0	123.0	360.0		
	376 (412)	CAPITAL COSTS FOR THE CITY OF HARTFORD TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	8.4	0.0	0.0	8.4	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	33.6	0.0	0.0	33.6		
				OTHER	42.0	0.0	0.0	42.0	FTA 5310						
				TOTAL	42.0	0.0	0.0	42.0	TOTAL	42.0	0.0	0.0	42.0		
WEST BEND (CITY)	377 (417)	OPERATING ASSISTANCE FOR THE CITY OF WEST BEND SHARED-RIDE TAXI SYSTEM: 2005-2007	TP	PE	0.0	0.0	0.0	0.0	LOCAL	356.8	371.1	385.9	1,113.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	366.5	381.1	396.4	1,144.0		
				CONST	0.0	0.0	0.0	0.0	FED	241.1	250.8	260.8	752.7		
				OTHER	964.4	1,003.0	1,043.1	3,010.5	FTA 5311						
				TOTAL	964.4	1,003.0	1,043.1	3,010.5	TOTAL	964.4	1,003.0	1,043.1	3,010.5		
	378 (419)	PURCHASE AND REMOVAL OF TWO BILLBOARDS ALONG STH 33 IN THE CITY OF WEST BEND	EE	PE	0.0	0.0	0.0	0.0	LOCAL	8.4	0.0	0.0	8.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	35.6	0.0	0.0	35.6	FED	27.2	0.0	0.0	27.2		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	35.6	0.0	0.0	35.6	TOTAL	35.6	0.0	0.0	35.6		
	379 (421)	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ALONG FOREST HIGHLANDS FROM HARGROVE PL TO DECORAH ELEMENTARY SCHOOL IN THE CITY OF WEST BEND	EE	PE	0.0	0.0	0.0	0.0	LOCAL	18.4	0.0	0.0	18.4	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	73.6	0.0	0.0	73.6		
				OTHER	17.0	0.0	0.0	17.0	CMAQ						
				TOTAL	92.0	0.0	0.0	92.0	TOTAL	92.0	0.0	0.0	92.0		
	380 (422)	CONSTRUCTION OF THE QUAAS CREEK PARK BICYCLE/PEDESTRIAN RIVERWALK FROM ENTERPRISE ST TO HWY I (DECORAH RD) AND TO THE EAST AND WEST PARK PROPERTY LIMITS	EE	PE	55.0	0.0	0.0	55.0	LOCAL	17.0	43.4	69.6	130.0	A	EXEMPT
				ROW	30.0	0.0	0.0	30.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	217.0	348.0	565.0	FED	68.0	173.6	278.4	520.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	85.0	217.0	348.0	650.0	TOTAL	85.0	217.0	348.0	650.0		
	381	RAILROAD DEPOT RESTORATION AND VETERAN'S AVE PEDESTRIAN IMPROVEMENTS AND PRELIMINARY DESIGN FOR THE WEST BEND TRAIL TO BE LOCATED ON THE ABANDONED CNR ROW (5.00 MILES)	EE	PE	0.0	80.0	0.0	80.0	LOCAL	0.0	16.0	232.3	248.3	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	1,161.4	1,161.4	FED	0.0	64.0	929.1	993.1		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	80.0	1,161.4	1,241.4	TOTAL	0.0	80.0	1,161.4	1,241.4		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	382 (712)	BRIDGE REPLACEMENT AND CONSTRUCTION OF A NEW RAMP AT THE 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	0.0	3,193.9	0.0	3,193.9		
				CONST	0.0	15,969.5	0.0	15,969.5	FED	0.0	12,775.6	0.0	12,775.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	15,969.5	0.0	15,969.5	TOTAL	0.0	15,969.5	0.0	15,969.5		
	383 (423)	BRIDGE REPLACEMENTS ON IH-94 OVER CALHOUN RD IN THE CITY OF BROOKFIELD	HP	PE	200.0	0.0	0.0	200.0	LOCAL	50.0	0.0	1,963.2	2,013.2	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	7,852.9	7,852.9	FED	0.0	0.0	5,889.7	5,889.7		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	200.0	0.0	7,852.9	8,052.9	TOTAL	200.0	0.0	7,852.9	8,052.9		
	384 (425)	BRIDGE REHABILITATION ON IH-94 FROM CTH T TO THE WEST WAUKESHA COUNTY LINE IN WAUKESHA COUNTY (12.20 MILES)	HP	PE	500.0	0.0	0.0	500.0	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	1,282.6	1,382.6		
				CONST	0.0	0.0	12,826.3	12,826.3	FED	400.0	0.0	11,543.7	11,943.7		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	500.0	0.0	12,826.3	13,326.3	TOTAL	500.0	0.0	12,826.3	13,326.3		
	385 (427)	PAINTING OF THE USH 18 BRIDGE OVER IH-94 IN WAUKESHA COUNTY (B-67-44 AND B-67-45)	HP	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	500.0	0.0	5,253.1	5,753.1		
				CONST	0.0	0.0	5,253.1	5,253.1	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	0.0	5,253.1	5,753.1	TOTAL	500.0	0.0	5,253.1	5,753.1		
	386 (426)	RESURFACING OF USH 18 (EB ST PAUL AVE & WB NORTH ST) FROM MORELAND BLVD TO MADISON ST IN THE CITY OF WAUKESHA (2.00 MILES)	HP	PE	120.0	0.0	0.0	120.0	LOCAL	30.0	0.0	0.0	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	90.0	0.0	0.0	90.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0		
	387 (428)	RESURFACING OF USH 18 FROM 200 FT WEST 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		
	388	RECONSTRUCTION OF W WISCONSIN AVE (STH 16) FROM MARKS RD TO CONCORD RD IN THE CITY OF OCONOMOWOC (1.15 MILES)	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		
	389	RECONSTRUCTION OF W WISCONSIN AVE (STH 16) FROM CONCORD RD TO SHELDON RD IN THE CITY OF OCONOMOWOC (1.10 MILES)	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		
	390 (430)	RECONSTRUCTION OF STH 16 FROM THE JEFFERSON COUNTY LINE TO STH 67 IN WAUKESHA COUNTY (3.30 MILES)	HP	PE	500.0	0.0	0.0	500.0	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	1,573.4	1,673.4		
				CONST	0.0	0.0	7,866.8	7,866.8	FED	400.0	0.0	6,293.4	6,693.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	500.0	0.0	7,866.8	8,366.8	TOTAL	500.0	0.0	7,866.8	8,366.8		
	391 (431)	BRIDGE REPLACEMENT ON STH 16 OVER THE OCONOMOWOC RIVER IN WAUKESHA COUNTY (B67-0943)	HP	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	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	0.0	0.0	0.0	0.0	BRF						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	392  (432)	RECONSTRUCTION OF STH 36 FROM LOOMIS DR TO USH 45 IN THE CITY OF MUSKEGO (0.49 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	72.1	75.8	0.0	147.9		
				CONST	360.5	378.8	0.0	739.3	FED	288.4	303.0	0.0	591.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	360.5	378.8	0.0	739.3	TOTAL	360.5	378.8	0.0	739.3		
	393	BRIDGE REHABILITATION ON STH 67 OVER IH 94 IN WAUKESHA COUNTY	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		
	394  (435)	RECONSTRUCTION OF STH 67 FROM STH 16 TO CTH K IN WAUKESHA COUNTY (2.20 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	0.0	410.0	410.0		
				CONST	0.0	0.0	2,050.0	2,050.0	FED	0.0	0.0	1,640.0	1,640.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	2,050.0	2,050.0	TOTAL	0.0	0.0	2,050.0	2,050.0		
	395  (728)	RESURFACING OF STH 67 FROM 1000 FT NORTH OF STH 59 TO CTH Z IN WAUKESHA COUNTY (9.40 MILES)	HP	PE	0.0	0.0	350.0	350.0	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	70.0	70.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	280.0	280.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	350.0	350.0	TOTAL	0.0	0.0	350.0	350.0		
	396  (436)	RECONSTRUCTION OF STH 74 FROM WAUKESHA AVE TO THE VILLAGE OF MENOMONEE FALLS (3.00 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	611.2	0.0	0.0	611.2	STATE	611.2	0.0	0.0	611.2		
				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	611.2	0.0	0.0	611.2	TOTAL	611.2	0.0	0.0	611.2		
	397  (437)	RECONSTRUCTION OF STH 74 FROM ELDER LN TO SHERIDAN DR IN THE VILLAGE OF MENOMONEE FALLS (0.90 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	511.7	0.0	0.0	511.7		
				CONST	2,558.4	0.0	0.0	2,558.4	FED	2,046.7	0.0	0.0	2,046.7		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	2,558.4	0.0	0.0	2,558.4	TOTAL	2,558.4	0.0	0.0	2,558.4		
	398  (438)	PRELIMINARY ENGINEERING STUDY OF THE STH 83 CORRIDOR FROM THE VILLAGE OF MUKWONAGO TO STH 16 IN WAUKESHA COUNTY (19.20 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	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		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	399  (439)	RESURFACING OF STH 83 FROM CTH NN TO STH 59 IN WAUKESHA COUNTY (6.10 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	2,568.0	0.0	2,568.0	STATE	200.0	2,568.0	0.0	2,768.0		
				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	2,568.0	0.0	3,568.0	TOTAL	1,000.0	2,568.0	0.0	3,568.0		
	400  (441)	RESURFACING OF STH 83 FROM STH 16 TO CTH VV IN WAUKESHA COUNTY (4.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	300.0	0.0	0.0	300.0	STATE	300.0	475.1	0.0	775.1		
				CONST	0.0	2,375.5	0.0	2,375.5	FED	0.0	1,900.4	0.0	1,900.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	300.0	2,375.5	0.0	2,675.5	TOTAL	300.0	2,375.5	0.0	2,675.5		
	401  (729)	RECONSTRUCTION OF THE INTERSECTION OF STH 164 AND CTH Q IN WAUKESHA AND WASHINGTON COUNTIES (0.20 MILES)	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	300.0	300.0	STATE	0.0	40.0	300.0	340.0		
				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	300.0	500.0	TOTAL	0.0	200.0	300.0	500.0		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	402 (443)	RECONSTRUCTION OF STH 164 FROM MAIN ST TO STH 59 IN THE TOWN OF WAUKESHA (0.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	49.6	0.0	0.0	49.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	786.8	0.0	0.0	786.8		
				CONST	3,983.4	0.0	0.0	3,983.4	FED	3,147.0	0.0	0.0	3,147.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	3,983.4	0.0	0.0	3,983.4	TOTAL	3,983.4	0.0	0.0	3,983.4		
	403 (730)	RESURFACING OF STH 164 FROM HENNEBERRY AVE IN THE VILLAGE OF BIG BEND TO IH-43 IN WAUKESHA COUNTY (2.80 MILES)	HP	PE	0.0	0.0	350.0	350.0	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	70.0	70.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	280.0	280.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	350.0	350.0	TOTAL	0.0	0.0	350.0	350.0		
	404	RECONSTRUCTION OF APPLETON AVE (STH 175) FROM 124TH ST TO LILLY RD IN THE VILLAGE OF MENOMONEE FALLS (1.36 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	100.0	0.0	100.0	STATE	80.0	100.0	0.0	180.0		
				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	100.0	0.0	500.0	TOTAL	400.0	100.0	0.0	500.0		
	405 (445)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 59 FROM STH 164 TO CALHOUN RD IN WAUKESHA COUNTY (4.25 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	1,266.7	1,397.5	0.0	2,664.2	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	2,107.0	992.3	0.0	3,099.3		
				CONST	13,494.9	9,559.2	0.0	23,054.1	FED	10,121.2	7,169.4	0.0	17,290.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	13,494.9	9,559.2	0.0	23,054.1	TOTAL	13,494.9	9,559.2	0.0	23,054.1		
	406 (446)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 83 FROM USH 18 TO IH-94 IN WAUKESHA COUNTY (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	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	STP-O						
				TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	407 (447)	RECONSTRUCTION OF THE STH 83 AND STH 16 INTERCHANGE TO ACCOMMODATE THE WIDENING OF STH 83 IN WAUKESHA COUNTY	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	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	STP-O						
				TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	408 (442)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 83 FROM STH 16 TO MARINER DR IN THE CITY OF DELAFIELD (3.82 MILES)	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	3,952.2	0.0	3,952.2	STATE	220.0	3,952.2	0.0	4,172.2		
				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	3,952.2	0.0	5,052.2	TOTAL	1,100.0	3,952.2	0.0	5,052.2		
	409 (448)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 164 FROM STH 190 TO HOWARD LN IN WAUKESHA COUNTY (4.90 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	21.0	0.0	0.0	21.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	12,061.2	1,284.8	0.0	13,346.0		
				CONST	12,082.2	6,424.2	0.0	18,506.4	FED	0.0	5,139.4	0.0	5,139.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	12,082.2	6,424.2	0.0	18,506.4	TOTAL	12,082.2	6,424.2	0.0	18,506.4		
	410	RECONSTRUCTION OF THE IH-94 INTERCHANGE AT CTH P TO INCLUDE EASTBOUND OFF-RAMP AND WB ON-RAMP IN WAUKESHA COUNTY	HE	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	500.0	500.0	STATE	20.0	0.0	500.0	520.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	100.0	0.0	500.0	600.0	TOTAL	100.0	0.0	500.0	600.0		
	411 (449)	CONSTRUCTION OF THE CITY OF OCONOMOWOC NORTH BYPASS INCLUDING THE REMAINING STH 16/67 LEG AND STH 16 TO JEFFERSON COUNTY IN THE TOWN OF OCONOMOWOC (7.40 MILES)	HE	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	4,644.3	7,532.3	0.0	12,176.6		
				CONST	4,144.3	7,532.3	0.0	11,676.6	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	4,644.3	7,532.3	0.0	12,176.6	TOTAL	4,644.3	7,532.3	0.0	12,176.6		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	412	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF USH 18 AND CTH C IN THE TOWN OF GENESEE	HS	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	5.0	25.0	0.0	30.0		
				CONST	0.0	250.0	0.0	250.0	FED	45.0	225.0	0.0	270.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	50.0	250.0	0.0	300.0	TOTAL	50.0	250.0	0.0	300.0		
	413 (429)	INTERCONNECTION OF TRAFFIC SIGNALS ON USH 18 FROM CTH JJ TO MOORLAND RD IN THE CITY AND TOWN OF BROOKFIELD	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	626.8	0.0	0.0	626.8		
				CONST	1,301.8	0.0	0.0	1,301.8	FED	675.0	0.0	0.0	675.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	1,301.8	0.0	0.0	1,301.8	TOTAL	1,301.8	0.0	0.0	1,301.8		
	414 (451)	REALIGN INTERSECTION OF MUSKEGO DAM RD AND STH 36 IN THE CITY OF MUSKEGO	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	336.0	0.0	0.0	336.0		
				CONST	615.0	0.0	0.0	615.0	FED	279.0	0.0	0.0	279.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	615.0	0.0	0.0	615.0	TOTAL	615.0	0.0	0.0	615.0		
	415	SAFETY IMPROVEMENTS ON STH 67 FROM THE VILLAGE OF EAGLE TO CTH D IN WAUKESHA COUNTY	HS	PE	10.0	0.0	0.0	10.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	11.0	0.0	0.0	11.0		
				CONST	100.0	0.0	0.0	100.0	FED	99.0	0.0	0.0	99.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	110.0	0.0	0.0	110.0	TOTAL	110.0	0.0	0.0	110.0		
	416 <sup>g</sup> (453)	CONSTRUCTION OF THE CONCORD PARK AND RIDE LOT AT CTH F AND IH-94 IN JEFFERSON COUNTY	EE	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	CMAQ						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
WISCONSIN DNR	417 (454)	DESIGN AND CONSTRUCTION OF AN UNDERPASS FOR THE GLACIAL DRUMLIN STATE TRAIL AT CTH TT IN THE TOWN OF WAUKESHA	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	10.0	49.4	0.0	59.4		
				CONST	0.0	247.0	0.0	247.0	FED	40.0	197.6	0.0	237.6		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	50.0	247.0	0.0	297.0	TOTAL	50.0	247.0	0.0	297.0		
WAUKESHA COUNTY	418 (455)	RESURFACING OF VARIOUS COUNTY TRUNK HIGHWAYS IN WAUKESHA COUNTY (69.00 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	2,140.0	2,190.0	2,240.0	6,570.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,140.0	2,190.0	2,240.0	6,570.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,140.0	2,190.0	2,240.0	6,570.0	TOTAL	2,140.0	2,190.0	2,240.0	6,570.0		
	419 (456)	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		
	420 (457)	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		
	421 (458)	BRIDGE RECONSTRUCTION ON CTH E OVER THE OCONOMOWOC RIVER IN THE TOWN OF MERTON (B-67)	HP	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	96.0	0.0	0.0	96.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	96.0	0.0	0.0	96.0	TOTAL	96.0	0.0	0.0	96.0		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
WAUKESHA COUNTY	422  (459)	BRIDGE REHABILITATION ON CTH H OVER THE FOX RIVER IN THE TOWN OF WAUKESHA (B-67-0101)	HP	PE	0.0	0.0	34.0	34.0	LOCAL	0.0	0.0	34.0	34.0	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	34.0	34.0	TOTAL	0.0	0.0	34.0	34.0		
	423  (460)	RECONSTRUCTION AND SIGNALIZATION OF THE INTERSECTION OF CTH K AND CTH V IN WAUKESHA COUNTY (0.20 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	400.0	0.0	0.0	400.0	A	EXEMPT
				ROW	40.0	0.0	0.0	40.0	STATE	0.0	0.0	0.0	0.0		
				CONST	360.0	0.0	0.0	360.0	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		
	424  (461)	RECONSTRUCTION OF CTH O FROM CTH I TO STH 59 IN THE CITY OF NEW BERLIN (4.35 MILES)	HP	PE	400.0	50.0	0.0	450.0	LOCAL	400.0	125.0	4,125.0	4,650.0	A	EXEMPT
				ROW	0.0	75.0	0.0	75.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	4,125.0	4,125.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	400.0	125.0	4,125.0	4,650.0	TOTAL	400.0	125.0	4,125.0	4,650.0		
	425  (462)	RECONSTRUCTION OF CTH P FROM ROAD T TO ROAD P IN THE TOWN OF OCONOMOWOC (0.75 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	2,091.0	0.0	0.0	2,091.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,091.0	0.0	0.0	2,091.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,091.0	0.0	0.0	2,091.0	TOTAL	2,091.0	0.0	0.0	2,091.0		
	426	RECONSTRUCTION AND SIGNALIZATION OF THE INTERSECTION OF CTH X AND CTH H IN WAUKESHA COUNTY (0.20 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	500.0	0.0	500.0	A	EXEMPT
				ROW	0.0	50.0	0.0	50.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	450.0	0.0	450.0	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		
	427  (463)	BRIDGE REPLACEMENT ON SPRINGDALE RD OVER THE FOX RIVER IN WAUKESHA COUNTY (P67- 732) (0.20 MILES)	HP	PE	15.0	0.0	0.0	15.0	LOCAL	15.0	115.8	0.0	130.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	579.0	0.0	579.0	FED	0.0	463.2	0.0	463.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	15.0	579.0	0.0	594.0	TOTAL	15.0	579.0	0.0	594.0		
	428  (465)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH L FROM CTH O TO THE MILWAUKEE COUNTY LINE IN THE CITY OF MUSKEGO (2.30 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	5,100.0	0.0	0.0	5,100.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	5,100.0	0.0	0.0	5,100.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	5,100.0	0.0	0.0	5,100.0	TOTAL	5,100.0	0.0	0.0	5,100.0		
	429  (466)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH L FROM CTH Y TO CTH O IN THE CITY OF MUSKEGO (2.30 MILES)	HI	PE	0.0	0.0	1,100.0	1,100.0	LOCAL	0.0	0.0	1,100.0	1,100.0	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	1,100.0	1,100.0	TOTAL	0.0	0.0	1,100.0	1,100.0		
	430  (467)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH Q FROM COLGATE RD TO STH 175 IN WAUKESHA COUNTY (3.03 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	5,200.0	7,170.0	12,370.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	5,200.0	7,170.0	12,370.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	5,200.0	7,170.0	12,370.0	TOTAL	0.0	5,200.0	7,170.0	12,370.0		
	431  (468)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH X BETWEEN STH 59 AND HARRIS HIGHLAND DR IN THE TOWN OF WAUKESHA (1.80 MILES)	HI	PE	0.0	590.2	519.0	1,109.2	LOCAL	0.0	501.2	519.0	1,020.2	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	89.0	0.0	89.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	590.2	519.0	1,109.2	TOTAL	0.0	590.2	519.0	1,109.2		



Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
WAUKESHA COUNTY	<b>432</b>  (469)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH Y FROM IH-43 TO CTH I IN THE CITY OF NEW BERLIN (1.30 MILES)	HI	PE	595.0	0.0	0.0	595.0	LOCAL	595.0	700.0	2,100.0	3,395.0	A	NON- EXEMPT
				ROW	0.0	700.0	2,100.0	2,800.0	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	595.0	700.0	2,100.0	3,395.0	TOTAL	595.0	700.0	2,100.0	3,395.0		
	<b>433</b>  (470)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH VV FROM MARCY RD TO BETTE DR IN THE VILLAGE OF MENOMONEE FALLS (1.50 MILES)	HI	PE	0.0	0.0	550.0	550.0	LOCAL	0.0	0.0	110.0	110.0	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	440.0	440.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	550.0	550.0	TOTAL	0.0	0.0	550.0	550.0		
	<b>434</b>  (471)	PROVIDE SPECIALIZED ELDERLY/DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PERSONS IN WAUKESHA COUNTY (SEC 85.21)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	180.8	186.3	191.9	559.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	434.9	447.9	461.3	1,344.1		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	615.7	634.2	653.2	1,903.1							
				TOTAL	615.7	634.2	653.2	1,903.1	TOTAL	615.7	634.2	653.2	1,903.1		
	<b>435</b>  (472)	ELDERLY/DISABLED TRANSPORTATION SEC 5310 CAPITAL ASSISTANCE PROGRAM WAUKESHA CO AND/OR VARIOUS WAUKESHA CO PRIVATE NON- PROFIT ORGANIZATION	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	10.3	10.6	20.9	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	41.2	42.4	83.6		
				OTHER	0.0	51.5	53.0	104.5	FTA 5310						
				TOTAL	0.0	51.5	53.0	104.5	TOTAL	0.0	51.5	53.0	104.5		
	<b>436</b>  (473)	PROVIDE USER-SIDE SUBSIDY ADVANCE RESERVATION FOR THE ELDERLY AND DISABLED IN WAUKESHA COUNTY (SEC 85.21)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	161.4	166.2	171.2	498.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	51.5	53.1	54.7	159.3		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	212.9	219.3	225.9	658.1							
				TOTAL	212.9	219.3	225.9	658.1	TOTAL	212.9	219.3	225.9	658.1		
	<b>437<sup>h</sup></b>  (474)	CAPITAL MAINTENANCE FOR WAUKESHA COUNTY TRANSIT SERVICE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	101.2	101.2	101.2	303.6	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	404.8	404.8	404.8	1,214.4		
				OTHER	506.0	506.0	506.0	1,518.0	FTA 5307						
				TOTAL	506.0	506.0	506.0	1,518.0	TOTAL	506.0	506.0	506.0	1,518.0		
	<b>438<sup>h</sup></b>  (475)	CAPITAL COST OF THIRD PARTY CONTRACTING FOR WAUKESHA COUNTY TRANSIT SERVICE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	101.2	101.2	101.2	303.6	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	404.8	404.8	404.8	1,214.4		
				OTHER	506.0	506.0	506.0	1,518.0	FTA 5307						
				TOTAL	506.0	506.0	506.0	1,518.0	TOTAL	506.0	506.0	506.0	1,518.0		
	<b>439<sup>h</sup></b>  (476)	CAPITAL COST OF PARATRANSIT FOR WAUKESHA COUNTY TRANSIT SERVICE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	8.0	8.0	8.0	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	32.0	32.0	32.0	96.0		
				OTHER	40.0	40.0	40.0	120.0	FTA 5307						
				TOTAL	40.0	40.0	40.0	120.0	TOTAL	40.0	40.0	40.0	120.0		
	<b>440</b>  (477)	PROVIDE EARLY SATURDAY, SATURDAY EVENING AND SUNDAY TRANSIT SERVICE ON ROUTE 10	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		
	<b>441</b>  (478)	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		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
WAUKESHA COUNTY	442 (480)	WIDEN AND PAVE THE NEW BERLIN BICYCLE TRAIL BETWEEN THE CITIES OF NEW BERLIN AND WAUKESHA (7.00 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	125.0	0.0	125.0	A	EXEMPT
				ROW	0.0	0.8	0.0	0.8	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	618.8	0.0	618.8	FED	0.0	500.2	0.0	500.2		
				OTHER	0.0	5.6	0.0	5.6	CMAQ						
				TOTAL	0.0	625.2	0.0	625.2	TOTAL	0.0	625.2	0.0	625.2		
BROOKFIELD (CITY)	443 (481)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CALHOUN RD FROM GREENFIELD AVE TO BLUE MOUND RD IN THE CITY OF BROOKFIELD (1.30 MILES)	HI	PE	540.0	0.0	0.0	540.0	LOCAL	540.0	1,200.0	922.5	2,662.5	A	NON-EXEMPT
				ROW	0.0	1,200.0	0.0	1,200.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	4,612.5	4,612.5	FED	0.0	0.0	3,690.0	3,690.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	540.0	1,200.0	4,612.5	6,352.5	TOTAL	540.0	1,200.0	4,612.5	6,352.5		
	444 (482)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CALHOUN RD FROM WISCONSIN AVE TO GEBHARDT RD IN THE CITY OF BROOKFIELD (1.00 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	1,070.1	0.0	0.0	1,070.1	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	5,350.8	0.0	0.0	5,350.8	FED	4,280.7	0.0	0.0	4,280.7		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	5,350.8	0.0	0.0	5,350.8	TOTAL	5,350.8	0.0	0.0	5,350.8		
	445 (483)	CONSTRUCTION OF BROOKFIELD RD FROM DAVIDSON RD TO GREENFIELD AVE IN THE CITY OF BROOKFIELD (0.19 MILES)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	220.0	0.0	0.0	220.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	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		
	446 (484)	RECONSTRUCTION OF THE INTERSECTION OF BURLEIGH RD AND LILLY RD WITH BYPASS LANE ON LILLY RD NORTH OF BURLEIGH RD IN THE CITY OF BROOKFIELD	HS	PE	107.0	0.0	0.0	107.0	LOCAL	10.7	80.4	0.0	91.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	659.1	0.0	659.1	FED	96.3	578.7	0.0	675.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	107.0	659.1	0.0	766.1	TOTAL	107.0	659.1	0.0	766.1		
	447 (485)	DESIGN AND CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ALONG BROOKFIELD RD FROM CAPONE CT TO GEBHARDT RD IN THE CITY OF BROOKFIELD (0.70 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	27.0	0.0	0.0	27.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	135.0	0.0	0.0	135.0	FED	108.0	0.0	0.0	108.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	135.0	0.0	0.0	135.0	TOTAL	135.0	0.0	0.0	135.0		
	448	DESIGN AND CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATHWAY ALONG PILGRIM PARKWAY BETWEEN GEBHARDT RD AND BLUE MOUND RD IN THE VILLAGE OF ELM GROVE (1.19 MILES)	EE	PE	25.0	0.0	0.0	25.0	LOCAL	5.0	32.0	0.0	37.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	160.0	0.0	160.0	FED	20.0	128.0	0.0	148.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	25.0	160.0	0.0	185.0	TOTAL	25.0	160.0	0.0	185.0		
ELM GROVE (VILLAGE)	449 (488)	RECONSTRUCTION OF WATERTOWN PLANK RD FROM CHURCH ST TO 124TH ST IN THE VILLAGE OF ELM GROVE (0.50 MILES)	HP	PE	82.0	0.0	0.0	82.0	LOCAL	16.4	43.0	102.9	162.3	A	EXEMPT
				ROW	0.0	215.1	0.0	215.1	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	514.6	514.6	FED	65.6	172.1	411.7	649.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	82.0	215.1	514.6	811.7	TOTAL	82.0	215.1	514.6	811.7		
MENOMONEE FALLS (VILLAGE)	450	RECONSTRUCTION OF MILL RD FROM LILLY RD TO MILWAUKEE COUNTY LINE IN THE VILLAGE OF MENOMONEE FALLS (0.98 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	800.0	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	0.0	800.0	800.0	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		
	451 (492)	BRIDGE REPLACEMENT ON FOND DU LAC AVE OVER THE MENOMONEE RIVER IN THE VILLAGE OF MENOMONEE FALLS (B-67-0961)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	74.7	0.0	74.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	373.3	0.0	373.3	FED	0.0	298.6	0.0	298.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	373.3	0.0	373.3	TOTAL	0.0	373.3	0.0	373.3		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
MENOMONEE FALLS (VILLAGE)	452  (493)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF PILGRIM RD FROM MEGAL DR TO CTH Q IN THE VILLAGE OF MENOMONEE FALLS (0.53 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	28.8	0.0	275.7	304.5	A	NON- EXEMPT
				ROW	144.1	0.0	0.0	144.1	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,378.6	1,378.6	FED	115.3	0.0	1,102.9	1,218.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	144.1	0.0	1,378.6	1,522.7	TOTAL	144.1	0.0	1,378.6	1,522.7		
	453  (494)	BRIDGE REHABILITATION ON RIVER RD OVER THE FOX RIVER IN THE VILLAGE OF MENOMONEE FALLS	OH	PE	123.0	0.0	0.0	123.0	LOCAL	24.6	6.2	94.8	125.6	A	EXEMPT
				ROW	0.0	30.8	0.0	30.8	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	473.8	473.8	FED	98.4	24.6	379.0	502.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	123.0	30.8	473.8	627.6	TOTAL	123.0	30.8	473.8	627.6		
	454  (495)	RECONSTRUCTION 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	0.0	175.0	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	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	0.0	175.0	0.0	175.0	TOTAL	0.0	175.0	0.0	175.0		
	455  (496)	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF APPLETON AVE AND RIVERCREST DR IN THE VILLAGE OF MENOMONEE FALLS	HS	PE	0.0	0.0	0.0	0.0	LOCAL	38.3	0.0	0.0	38.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	191.4	0.0	0.0	191.4	FED	153.1	0.0	0.0	153.1		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	191.4	0.0	0.0	191.4	TOTAL	191.4	0.0	0.0	191.4		
MERTON (TOWN)	456  (497)	BRIDGE REPLACEMENT ON SHORE DR OVER THE OCONOMOWOC RIVER IN THE TOWN OF MERTON	HP	PE	68.5	0.0	0.0	68.5	LOCAL	13.7	48.9	0.0	62.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	244.6	0.0	244.6	FED	54.8	195.7	0.0	250.5		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	68.5	244.6	0.0	313.1	TOTAL	68.5	244.6	0.0	313.1		
	457  (498)	LIGHTING AND LANDSCAPING ENHANCEMENTS ALONG STH 83 IN THE TOWN OF MERTON	EE	PE	69.0	0.0	0.0	69.0	LOCAL	13.8	71.2	0.0	85.0	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	55.2	284.8	0.0	340.0		
				OTHER	0.0	356.0	0.0	356.0	STP-E						
				TOTAL	69.0	356.0	0.0	425.0	TOTAL	69.0	356.0	0.0	425.0		
NEW BERLIN (CITY)	458  (499)	RECONSTRUCTION OF COFFEE RD FROM W NATIONAL AVE TO S MOORLAND RD IN THE CITY OF NEW BERLIN (0.32 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	2,350.0	0.0	2,350.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,350.0	0.0	2,350.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	2,350.0	0.0	2,350.0	TOTAL	0.0	2,350.0	0.0	2,350.0		
	459  (500)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF S CALHOUN RD FROM W GREENFIELD AVE (STH 59) TO RYERSON DR IN THE CITY OF NEW BERLIN (1.85 MILES)	HI	PE	720.0	0.0	0.0	720.0	LOCAL	1,295.0	575.0	0.0	1,870.0	A	NON- EXEMPT
				ROW	575.0	575.0	0.0	1,150.0	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	1,295.0	575.0	0.0	1,870.0	TOTAL	1,295.0	575.0	0.0	1,870.0		
	460  (501)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF S CALHOUN RD FROM RYERSON DR TO NATIONAL AVE IN THE CITY OF NEW BERLIN (2.00 MILES)	HI	PE	200.0	0.0	0.0	200.0	LOCAL	200.0	0.0	0.0	200.0	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	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	461  (501)	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		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
OCONOMOWOC (CITY)	462 (502)	BRIDGE REHABILITATION ON STH 67/LAKE RD OVER LAC LA BELLE LAKE IN THE CITY OF OCONOMOWOC	HP	PE	18.0	0.0	0.0	18.0	LOCAL	3.6	4.8	0.0	8.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	24.0	0.0	24.0	FED	14.4	19.2	0.0	33.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	18.0	24.0	0.0	42.0	TOTAL	18.0	24.0	0.0	42.0		
	463 (503)	BRIDGE REHABILITATION ON OAKWOOD RD OVER FOWLER LAKE IN THE CITY OF OCONOMOWOC	HP	PE	18.0	0.0	0.0	18.0	LOCAL	3.6	8.6	0.0	12.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	43.1	0.0	43.1	FED	14.4	34.5	0.0	48.9		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	18.0	43.1	0.0	61.1	TOTAL	18.0	43.1	0.0	61.1		
PEWAUKEE (CITY)	464 (506)	RECONSTRUCTION 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	165.0	0.0	0.0	165.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	165.0	0.0	0.0	165.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	165.0	0.0	0.0	165.0	TOTAL	165.0	0.0	0.0	165.0		
	465 (507)	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ON CTH J BETWEEN RIVERWOOD DR AND TOWER PL IN THE TOWN OF PEWAUKEE (0.40 MILES)	EE	PE	22.5	0.0	0.0	22.5	LOCAL	9.3	0.0	23.0	32.3	A	EXEMPT
				ROW	24.0	0.0	0.0	24.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	115.0	115.0	FED	37.2	0.0	92.0	129.2		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	46.5	0.0	115.0	161.5	TOTAL	46.5	0.0	115.0	161.5		
	466 (508)	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ON CTH J 1800 FT NORTH OF CAPITOL DR (STH 190), 2200 FT WEST OF CTH J ON CTH M, AND 3000 FT EAST OF CTH J ON GREEN RD	EE	PE	57.5	0.0	0.0	57.5	LOCAL	23.5	0.0	65.2	88.7	A	EXEMPT
				ROW	60.0	0.0	0.0	60.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	326.0	326.0	FED	94.0	0.0	260.8	354.8		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	117.5	0.0	326.0	443.5	TOTAL	117.5	0.0	326.0	443.5		
SUMMIT (TOWN)	467 (509)	BRIDGE REPLACEMENT ON MILL RD OVER THE BARK RIVER IN THE TOWN OF SUMMIT (P-67-0911)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	35.3	0.0	0.0	35.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	176.4	0.0	0.0	176.4	FED	141.1	0.0	0.0	141.1		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	176.4	0.0	0.0	176.4	TOTAL	176.4	0.0	0.0	176.4		
WAUKESHA (CITY)	468 (512)	RECONSTRUCTION OF E BROADWAY FROM OAKLAND AVE TO 230' EAST OF PORTER AVE IN THE CITY OF WAUKESHA (0.25 MILES)	HP	PE	157.3	0.0	0.0	157.3	LOCAL	31.5	0.0	154.5	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	0.0	772.5	772.5	FED	125.8	0.0	618.0	743.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	157.3	0.0	772.5	929.8	TOTAL	157.3	0.0	772.5	929.8		
	469 (514)	RECONSTRUCTION OF E BROADWAY FROM N EAST AVE TO N HARTWELL AVE IN THE CITY OF WAUKESHA (0.25 MILES)	HP	PE	296.3	0.0	0.0	296.3	LOCAL	44.9	0.0	308.8	353.7	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	1,543.6	1,543.6	FED	251.4	0.0	1,234.8	1,486.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	296.3	0.0	1,543.6	1,839.9	TOTAL	296.3	0.0	1,543.6	1,839.9		
	470 (516)	RECONSTRUCTION OF N EAST AVE FROM COLLEGE AVE TO BROADWAY AVE IN THE CITY OF WAUKESHA (0.38 MILES)	HP	PE	248.0	0.0	0.0	248.0	LOCAL	49.6	0.0	243.5	293.1	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	1,217.6	1,217.6	FED	198.4	0.0	974.1	1,172.5		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	248.0	0.0	1,217.6	1,465.6	TOTAL	248.0	0.0	1,217.6	1,465.6		
	471 (517)	RECONSTRUCTION OF N GRANDVIEW BLVD FROM SUMMIT AVE TO NORTHVIEW RD IN THE CITY OF WAUKESHA (0.70 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	287.6	0.0	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	1,438.3	0.0	1,438.3	FED	0.0	1,150.7	0.0	1,150.7		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	1,438.3	0.0	1,438.3	TOTAL	0.0	1,438.3	0.0	1,438.3		

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**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
WAUKESHA (CITY)	472	RECONSTRUCTION OF NORTHVIEW RD FROM MEADOWBROOK RD TO PEBBLE VALLEY RD IN THE CITY OF WAUKESHA	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	300.0	300.0	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	300.0	300.0	600.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	300.0	300.0	600.0	TOTAL	0.0	300.0	300.0	600.0		
	473 (518)	RECONSTRUCTION OF W ST PAUL AVE FROM MADISON ST TO WISCONSIN AVE IN THE CITY OF WAUKESHA (0.26 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	315.0	315.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	315.0	315.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	315.0	315.0	TOTAL	0.0	0.0	315.0	315.0		
	474 (519)	OPERATING ASSISTANCE FOR WAUKESHA COUNTY TRANSIT SERVICE: 2004-2006	TP	PE	0.0	0.0	0.0	0.0	LOCAL	736.7	758.8	781.6	2,277.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,556.0	1,602.7	1,650.7	4,809.4		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	2,292.7	2,361.5	2,432.3	7,086.5	FTA 5307						
				TOTAL	2,292.7	2,361.5	2,432.3	7,086.5	TOTAL	2,292.7	2,361.5	2,432.3	7,086.5		
	475 (520)	OPERATING ASSISTANCE FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	935.2	963.3	992.2	2,890.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,847.1	1,902.5	1,959.6	5,709.2		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	2,782.3	2,865.8	2,951.8	8,599.9	FTA 5307						
				TOTAL	2,782.3	2,865.8	2,951.8	8,599.9	TOTAL	2,782.3	2,865.8	2,951.8	8,599.9		
	476 (521)	CAPITAL COST OF PARATRANSIT AT THE WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	7.6	7.6	7.6	22.8	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	30.5	30.5	30.5	91.5		
				OTHER	38.1	38.1	38.1	114.3	FTA 5307						
				TOTAL	38.1	38.1	38.1	114.3	TOTAL	38.1	38.1	38.1	114.3		
	477 (522)	CAPITAL MAINTENANCE FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	142.4	142.4	142.4	427.2	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	569.6	569.6	569.6	1,708.8		
				OTHER	712.0	712.0	712.0	2,136.0	FTA 5307						
				TOTAL	712.0	712.0	712.0	2,136.0	TOTAL	712.0	712.0	712.0	2,136.0		
	478 (534)	AUTOMATED DATA PROCESSING HARDWARE FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.8	6.6	10.4	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	3.4	26.4	41.6	71.4		
				OTHER	4.2	33.0	52.0	89.2	FTA 5307						
				TOTAL	4.2	33.0	52.0	89.2	TOTAL	4.2	33.0	52.0	89.2		
	479 (523)	AUTOMATED DATA PROCESSING SOFTWARE UPGRADES FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.5	1.1	0.5	2.1	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	2.0	4.4	2.0	8.4		
				OTHER	2.5	5.5	2.5	10.5	FTA 5307						
				TOTAL	2.5	5.5	2.5	10.5	TOTAL	2.5	5.5	2.5	10.5		
	480	REPLACEMENT OF 3 BUSES FOR WAUKESHA METRO TRANSIT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	184.1	184.1	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	736.3	736.3		
				OTHER	0.0	0.0	920.4	920.4	FTA 5309						
				TOTAL	0.0	0.0	920.4	920.4	TOTAL	0.0	0.0	920.4	920.4		
	481	INSTALLATION OF SECURITY SYSTEM AT WAUKESHA METRO TRANSIT OPERATIONS AND MAINTENANCE FACILITY	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	16.0	0.0	16.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	64.0	0.0	64.0		
				OTHER	0.0	80.0	0.0	80.0	FTA 5309						
				TOTAL	0.0	80.0	0.0	80.0	TOTAL	0.0	80.0	0.0	80.0		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
WAUKESHA (CITY)	482  (525)	PURCHASE OF 4 PARATRANSIT REPLACEMENT BUSES FOR THE WAUKESHA METRO TRANSIT SYSTEM: 2005	TP	PE	0.0	0.0	0.0	0.0	LOCAL	176.0	0.0	0.0	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	704.0	0.0	0.0	704.0		
				OTHER	880.0	0.0	0.0	880.0	FTA 5309						
				TOTAL	880.0	0.0	0.0	880.0	TOTAL	880.0	0.0	0.0	880.0		
	483  (524)	SERVICE VEHICLE REPLACEMENTS AND ADDITIONS FOR THE WAUKESHA METRO TRANSIT SYSTEM: TRUCK IN 2006	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	6.0	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	0.0	24.0	0.0	24.0		
				OTHER	0.0	30.0	0.0	30.0	FTA 5307						
				TOTAL	0.0	30.0	0.0	30.0	TOTAL	0.0	30.0	0.0	30.0		
	484	RESURFACING OF PAVEMENT AT THE WAUKESHA METRO TRANSIT OPERATIONS AND MAINTENANCE FACILITY	TP	PE	0.0	0.0	0.0	0.0	LOCAL	17.0	0.0	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	0.0	0.0	0.0	FED	68.0	0.0	0.0	68.0		
				OTHER	85.0	0.0	0.0	85.0	FTA 5307						
				TOTAL	85.0	0.0	0.0	85.0	TOTAL	85.0	0.0	0.0	85.0		
	485  (526)	BUS ENGINE AND TRANSMISSION REBUILDS FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	22.0	30.0	30.0	82.0	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	88.0	120.0	120.0	328.0		
				OTHER	110.0	150.0	150.0	410.0	FTA 5309						
				TOTAL	110.0	150.0	150.0	410.0	TOTAL	110.0	150.0	150.0	410.0		
	486  (527)	BUS PARTS FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	9.4	7.2	8.0	24.6	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	37.4	28.8	32.0	98.2		
				OTHER	46.8	36.0	40.0	122.8	FTA 5307						
				TOTAL	46.8	36.0	40.0	122.8	TOTAL	46.8	36.0	40.0	122.8		
	487  (528)	TIRE LEASE FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	6.4	6.4	6.8	19.6	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	25.6	25.6	27.2	78.4		
				OTHER	32.0	32.0	34.0	98.0	FTA 5307						
				TOTAL	32.0	32.0	34.0	98.0	TOTAL	32.0	32.0	34.0	98.0		
	488  (529)	SHOP EQUIPMENT FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.4	38.0	2.0	40.4	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	1.6	152.0	8.0	161.6		
				OTHER	2.0	190.0	10.0	202.0	FTA 5309						
				TOTAL	2.0	190.0	10.0	202.0	TOTAL	2.0	190.0	10.0	202.0		
	489  (530)	OFFICE EQUIPMENT REPLACEMENT FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.7	0.0	0.7	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	2.8	0.0	2.8		
				OTHER	0.0	3.5	0.0	3.5	FTA 5307						
				TOTAL	0.0	3.5	0.0	3.5	TOTAL	0.0	3.5	0.0	3.5		
	490  (531)	REPLACEMENT OF WHEELCHAIR RAMPS AND RESTRAINTS ON THE WAUKESHA METRO TRANSIT SYSTEM BUSES	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	6.4	6.4	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	0.0	26.0	26.0	52.0		
				OTHER	0.0	32.4	32.4	64.8	FTA 5307						
				TOTAL	0.0	32.4	32.4	64.8	TOTAL	0.0	32.4	32.4	64.8		
	491  (533)	CONSTRUCTION OF A WALKWAY FROM THE NEW WAUKESHA METRO TRANSIT CENTER TO THE RIVERWALK IN THE CITY OF WAUKESHA	TI	PE	0.0	0.0	0.0	0.0	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	160.0	0.0	160.0	FED	0.0	128.0	0.0	128.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	160.0	0.0	160.0	TOTAL	0.0	160.0	0.0	160.0		

Table B-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
WAUKESHA (CITY)	492  (535)	INITIATE TRANSIT SERVICE BETWEEN DOWNTOWN WAUKESHA AND THE PEWAUKEE INDUSTRIAL/OFFICE AREAS: ROUTE 311	TE	PE	0.0	0.0	0.0	0.0	LOCAL	18.1	18.2	19.1	55.4	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	72.4	72.7	76.3	221.4		
				OTHER	90.5	90.9	95.4	276.8	CMAQ						
				TOTAL	90.5	90.9	95.4	276.8	TOTAL	90.5	90.9	95.4	276.8		
	493  (536)	INITIATE TRANSIT SERVICE BETWEEN THE CITY OF WEST ALLIS AND THE WESTRIDGE BUSINESS PARK IN NEW BERLIN: ROUTE 302	TE	PE	0.0	0.0	0.0	0.0	LOCAL	62.8	65.1	68.4	196.3	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	251.3	260.5	273.5	785.3		
				OTHER	314.1	325.6	341.9	981.6	CMAQ						
				TOTAL	314.1	325.6	341.9	981.6	TOTAL	314.1	325.6	341.9	981.6		
	494	RECONSTRUCTION OF N HARTWELL AVE FROM WHITE ROCK AVE TO E MAIN ST IN THE CITY OF WAUKESHA (0.19 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	66.0	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	66.0	66.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	66.0	66.0	TOTAL	0.0	0.0	66.0	66.0		
	495	RECONSTRUCTION OF S HARTWELL AVE FROM E NEWHALL AVE TO E COLLEGE AVE IN THE CITY OF WAUKESHA (0.24 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	270.0	0.0	0.0	270.0	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	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	270.0	0.0	0.0	270.0	TOTAL	270.0	0.0	0.0	270.0		
	496	RECONSTRUCTION OF MOTOR AVE FROM S MORELAND BLVD TO S WASHINGTON AVE IN THE CITY OF WAUKESHA (0.22 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	200.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	200.0	200.0	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		
	497	RECONSTRUCTION OF W NEWHALL AVE FROM S GRAND AVE TO S EAST AVE IN THE CITY OF WAUKESHA (0.25 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	185.0	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	185.0	0.0	185.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	185.0	0.0	185.0	TOTAL	0.0	185.0	0.0	185.0		
	498	RECONSTRUCTION OF W NEWHALL AVE FROM S WEST AVE TO S GRAND AVE IN THE CITY OF WAUKESHA (0.25 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	177.0	0.0	0.0	177.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	177.0	0.0	0.0	177.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	177.0	0.0	0.0	177.0	TOTAL	177.0	0.0	0.0	177.0		

Table B-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	499  (541)	WETLAND MITIGATION ATTENDANT TO IH-94 CONSTRUCTION PROJECTS 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	500.0	0.0	0.0	500.0	STATE	1,000.0	0.0	0.0	1,000.0		
				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	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	500  (542)	RECONSTRUCTION OF THE IH-94 INTERCHANGE AT STH 50 IN KENOSHA COUNTY	HP	PE	500.0	500.0	0.0	1,000.0	LOCAL	0.0	0.0	819.8	819.8	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	100.0	0.0	200.0		
				CONST	0.0	0.0	8,198.5	8,198.5	FED	400.0	400.0	7,378.7	8,178.7		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	500.0	500.0	8,198.5	9,198.5	TOTAL	500.0	500.0	8,198.5	9,198.5		
	501  (544)	RECONSTRUCTION OF THE IH-94 AND STH 142 INTERCHANGE IN KENOSHA COUNTY	HP	PE	500.0	1,000.0	500.0	2,000.0	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	200.0	100.0	400.0		
				CONST	0.0	0.0	0.0	0.0	FED	400.0	800.0	400.0	1,600.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	500.0	1,000.0	500.0	2,000.0	TOTAL	500.0	1,000.0	500.0	2,000.0		
	502  (545)	RECONSTRUCTION OF THE IH-94 AND STH 158 INTERCHANGE IN KENOSHA COUNTY	HP	PE	0.0	0.0	500.0	500.0	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	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		
	503  (543)	WETLAND MITIGATION ATTENDANT TO STH 50 RECONSTRUCTION AT 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	0.0	87.9	87.9		
				CONST	0.0	0.0	439.3	439.3	FED	0.0	0.0	351.4	351.4		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	0.0	439.3	439.3	TOTAL	0.0	0.0	439.3	439.3		
	504  (547)	RESURFACING OF USH 45 FROM THE 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	0.0	66.0	66.0	STATE	18.0	0.0	66.0	84.0		
				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	0.0	66.0	156.0	TOTAL	90.0	0.0	66.0	156.0		
	505  (549)	RECONSTRUCTION OF STH 32 FROM 7TH AVE TO SHERIDAN RD IN THE CITY OF KENOSHA (1.35 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	965.0	0.0	0.0	965.0		
				CONST	4,824.9	0.0	0.0	4,824.9	FED	3,859.9	0.0	0.0	3,859.9		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	4,824.9	0.0	0.0	4,824.9	TOTAL	4,824.9	0.0	0.0	4,824.9		
	506  (550)	RECONSTRUCTION OF STH 32 FROM ALFORD DR TO CTH KR IN KENOSHA COUNTY (3.00 MILES)	HP	PE	500.0	0.0	0.0	500.0	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	1,492.2	1,592.2		
				CONST	0.0	0.0	7,461.0	7,461.0	FED	400.0	0.0	5,968.8	6,368.8		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	500.0	0.0	7,461.0	7,961.0	TOTAL	500.0	0.0	7,461.0	7,961.0		
	507  (571)	RECONSTRUCTION OF 63RD ST (STH 50) FROM 22ND AVE TO SHERIDAN RD (STH 32) IN THE CITY OF KENOSHA	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	0.0	20.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	508  (551)	RECONSTRUCTION OF ROOSEVELT RD (PROPOSED STH 50) FROM 63RD ST TO 39TH AVE IN THE CITY OF KENOSHA (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	524.1	0.0	0.0	524.1		
				CONST	2,620.6	0.0	0.0	2,620.6	FED	2,096.5	0.0	0.0	2,096.5		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	2,620.6	0.0	0.0	2,620.6	TOTAL	2,620.6	0.0	0.0	2,620.6		



Table B-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	509  (554)	RECONSTRUCTION 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	0.0	0.0	0.0	0.0	STATE	16.0	730.8	0.0	746.8		
				CONST	0.0	3,654.1	0.0	3,654.1	FED	64.0	2,923.3	0.0	2,987.3		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	80.0	3,654.1	0.0	3,734.1	TOTAL	80.0	3,654.1	0.0	3,734.1		
	510  (555)	RESURFACING OF STH 142 FROM CTH J TO IH-94 IN KENOSHA COUNTY (12.60 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	3,014.1	0.0	0.0	3,014.1		
				CONST	3,014.1	0.0	0.0	3,014.1	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	3,014.1	0.0	0.0	3,014.1	TOTAL	3,014.1	0.0	0.0	3,014.1		
	511  (556)	ELDERLY/DISABLED TRANSPORTATION SEC 5310 KENOSHA ACHIEVEMENT CENTER	TP	PE	0.0	0.0	0.0	0.0	LOCAL	36.9	0.0	0.0	36.9	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	147.5	0.0	0.0	147.5		
				OTHER	184.4	0.0	0.0	184.4	FTA 5310						
				TOTAL	184.4	0.0	0.0	184.4	TOTAL	184.4	0.0	0.0	184.4		
	512  (71)	CONSTRUCTION OF THREE COMMUTER PARK AND RIDE LOTS FROM THE GROUP 'B' SET	TE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	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		
	513  (546)	RECONSTRUCTION OF THE IH-94 W FRONTAGE RD FROM CTH C TO NORTH OF STH 165 IN KENOSHA COUNTY (0.59 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	2,022.2	0.0	0.0	2,022.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,022.2	0.0	0.0	2,022.2	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,022.2	0.0	0.0	2,022.2	TOTAL	2,022.2	0.0	0.0	2,022.2		
KENOSHA COUNTY	514  (557)	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		
	515  (558)	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		
	516  (560)	RECONSTRUCTION OF CTH K (60TH ST) FROM STH 31 TO THE UP RAILWAY IN KENOSHA COUNTY (0.63 MILES)	HP	PE	356.4	0.0	0.0	356.4	LOCAL	71.3	13.7	0.0	85.0	A	EXEMPT
				ROW	0.0	68.4	0.0	68.4	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	285.1	54.7	0.0	339.8		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	356.4	68.4	0.0	424.8	TOTAL	356.4	68.4	0.0	424.8		
	517  (560)	RECONSTRUCTION OF THE INTERSECTION OF CTH Y (22ND AVE) AND CTH E (12TH ST) AND THE ADDITION OF LEFT TURN LANES IN KENOSHA COUNTY (0.19 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	182.7	0.0	0.0	182.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	684.1	0.0	0.0	684.1	FED	501.4	0.0	0.0	501.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	684.1	0.0	0.0	684.1	TOTAL	684.1	0.0	0.0	684.1		
	518  (588)	RECONSTRUCTION OF CTH KD FROM THE INTERSECTION OF CTH F TO 1.15 MILES NORTH OF CTH F IN KENOSHA COUNTY (1.15 MILES)	HP	PE	400.0	0.0	0.0	400.0	LOCAL	80.0	25.0	1,653.1	1,758.1	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	1,653.1	1,653.1	FED	320.0	0.0	0.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	400.0	25.0	1,653.1	2,078.1	TOTAL	400.0	25.0	1,653.1	2,078.1		

Table B-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
KENOSHA COUNTY	519  (563)	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY/DISABLED IN NON- URBANIZED KENOSHA COUNTY (SEC 85.21)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	40.0	40.0	40.0	120.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	183.9	159.0	167.0	509.9		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	223.9	199.0	207.0	629.9							
				TOTAL	223.9	199.0	207.0	629.9	TOTAL	223.9	199.0	207.0	629.9		
	520  (564)	ELDERLY/DISABLED TRANSPORTATION SEC 5310 CAPITAL ASSISTANCE PROGRAM KENOSHA CO AND/OR VARIOUS KENOSHA CO PRIVATE, NON- PROFIT ORGANIZATIONS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	30.9	31.8	62.7	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	123.6	127.2	250.8		
				OTHER	0.0	154.5	159.0	313.5	FTA 5310						
				TOTAL	0.0	154.5	159.0	313.5	TOTAL	0.0	154.5	159.0	313.5		
	521  (565)	CONSTRUCTION OF A PARKING RAMP TO SERVE METRA AND CITY OF KENOSHA TRANSIT PATRONS (300 SPACES)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	694.4	0.0	0.0	694.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	3,472.1	0.0	0.0	3,472.1	FED	2,777.7	0.0	0.0	2,777.7		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	3,472.1	0.0	0.0	3,472.1	TOTAL	3,472.1	0.0	0.0	3,472.1		
	522  (566)	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		
	523	CONSTRUCTION OF A RIGHT TURN LANE ON CTH B SOUTH OF STH 50 IN THE TOWN OF SALEM	HS	PE	0.0	0.0	0.0	0.0	LOCAL	2.5	0.0	0.0	2.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	25.0	0.0	0.0	25.0	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		
	524  (568)	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ON CTH E AND CTH JR FROM 20TH AVE TO PETRIFYING SPRINGS PARK IN KENOSHA COUNTY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	106.5	0.0	106.5	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	0.0	426.0	0.0	426.0		
				OTHER	0.0	11.3	0.0	11.3	CMAQ						
				TOTAL	0.0	532.5	0.0	532.5	TOTAL	0.0	532.5	0.0	532.5		
BRISTOL (TOWN)	525  (569)	BRIDGE REPLACEMENT ON CTH Q OVER THE DUTCH GAP CANAL IN THE TOWN OF BRISTOL (P-30-0045)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	59.6	0.0	0.0	59.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	298.0	0.0	0.0	298.0	FED	238.4	0.0	0.0	238.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	298.0	0.0	0.0	298.0	TOTAL	298.0	0.0	0.0	298.0		
KENOSHA (CITY)	526  (570)	RECONSTRUCTION OF 75TH ST FROM 39TH AVE TO 7TH AVE IN THE CITY OF KENOSHA (2.00 MILES)	HP	PE	1,074.0	0.0	0.0	1,074.0	LOCAL	214.8	51.8	2,149.6	2,416.2	A	EXEMPT
				ROW	0.0	235.8	0.0	235.8	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,735.7	2,735.7	FED	859.2	184.0	586.1	1,629.3		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,074.0	235.8	2,735.7	4,045.5	TOTAL	1,074.0	235.8	2,735.7	4,045.5		
	527	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	1,256.5	1,294.2	1,333.0	3,883.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,486.4	1,531.0	1,576.9	4,594.3		
				CONST	0.0	0.0	0.0	0.0	FED	1,880.1	1,936.5	1,994.6	5,811.2		
				OTHER	4,623.0	4,761.7	4,904.5	14,289.2	FTA 5307						
				TOTAL	4,623.0	4,761.7	4,904.5	14,289.2	TOTAL	4,623.0	4,761.7	4,904.5	14,289.2		
	528  (572)	CONSTRUCTION OF A NEW TRANSIT OPERATING AND MAINTENANCE FACILITY FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	1,622.1	980.9	0.0	2,603.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	8,110.5	4,904.5	0.0	13,015.0	FED	6,488.4	3,923.6	0.0	10,412.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	8,110.5	4,904.5	0.0	13,015.0	TOTAL	8,110.5	4,904.5	0.0	13,015.0		

Table B-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
KENOSHA (CITY)	529  (574)	PURCHASE OF 19 REPLACEMENT BUSES FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	710.0	336.0	353.0	1,399.0	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	2,840.0	1,344.0	1,412.0	5,596.0		
				OTHER	3,550.0	1,680.0	1,765.0	6,995.0	FTA 5309						
				TOTAL	3,550.0	1,680.0	1,765.0	6,995.0	TOTAL	3,550.0	1,680.0	1,765.0	6,995.0		
	530  (575)	REPLACEMENT OF THE RADIO SYSTEM AT THE CITY OF KENOSHA TRANSIT FACILITY	TP	PE	0.0	0.0	0.0	0.0	LOCAL	330.0	330.0	0.0	660.0	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	1,320.0	1,320.0	0.0	2,640.0		
				OTHER	1,650.0	1,650.0	0.0	3,300.0	FTA 5309						
				TOTAL	1,650.0	1,650.0	0.0	3,300.0	TOTAL	1,650.0	1,650.0	0.0	3,300.0		
	531  (576)	REHABILITATION OF THE METRA TRAIN STATION BUILDING IN THE CITY OF KENOSHA	TP	PE	60.0	0.0	0.0	60.0	LOCAL	12.0	108.0	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	0.0	540.0	0.0	540.0	FED	48.0	432.0	0.0	480.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	60.0	540.0	0.0	600.0	TOTAL	60.0	540.0	0.0	600.0		
	532  (579)	CONSTRUCTION OF A WEST SIDE TRANSFER STATION FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TI	PE	40.0	0.0	0.0	40.0	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	400.0	0.0	0.0	400.0	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		
	533  (577)	RECONSTRUCTION AND EXPANSION OF THE METRA TRAIN STATION PLATFORM IN THE CITY OF KENOSHA	TI	PE	0.0	0.0	0.0	0.0	LOCAL	125.0	0.0	0.0	125.0	A	EXEMPT
				ROW	125.0	0.0	0.0	125.0	STATE	0.0	0.0	0.0	0.0		
				CONST	500.0	0.0	0.0	500.0	FED	500.0	0.0	0.0	500.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	625.0	0.0	0.0	625.0	TOTAL	625.0	0.0	0.0	625.0		
	534  (578)	CONSTRUCTION OF AN OVERFLOW PARKING LOT FOR THE METRA TRAIN STATION IN THE CITY OF KENOSHA	TI	PE	5.0	0.0	0.0	5.0	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	85.0	0.0	0.0	85.0	FED	80.0	0.0	0.0	80.0		
				OTHER	10.0	0.0	0.0	10.0	CMAQ						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	535  (581)	ENGINEERING AND DESIGN FOR THE EXPANSION OF STREETCAR SERVICE IN THE CITY OF KENOSHA (EARMARK GRANT)	TE	PE	500.0	0.0	0.0	500.0	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	0.0	0.0	0.0	0.0	FTA 5309						
				TOTAL	500.0	0.0	0.0	500.0	TOTAL	500.0	0.0	0.0	500.0		
	536  (581)	MODIFICATION OF TRAFFIC SIGNALS AND CONSTRUCTION OF LEFT TURN LANES AT 18TH ST AND 22ND AVE IN THE CITY OF KENOSHA	HS	PE	0.0	0.0	0.0	0.0	LOCAL	55.8	0.0	0.0	55.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	327.6	0.0	0.0	327.6	FED	271.8	0.0	0.0	271.8		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	327.6	0.0	0.0	327.6	TOTAL	327.6	0.0	0.0	327.6		
	537  (583)	CONSTRUCTION OF A BICYCLE TRAIL BRIDGE OVER WASHINGTON RD FROM 35TH ST TO 45TH ST IN THE CITY OF KENOSHA	EE	PE	40.0	0.0	0.0	40.0	LOCAL	8.0	0.0	99.0	107.0	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	495.0	495.0	FED	32.0	0.0	396.0	428.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	40.0	0.0	495.0	535.0	TOTAL	40.0	0.0	495.0	535.0		
	538  (584)	CONSTRUCTION OF 3 BICYCLE PATH SEGMENTS OF THE PIKE CREEK BICYCLE TRAIL IN THE CITY OF KENOSHA (1.63 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	193.6	0.0	0.0	193.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	968.2	0.0	0.0	968.2	FED	774.6	0.0	0.0	774.6		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	968.2	0.0	0.0	968.2	TOTAL	968.2	0.0	0.0	968.2		

Table B-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
KENOSHA (CITY)	539	COMPLETION OF THE INTERIOR RESTORATION OF THE KENOSHA LIGHTKEEPER'S DWELLING IN THE CITY OF KENOSHA	EE	PE	0.0	1.4	0.0	1.4	LOCAL	0.0	0.3	29.2	29.5	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	145.9	145.9	FED	0.0	1.1	116.7	117.8		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	1.4	145.9	147.3	TOTAL	0.0	1.4	145.9	147.3		
SOMERS (TOWN)	540  (587)	BRIDGE REPLACEMENT ON CTH L OVER THE SOUTH BRANCH OF PIKE RIVER IN THE TOWN OF SOMERS (P- 30-0912)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	70.1	0.0	70.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	350.6	0.0	350.6	FED	0.0	280.5	0.0	280.5		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	350.6	0.0	350.6	TOTAL	0.0	350.6	0.0	350.6		

Table B-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN  (589)	541	SERVICE PATROLS RELATED TO THE FREEWAY TRAFFIC MANAGEMENT SYSTEM IN KENOSHA, MILWAUKEE, RACINE AND WAUKESHA COUNTIES	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	170.0	170.0	170.0	510.0		
				CONST	0.0	0.0	0.0	0.0	FED	680.0	680.0	680.0	2,040.0		
				OTHER	850.0	850.0	850.0	2,550.0	GCM						
				TOTAL	850.0	850.0	850.0	2,550.0	TOTAL	850.0	850.0	850.0	2,550.0		
	542	RECONSTRUCTION OF STH 11 FROM CROSSWAY RD TO THE BURLINGTON BYPASS IN RACINE COUNTY (1.00 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	0.0	184.5	0.0	184.5		
				CONST	0.0	922.5	0.0	922.5	FED	0.0	738.0	0.0	738.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	922.5	0.0	922.5	TOTAL	0.0	922.5	0.0	922.5		
	543	RECONSTRUCTION OF DURAND AVE (STH 11) FROM THE VILLAGE OF STURTEVANT WEST VILLAGE LIMITS TO THE EAST VILLAGE LIMITS (1.66 MILES)	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		
	544	BRIDGE REPLACEMENT OF THE UP RAILWAY BRIDGE OVER STH 11 IN THE CITY OF RACINE	HP	PE	400.0	400.0	0.0	800.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	80.0	1,494.5	0.0	1,574.5		
				CONST	0.0	7,072.5	0.0	7,072.5	FED	320.0	5,978.0	0.0	6,298.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	400.0	7,472.5	0.0	7,872.5	TOTAL	400.0	7,472.5	0.0	7,872.5		
	545	RECONSTRUCTION OF WASHINGTON AVE (STH 20) FROM MARQUETTE ST TO MAIN ST IN RACINE COUNTY (0.57 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		
	546	RECONSTRUCTION OF GREEN BAY RD (STH 31) FROM DURAND AVE (STH 11) TO WASHINGTON AVE (STH 20) IN RACINE COUNTY (1.54 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	427.3	459.4	906.7		
				CONST	0.0	2,176.3	2,297.0	4,473.3	FED	80.0	1,749.0	1,837.6	3,666.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	100.0	2,176.3	2,297.0	4,573.3	TOTAL	100.0	2,176.3	2,297.0	4,573.3		
	547	RECONSTRUCTION OF STH 32 FROM CTH KR TO LARSON ST IN THE TOWN OF MOUNT PLEASANT (1.35 MILES)	HP	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	1,196.4	0.0	1,296.4		
				CONST	0.0	5,981.9	0.0	5,981.9	FED	400.0	4,785.5	0.0	5,185.5		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	500.0	5,981.9	0.0	6,481.9	TOTAL	500.0	5,981.9	0.0	6,481.9		
	548	RECONSTRUCTION OF STH 32 FROM LARSON ST TO 21ST ST IN THE TOWN OF MOUNT PLEASANT (0.84 MILES)	HP	PE	0.0	500.0	0.0	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	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		
	549	RECONSTRUCTION OF RACINE ST (STH 32) FROM 21ST ST TO WASHINGTON AVE IN THE CITY OF RACINE (1.10 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	280.4	280.4	A	EXEMPT
				ROW	216.4	0.0	0.0	216.4	STATE	216.4	0.0	229.5	445.9		
				CONST	0.0	0.0	2,549.8	2,549.8	FED	0.0	0.0	2,039.9	2,039.9		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	216.4	0.0	2,549.8	2,766.2	TOTAL	216.4	0.0	2,549.8	2,766.2		
	550	RESURFACING OF STH 32 FROM STH 31 IN RACINE COUNTY TO E FOREST HILL AVE IN MILWAUKEE COUNTY (5.80 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	200.4	0.0	0.0	200.4		
				CONST	1,002.0	0.0	0.0	1,002.0	FED	801.6	0.0	0.0	801.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,002.0	0.0	0.0	1,002.0	TOTAL	1,002.0	0.0	0.0	1,002.0		

Table B-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	551  (603)	RESURFACING OF STH 38 FROM CTH K TO OAKWOOD RD IN MILWAUKEE COUNTY (8.90 MILES)	HP	PE	450.0	0.0	0.0	450.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	103.0	0.0	0.0	103.0	STATE	553.0	900.0	0.0	1,453.0		
				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	553.0	4,500.0	0.0	5,053.0	TOTAL	553.0	4,500.0	0.0	5,053.0		
	552  (604)	RECONSTRUCTION OF THE INTERSECTION OF STH 38 AND CTH K IN THE TOWN OF CALEDONIA (0.90 MILES)	HP	PE	300.0	0.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	224.8	0.0	0.0	224.8	STATE	284.8	0.0	0.0	284.8		
				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	524.8	0.0	0.0	524.8	TOTAL	524.8	0.0	0.0	524.8		
	553  (606)	RESURFACING OF STH 83 FROM STH 20 TO IH-43 IN RACINE AND WAUKESHA COUNTIES (7.00 MILES)	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		
	554  (715)	RECONSTRUCTION OF BIG BEND RD (STH 164) FROM STH 36 TO THE RACINE/WAUWESHA COUNTY LINE (5.00 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	525.3	0.0	525.3	STATE	60.0	525.3	0.0	585.3		
				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	300.0	525.3	0.0	825.3	TOTAL	300.0	525.3	0.0	825.3		
	555  (608)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 11 FROM THE VILLAGE OF STURTEVANT EASTERN VILLAGE LIMITS TO STH 31 (2.00 MILES)	HI	PE	0.0	0.0	100.0	100.0	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	100.0	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	0.0	100.0	100.0	TOTAL	0.0	0.0	100.0	100.0		
	556  (597)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 31 FROM FOUR MILE RD TO STH 32 IN RACINE COUNTY (2.00 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	1,330.5	0.0	1,330.5		
				CONST	0.0	6,652.3	0.0	6,652.3	FED	0.0	5,321.8	0.0	5,321.8		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	6,652.3	0.0	6,652.3	TOTAL	0.0	6,652.3	0.0	6,652.3		
	557  (609)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 32 FROM FIVE MILE RD TO STH 31 IN THE TOWN OF CALEDONIA (1.30 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	2,000.0	0.0	2,000.0	STATE	100.0	2,000.0	0.0	2,100.0		
				CONST	0.0	0.0	0.0	0.0	FED	400.0	0.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	500.0	2,000.0	0.0	2,500.0	TOTAL	500.0	2,000.0	0.0	2,500.0		
	558  (610)	CONSTRUCTION OF THE CITY OF BURLINGTON BYPASS (STH 36 AND STH 11) IN RACINE AND WALWORTH COUNTIES (11.00 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	0.0	0.0	0.0	STATE	200.0	37,705.2	34,503.0	72,408.2		
				CONST	0.0	37,505.2	34,303.0	71,808.2	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	200.0	37,705.2	34,503.0	72,408.2	TOTAL	200.0	37,705.2	34,503.0	72,408.2		
	559  (611)	CONSTRUCTION OF PAVED SHOULDERS TO ACCOMMODATE BICYCLES ON USH 45 (RAYNOR AVE) FROM STH 20 IN RACINE COUNTY TO STH 36 IN WAUKESHA COUNTY	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	25.0	0.0	0.0	25.0		
				CONST	125.0	0.0	0.0	125.0	FED	100.0	0.0	0.0	100.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	125.0	0.0	0.0	125.0	TOTAL	125.0	0.0	0.0	125.0		
RACINE COUNTY	560  (612)	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		

Table B-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
RACINE COUNTY	561  (613)	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		
	562  (614)	BRIDGE RECONSTRUCTION ON CTH S OVER CROSS CREEK IN RACINE COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	62.1	0.0	0.0	62.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	238.1	0.0	0.0	238.1	FED	176.0	0.0	0.0	176.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	238.1	0.0	0.0	238.1	TOTAL	238.1	0.0	0.0	238.1		
	563  (616)	ELDERLY/DISABLED TRANSPORTATION SEC 5310 CAPITAL ASSISTANCE PROGRAM RACINE COUNTY AND/OR VARIOUS RACINE COUNTY PRIVATE NON- PROFIT ORGANIZATIONS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	10.6	10.9	21.5	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	42.4	43.7	86.1		
				OTHER	0.0	53.0	54.6	107.6	FTA 5310						
				TOTAL	0.0	53.0	54.6	107.6	TOTAL	0.0	53.0	54.6	107.6		
	564  (617)	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN RURAL RACINE COUNTY (SEC 85.21)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	53.5	56.2	57.9	167.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	267.6	274.5	282.7	824.8		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	321.1	330.7	340.6	992.4	FTA 5310						
				TOTAL	321.1	330.7	340.6	992.4	TOTAL	321.1	330.7	340.6	992.4		
	565  (618)	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		
	566  (620)	CONSTRUCTION OF THE RACINE/STURTEVANT BIKE/PEDESTRIAN TRAIL ON THE FORMER CP ROW FROM STH 31 TO WILLOW RD IN RACINE COUNTY: PHASE IB	EE	PE	0.0	0.0	0.0	0.0	LOCAL	59.4	0.0	0.0	59.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	276.9	0.0	0.0	276.9	FED	237.5	0.0	0.0	237.5		
				OTHER	20.0	0.0	0.0	20.0	CMAQ						
				TOTAL	296.9	0.0	0.0	296.9	TOTAL	296.9	0.0	0.0	296.9		
	567  (619)	PLANNING, ENGINEERING AND RIGHT OF WAY FOR THE EXTENSION OF THE RACINE/STURTEVANT BICYCLE/PEDESTRIAN TRAIL: PHASE II	EE	PE	0.0	0.0	0.0	0.0	LOCAL	3.3	0.0	0.0	3.3	A	EXEMPT
				ROW	16.5	0.0	0.0	16.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	13.2	0.0	0.0	13.2		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	16.5	0.0	0.0	16.5	TOTAL	16.5	0.0	0.0	16.5		
	568  (621)	CONSTRUCTION OF THE RACINE/STURTEVANT BICYCLE/PEDESTRIAN TRAIL FROM WILLOW RD TO THE AMTRAK STATION IN THE VILLAGE OF STURTEVANT: PHASE II (1.25 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	57.6	43.2	0.0	100.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	288.0	216.0	0.0	504.0	FED	230.4	172.8	0.0	403.2		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	288.0	216.0	0.0	504.0	TOTAL	288.0	216.0	0.0	504.0		
	569  (622)	CONSTRUCTION OF THE RACINE/STURTEVANT BICYCLE/PEDESTRIAN TRAIL FROM CTH H TO THE CP RAIL WEST OF IH- 94 IN RACINE COUNTY: PHASE III (2.40 MILES)	EE	PE	37.0	0.0	0.0	37.0	LOCAL	18.6	46.0	0.0	64.6	A	EXEMPT
				ROW	56.0	0.0	0.0	56.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	230.0	0.0	230.0	FED	74.4	184.0	0.0	258.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	93.0	230.0	0.0	323.0	TOTAL	93.0	230.0	0.0	323.0		
BURLINGTON (CITY)	570  (623)	CONSTRUCTION OF A BICYCLE/PEDESTRIAN FACILITY ON BROWNS LAKE DR (CTH W) FROM STH 11 TO BEAR ARBOR CONDOMINIUMS DRIVE IN THE CITY OF BURLINGTON (0.90 MILES)	EE	PE	30.0	0.0	0.0	30.0	LOCAL	6.0	35.3	0.0	41.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	176.4	0.0	176.4	FED	24.0	141.1	0.0	165.1		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	30.0	176.4	0.0	206.4	TOTAL	30.0	176.4	0.0	206.4		

Table B-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
CALEDONIA (TOWN)	571  (625)	BRIDGE REHABILITATION ON SEVEN MILE RD OVER THE ROOT RIVER IN THE TOWN OF CALEDONIA	HP	PE	47.5	0.0	0.0	47.5	LOCAL	9.5	88.6	0.0	98.1	A	EXEMPT
				ROW	0.0	0.5	0.0	0.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	440.7	0.0	440.7	FED	38.0	352.6	0.0	390.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	47.5	441.2	0.0	488.7	TOTAL	47.5	441.2	0.0	488.7		
	572  (624)	BRIDGE REHABILITATION ON FOUR MILE RD OVER THE ROOT RIVER IN THE TOWN OF CALEDONIA	HP	PE	35.0	0.0	0.0	35.0	LOCAL	7.0	58.9	0.0	65.9	A	EXEMPT
				ROW	0.0	0.5	0.0	0.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	292.0	0.0	292.0	FED	28.0	233.6	0.0	261.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	35.0	292.5	0.0	327.5	TOTAL	35.0	292.5	0.0	327.5		
	573  (626)	BRIDGE REPLACEMENT ON BROOK RD OVER HOOD'S CREEK IN THE TOWN OF CALEDONIA	OH	PE	45.0	0.0	0.0	45.0	LOCAL	9.0	35.8	0.0	44.8	A	EXEMPT
				ROW	0.0	0.5	0.0	0.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	176.3	0.0	176.3	FED	36.0	141.0	0.0	177.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	45.0	176.8	0.0	221.8	TOTAL	45.0	176.8	0.0	221.8		
MOUNT PLEASANT (TOWN)	574  (627)	RECONSTRUCTION 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	1,300.0	0.0	1,300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,300.0	0.0	1,300.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	1,300.0	0.0	1,300.0	TOTAL	0.0	1,300.0	0.0	1,300.0		
	575  (628)	BRIDGE REPLACEMENT ON LATHROP AVE OVER SORENSON CREEK IN THE TOWN OF MOUNT PLEASANT	HP	PE	60.0	0.0	0.0	60.0	LOCAL	12.0	64.9	0.0	76.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	324.5	0.0	324.5	FED	48.0	259.6	0.0	307.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	60.0	324.5	0.0	384.5	TOTAL	60.0	324.5	0.0	384.5		
	576  (630)	RECONSTRUCTION OF STUART RD FROM THE N FRONTAGE RD TO OLD SPRING ST IN THE TOWN OF MOUNT PLEASANT (1.25 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	1,300.0	1,300.0	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	1,300.0	1,300.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	1,300.0	1,300.0	TOTAL	0.0	0.0	1,300.0	1,300.0		
RACINE (CITY)	577	RECONSTRUCTION OF CHICORY RD FROM LATHROP AVE TO STH 32 IN THE CITY OF RACINE AND THE TOWN OF MOUNT PLEASANT	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	1,700.0	0.0	1,700.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,700.0	0.0	1,700.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	1,700.0	0.0	1,700.0	TOTAL	0.0	1,700.0	0.0	1,700.0		
	578  (631)	RECONSTRUCTION OF KINZIE AVE FROM WEST BLVD TO CHICAGO ST IN THE CITY OF RACINE (0.30 MILES)	HP	PE	175.0	0.0	0.0	175.0	LOCAL	35.0	179.4	0.0	214.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	896.9	0.0	896.9	FED	140.0	717.5	0.0	857.5		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	175.0	896.9	0.0	1,071.9	TOTAL	175.0	896.9	0.0	1,071.9		
	579  (632)	RECONSTRUCTION OF RAPIDS DR FROM MT PLEASANT ST TO DOUGLAS AVE IN THE CITY OF RACINE (0.63 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	315.8	0.0	0.0	315.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,578.9	0.0	0.0	1,578.9	FED	1,263.1	0.0	0.0	1,263.1		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,578.9	0.0	0.0	1,578.9	TOTAL	1,578.9	0.0	0.0	1,578.9		
	580  (633)	JOB ACCESS SEC 3037 TRANSIT PROJECT- PUBLIC TRANSPORTATION TRAINING FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	18.0	18.0	18.0	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	42.0	42.0	42.0	126.0		
				OTHER	60.0	60.0	60.0	180.0	FTA 3037						
				TOTAL	60.0	60.0	60.0	180.0	TOTAL	60.0	60.0	60.0	180.0		



Table B-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
RACINE (CITY)	581 (634)	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM: 2005-2007	TP	PE	0.0	0.0	0.0	0.0	LOCAL	1,302.0	1,341.0	1,311.5	3,954.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	2,129.1	2,193.0	2,280.9	6,603.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,943.9	2,002.2	2,109.9	6,056.0		
				OTHER	5,375.0	5,536.2	5,702.3	16,613.5	FTA 5307						
				TOTAL	5,375.0	5,536.2	5,702.3	16,613.5	TOTAL	5,375.0	5,536.2	5,702.3	16,613.5		
	582 (636)	OPERATING ASSISTANCE FOR THE WISCONSIN COACH LINES KENOSHA/RACINE/MILWAUKEE INTERCITY BUS SERVICE: 2005-2007	TP	PE	0.0	0.0	0.0	0.0	LOCAL	147.3	151.8	312.8	611.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	589.4	607.0	469.2	1,665.6		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	736.7	758.8	782.0	2,277.5							
				TOTAL	736.7	758.8	782.0	2,277.5	TOTAL	736.7	758.8	782.0	2,277.5		
	583 (638)	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICE FOR ELDERLY AND DISABLED IN THE RACINE URBANIZED AREA: 2005-2007	TP	PE	0.0	0.0	0.0	0.0	LOCAL	124.8	129.6	152.0	406.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	124.8	129.6	114.0	368.4		
				CONST	0.0	0.0	0.0	0.0	FED	62.4	64.8	114.0	241.2		
				OTHER	312.0	324.0	380.0	1,016.0	FTA 5307						
				TOTAL	312.0	324.0	380.0	1,016.0	TOTAL	312.0	324.0	380.0	1,016.0		
	584 (639)	ENGINEERING/DESIGN FOR REPLACEMENT OF THE MAINTENANCE/ADMINISTRATION BUILDING FOR THE RACINE TRANSIT SYSTEM (WI-03-0080)	TP	PE	350.0	0.0	0.0	350.0	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	0.0	0.0	0.0	0.0	FTA 5309						
				TOTAL	350.0	0.0	0.0	350.0	TOTAL	350.0	0.0	0.0	350.0		
	585 (640)	CONSTRUCTION OF A REPLACEMENT MAINTENANCE ADMINISTRATION BUILDING FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	708.4	0.0	708.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	3,542.0	0.0	3,542.0	FED	0.0	2,833.6	0.0	2,833.6		
				OTHER	0.0	0.0	0.0	0.0	FTA 5309						
				TOTAL	0.0	3,542.0	0.0	3,542.0	TOTAL	0.0	3,542.0	0.0	3,542.0		
	586 (642)	INFORMATION TECHNOLOGY IMPROVEMENTS FOR THE CITY OF RACINE TRANSIT SYSTEM (WI-03-0084)	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		
	587	REPLACEMENT OF 2 BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	101.6	101.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	406.4	406.4		
				OTHER	0.0	0.0	508.0	508.0	FTA 5309						
				TOTAL	0.0	0.0	508.0	508.0	TOTAL	0.0	0.0	508.0	508.0		
	588 (645)	PURCHASE OF A REPLACEMENT TRUCK FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	9.0	0.0	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	36.0	0.0	36.0		
				OTHER	0.0	45.0	0.0	45.0	FTA 5309						
				TOTAL	0.0	45.0	0.0	45.0	TOTAL	0.0	45.0	0.0	45.0		
	589 (652)	REPLACEMENT OF BUS FUELING SYSTEM PUMPS AND METERS AT THE CITY TRANSIT GARAGE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	10.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	40.0	0.0	40.0		
				OTHER	0.0	50.0	0.0	50.0	FTA 5309						
				TOTAL	0.0	50.0	0.0	50.0	TOTAL	0.0	50.0	0.0	50.0		
	590	REPLACEMENT OF MAINTENANCE AND SERVICE GARAGE EQUIPMENT FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	8.3	8.3	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	0.0	0.0	33.2	33.2		
				OTHER	0.0	0.0	41.5	41.5	FTA 5309						
				TOTAL	0.0	0.0	41.5	41.5	TOTAL	0.0	0.0	41.5	41.5		

Table B-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
RACINE (CITY)	591 (659)	MAINTENANCE AND SERVICE GARAGE IMPROVEMENTS FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	41.6	9.4	51.0	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	166.4	37.6	204.0		
				OTHER	0.0	208.0	47.0	255.0	FTA 5309						
				TOTAL	0.0	208.0	47.0	255.0	TOTAL	0.0	208.0	47.0	255.0		
	592 (661)	CONSTRUCTION OF A PARK AND RIDE LOT AT THE POTENTIAL FUTURE BUS AND COMMUTER RAIL TRANSIT CENTER IN THE CITY OF RACINE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	41.0	0.0	41.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	205.0	0.0	205.0	FED	0.0	164.0	0.0	164.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	205.0	0.0	205.0	TOTAL	0.0	205.0	0.0	205.0		
	593 (669)	CONSTRUCTION OF THE LAKE MICHIGAN PATHWAY FROM THE MAIN ST BRIDGE TO THREE MILE RD IN RACINE COUNTY: PHASE II	EE	PE	237.9	0.0	0.0	237.9	LOCAL	54.7	262.5	0.0	317.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	35.7	1,312.4	0.0	1,348.1	FED	218.9	1,049.9	0.0	1,268.8		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	273.6	1,312.4	0.0	1,586.0	TOTAL	273.6	1,312.4	0.0	1,586.0		
ROCHESTER (VILLAGE)	594 (671)	BRIDGE REHABILITATION ON ROCHESTER ST OVER THE WIND LAKE DRAINAGE CANAL IN THE VILLAGE OF ROCHESTER (P-51-0701)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	31.3	0.0	0.0	31.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	156.6	0.0	0.0	156.6	FED	125.3	0.0	0.0	125.3		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	156.6	0.0	0.0	156.6	TOTAL	156.6	0.0	0.0	156.6		
STURTEVANT (VILLAGE)	595 (672)	DESIGN AND CONSTRUCTION OF THE REPLACEMENT AMTRAK STATION IN THE VILLAGE OF STURTEVANT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	362.4	0.0	0.0	362.4	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	1,449.6	0.0	0.0	1,449.6		
				OTHER	1,812.0	0.0	0.0	1,812.0	CMAQ						
				TOTAL	1,812.0	0.0	0.0	1,812.0	TOTAL	1,812.0	0.0	0.0	1,812.0		
WATERFORD (VILLAGE)	596 (673)	BRIDGE REPLACEMENT ON FOX ISLE DR OVER THE FOX RIVER IN THE VILLAGE OF WATERFORD	OH	PE	88.0	0.0	0.0	88.0	LOCAL	17.6	86.9	0.0	104.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	434.6	0.0	434.6	FED	70.4	347.7	0.0	418.1		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	88.0	434.6	0.0	522.6	TOTAL	88.0	434.6	0.0	522.6		

Table B-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN  (676)	597	RECONSTRUCTION OF IH-43 FROM THE ROCK COUNTY LINE TO HALES CORNERS IN MILWAUKEE COUNTY (26.90 MILES)	HP	PE	600.0	600.0	0.0	1,200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	120.0	120.0	2,553.0	2,793.0		
				CONST	0.0	0.0	25,530.2	25,530.2	FED	480.0	480.0	22,977.2	23,937.2		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	600.0	600.0	25,530.2	26,730.2	TOTAL	600.0	600.0	25,530.2	26,730.2		
	598	RECONSTRUCTION OF USH 14 FROM STH 11 TO THE ILLINOIS STATE LINE IN WALWORTH COUNTY (14.20 MILES)	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		
	599	CONSTRUCTION OF A DRAINAGE PIPE ON USH 14 IN THE VILLAGE OF DARIEN	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	615.1	1,415.1		
				CONST	0.0	0.0	3,075.4	3,075.4	FED	0.0	0.0	2,460.3	2,460.3		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	300.0	500.0	3,075.4	3,875.4	TOTAL	300.0	500.0	3,075.4	3,875.4		
	600	STUDY OF USH 14 FROM JANESVILLE TO DARIEN IN ROCK AND WALWORTH COUNTIES	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	700.0	0.0	0.0	700.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	700.0	0.0	0.0	700.0							
				TOTAL	700.0	0.0	0.0	700.0	TOTAL	700.0	0.0	0.0	700.0		
	601	RECONSTRUCTION OF STH 36 FROM STH 120 TO THE EAST WALWORTH COUNTY LINE (6.57 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	0.0	0.0	0.0	STATE	80.0	0.0	788.5	868.5		
				CONST	0.0	0.0	3,942.6	3,942.6	FED	320.0	0.0	3,154.1	3,474.1		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	400.0	0.0	3,942.6	4,342.6	TOTAL	400.0	0.0	3,942.6	4,342.6		
	602	RESURFACING OF STH 50 FROM NORTH SHORE DR TO STH 67 IN WALWORTH COUNTY (4.20 MILES)	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	50.0	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	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	250.0	250.0	TOTAL	0.0	0.0	250.0	250.0		
	603	RECONSTRUCTION OF STH 59 FROM JEFFERSON COUNTY LINE TO STH 89 IN WALWORTH COUNTY (3.50 MILES)	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		
	604	RECONSTRUCTION OF N WISCONSIN AVE (STH 67) FROM COURT ST TO LINCOLN ST IN THE CITY OF ELKHORN (0.82 MILES)	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	1,000.0	1,000.0	STATE	0.0	75.0	1,000.0	1,075.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	225.0	0.0	225.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	300.0	1,000.0	1,300.0	TOTAL	0.0	300.0	1,000.0	1,300.0		
	605	RECONSTRUCTION OF STH 67 FROM S MAIN ST IN THE VILLAGE OF WALWORTH TO THEATRE RD IN THE VILLAGE OF WILLIAMS BAY (3.79 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	2,756.3	0.0	2,756.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	5,371.3	0.0	5,371.3	FED	0.0	2,615.0	0.0	2,615.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	5,371.3	0.0	5,371.3	TOTAL	0.0	5,371.3	0.0	5,371.3		
	606	RESURFACING OF STH 89 FROM USH 14 TO THE CITY OF WHITEWATER SOUTH CITY LIMITS (7.50 MILES)	HP	PE	225.0	0.0	0.0	225.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	45.0	0.0	730.9	775.9		
				CONST	0.0	0.0	3,654.5	3,654.5	FED	180.0	0.0	2,923.6	3,103.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	225.0	0.0	3,654.5	3,879.5	TOTAL	225.0	0.0	3,654.5	3,879.5		

Table B-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	607  (717)	RECONSTRUCTION OF STH 120 FROM USH 12 TO MADAUS ST IN THE CITY OF LAKE GENEVA (0.61 MILES)	HP	PE	200.0	0.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	40.0	0.0	0.0	40.0		
				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	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	608  (685)	RECONSTRUCTION OF STH 120 FROM STH 36 TO EAST TROY IN WALWORTH COUNTY (10.00 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	0.0	0.0	511.1	511.1		
				CONST	0.0	0.0	2,555.5	2,555.5	FED	0.0	0.0	2,044.4	2,044.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	2,555.5	2,555.5	TOTAL	0.0	0.0	2,555.5	2,555.5		
	609  (687)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 50 FROM STH 67 EAST TO GENEVA ST IN THE TOWN OF GENEVA (1.70 MILES)	HI	PE	300.0	400.0	0.0	700.0	LOCAL	0.0	0.0	0.0	0.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	60.0	80.0	1,503.9	1,643.9		
				CONST	0.0	0.0	7,519.4	7,519.4	FED	240.0	320.0	6,015.5	6,575.5		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	300.0	400.0	7,519.4	8,219.4	TOTAL	300.0	400.0	7,519.4	8,219.4		
	610	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 50 (MAIN ST) FROM CENTER ST TO EDWARDS BLVD IN THE CITY OF LAKE GENEVA (1.00 MILES)	HI	PE	0.0	1,000.0	0.0	1,000.0	LOCAL	0.0	250.0	500.0	750.0	A	NON- EXEMPT
				ROW	0.0	0.0	2,000.0	2,000.0	STATE	0.0	0.0	1,500.0	1,500.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	750.0	0.0	750.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	1,000.0	2,000.0	3,000.0	TOTAL	0.0	1,000.0	2,000.0	3,000.0		
	611  (688)	CONSTRUCTION OF THE CITY OF WHITEWATER BYPASS (USH 12) IN WALWORTH COUNTY (5.30 MILES)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	5,263.4	480.5	0.0	5,743.9		
				CONST	5,263.4	480.5	0.0	5,743.9	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	5,263.4	480.5	0.0	5,743.9	TOTAL	5,263.4	480.5	0.0	5,743.9		
	612	CONSTRUCTION OF A ROUNDABOUT AT THE USH 12 SB EXIT RAMP AND CTH H IN WALWORTH COUNTY	HS	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	10.0	45.0	0.0	55.0		
				CONST	0.0	450.0	0.0	450.0	FED	90.0	405.0	0.0	495.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	100.0	450.0	0.0	550.0	TOTAL	100.0	450.0	0.0	550.0		
WALWORTH COUNTY	613  (690)	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		
	614  (691)	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		
	615  (692)	RECONSTRUCTION OF MARTIN ST (CTH C) FROM STATE LINE RD TO STH 67 IN THE TOWN OF SHARON (1.00 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	39.8	0.0	823.8	863.6	A	EXEMPT
				ROW	199.1	0.0	0.0	199.1	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,394.8	2,394.8	FED	159.3	0.0	1,571.0	1,730.3		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	199.1	0.0	2,394.8	2,593.9	TOTAL	199.1	0.0	2,394.8	2,593.9		
	616  (693)	BRIDGE REHABILITATION ON CTH H OVER JACKSON CREEK IN WALWORTH COUNTY (P-64-0008)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	61.5	0.0	61.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	307.5	0.0	307.5	FED	0.0	246.0	0.0	246.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	307.5	0.0	307.5	TOTAL	0.0	307.5	0.0	307.5		

Table B-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY**  
**2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
WALWORTH COUNTY	617 (694)	BRIDGE REPLACEMENT ON S 2ND ST (CTH 0) OVER SWAN CREEK IN WALWORTH COUNTY (B-64-0677)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	42.3	0.0	42.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	211.6	0.0	211.6	FED	0.0	169.3	0.0	169.3		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	211.6	0.0	211.6	TOTAL	0.0	211.6	0.0	211.6		
	618 (695)	RECONSTRUCTION OF WILLOW RD (FUTURE CTH BB) FROM S LAKE SHORE DR TO STH 120 IN THE TOWN OF LINN (1.30 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	37.4	0.0	37.4	A	EXEMPT
				ROW	0.0	186.7	0.0	186.7	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	149.3	0.0	149.3		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	186.7	0.0	186.7	TOTAL	0.0	186.7	0.0	186.7		
	619	ELDERLY/DISABLED TRANSPORTATION SEC 5310 WALWORTH COUNTY VOCATIONAL INDUSTRIES, INC	TP	PE	0.0	0.0	0.0	0.0	LOCAL	50.3	0.0	0.0	50.3	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	201.1	0.0	0.0	201.1		
				OTHER	251.4	0.0	0.0	251.4	FTA 5310						
				TOTAL	251.4	0.0	0.0	251.4	TOTAL	251.4	0.0	0.0	251.4		
	620 (696)	ELDERLY/DISABLED TRANSPORTATION SEC 5310 CAPITAL ASSISTANCE PROGRAM WALWORTH CO AND/OR VARIOUS WALWORTH CO PRIVATE/NON-PRIVATE ORGANIZATIONS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	39.1	40.3	79.4	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	156.6	161.3	317.9		
				OTHER	0.0	195.7	201.6	397.3	FTA 5310						
				TOTAL	0.0	195.7	201.6	397.3	TOTAL	0.0	195.7	201.6	397.3		
	621 (697)	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN WALWORTH COUNTY (SEC 85.21)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	26.9	27.7	28.5	83.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	107.4	110.6	114.0	332.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	134.3	138.3	142.5	415.1							
				TOTAL	134.3	138.3	142.5	415.1	TOTAL	134.3	138.3	142.5	415.1		
	622 (698)	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		
	623 (699)	RECONSTRUCTION AND DELINEATION OF EASTBOUND RIGHT TURN LANE ON CTH NN AT CTH H IN THE CITY OF ELKHORN (0.02 MILES)	HS	PE	0.0	0.0	0.0	0.0	LOCAL	2.8	0.0	0.0	2.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	27.8	0.0	0.0	27.8	FED	25.0	0.0	0.0	25.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	27.8	0.0	0.0	27.8	TOTAL	27.8	0.0	0.0	27.8		
DELAVAN (CITY)	624 (701)	RECONSTRUCTION OF RICHMOND RD FROM WALWORTH AVE TO TURTLE CREEK BRIDGE IN THE CITY OF DELAVAN (0.25 MILES)	HP	PE	105.0	0.0	0.0	105.0	LOCAL	21.0	130.3	0.0	151.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	593.3	0.0	593.3	FED	84.0	463.0	0.0	547.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	105.0	593.3	0.0	698.3	TOTAL	105.0	593.3	0.0	698.3		
EAST TROY (VILLAGE)	625 (702)	CONSTRUCTION OF A NEW MUSEUM CENTER TO SECURE HISTORIC DOCUMENTS AND ARTIFACTS IN THE VILLAGE OF EAST TROY	EE	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	463.5	0.0	0.0	463.5	FED	360.0	0.0	0.0	360.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	463.5	0.0	0.0	463.5	TOTAL	463.5	0.0	0.0	463.5		
ELKHORN (CITY)	626 (703)	INSTALLATION OF TRAFFIC SIGNALS AND SAFETY IMPROVEMENTS AT THE INTERSECTION OF STH 67 AND MARKET ST IN THE CITY OF ELKHORN	HS	PE	49.5	0.0	0.0	49.5	LOCAL	23.0	0.0	0.0	23.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	179.4	0.0	0.0	179.4	FED	205.9	0.0	0.0	205.9		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	228.9	0.0	0.0	228.9	TOTAL	228.9	0.0	0.0	228.9		

Table B-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY  
2005 - 2007**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
FONTANA- GENEVA LAKE (VILLAGE)	627  (704)	CONSTRUCTION OF BICYCLE/PEDESTRIAN FACILITIES ALONG STH 67 FROM WILD DUCK RD TO 600 FT SOUTH OF FONTANA BLVD IN THE VILLAGE OF FONTANA (1.25 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	74.2	0.0	74.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	371.1	0.0	371.1	FED	0.0	296.9	0.0	296.9		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	371.1	0.0	371.1	TOTAL	0.0	371.1	0.0	371.1		
LAKE GENEVA (CITY)	628  (705)	RECONSTRUCTION OF WELLS ST FROM THE SOUTH CITY LIMITS OF LAKE GENEVA TO MAIN ST IN THE CITY OF LAKE GENEVA (1.00 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	795.4	0.0	795.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,310.8	0.0	1,310.8	FED	0.0	515.4	0.0	515.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	1,310.8	0.0	1,310.8	TOTAL	0.0	1,310.8	0.0	1,310.8		
	629  (706)	CONSTRUCTION OF A BICYCLE TRAIL ALONG TOWN LINE RD FROM WELLS ST TO EDWARDS BLVD IN THE CITY OF LAKE GENEVA: PHASE II (0.67 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	32.5	0.0	0.0	32.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	162.4	0.0	0.0	162.4	FED	129.9	0.0	0.0	129.9		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	162.4	0.0	0.0	162.4	TOTAL	162.4	0.0	0.0	162.4		
LYONS (TOWN)	630  (707)	BRIDGE REPLACEMENT ON SHERIDAN SPRINGS RD OVER THE WHITE RIVER IN THE TOWN OF LYONS (P-64-0073)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	51.0	0.0	0.0	51.0	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	204.0	0.0	0.0	204.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	255.0	0.0	0.0	255.0	TOTAL	255.0	0.0	0.0	255.0		
WHITEWATER (CITY) (PART)	631  (708)	CAPITAL ASSISTANCE FOR THE CITY OF WHITEWATER TAXI BASED TRANSIT SYSTEM (SEC 85.20 & 5311)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	7.5	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	0.0	30.0	0.0	30.0		
				OTHER	0.0	37.5	0.0	37.5	FTA 5311						
				TOTAL	0.0	37.5	0.0	37.5	TOTAL	0.0	37.5	0.0	37.5		
	632  (709)	OPERATING ASSISTANCE FOR THE CITY OF WHITEWATER TAXI BASED TRANSIT SYSTEM (SEC 85.20 & 5311)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	16.5	16.5	16.5	49.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	43.4	43.4	43.4	130.2		
				CONST	0.0	0.0	0.0	0.0	FED	71.8	71.8	71.8	215.4		
				OTHER	131.7	131.7	131.7	395.1	FTA 5311						
				TOTAL	131.7	131.7	131.7	395.1	TOTAL	131.7	131.7	131.7	395.1		

## TABLE B

## ENDNOTES

- 61<sup>a</sup> Preliminary engineering for the reconstruction of South 108<sup>th</sup> Street between 550 feet north of West Edgerton Avenue and West Forest Home Avenue will consider widening to provide additional capacity. South 108<sup>th</sup> Street between West Forest Home Avenue and West College Avenue will be reconstructed to its existing capacity.
- 77<sup>b</sup> This project will either be continued planning and environmental assessment or preliminary engineering. Initiation of preliminary engineering may not proceed until a locally preferred alternative has been adopted by the project sponsor; the project sponsor has requested that SEWRPC amend the regional transportation system plan to include the locally preferred alternative; the regional transportation system plan has been amended; and the approval of the Federal Transit Administration has been obtained. While the project sponsor is shown as the State of Wisconsin, the joint sponsor will be the Counties and Cities of Kenosha, Milwaukee, and Racine and the State of Wisconsin.
- 79<sup>c</sup> 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 West National Avenue; IH 43 and STH 33; and STH 31 and STH 20.
- 133<sup>d</sup> West College Avenue (CTH ZZ) between South 27<sup>th</sup> Street and West Loomis Road (STH 36) will be widened to provide additional capacity. West College Avenue (CTH ZZ) between South 13<sup>th</sup> Street and South 27<sup>th</sup> Street will be reconstructed to its existing capacity.
- 158<sup>e</sup> Initiation of preliminary engineering may not proceed until a locally preferred alternative has been adopted by the project sponsor; the project sponsor has requested that SEWRPC amend the regional transportation system plan to include the locally preferred alternative; the regional transportation system plan has been amended; and the approval of the Federal Transit Administration has been obtained. The Federal funding sources include \$5,100,000 of Interstate Cost Estimate funds.
- 253<sup>f</sup> The Federal funding source includes \$5,000,000 of Interstate Cost Estimate Substitute Project funds and the State funding sources include \$5,000,000 in Surface Transportation Program-Milwaukee Urbanized Area funds and \$2,500,000 of Local Roads Improvement Program funds.
- 416<sup>g</sup> This project has been included in the transportation improvement program for Southeastern Wisconsin because the air quality benefits attendant to its implementation will accrue to the Region.
- 437<sup>h</sup> The City of Waukesha is the administrator for TIP project Nos. 437, 438, and 439.
- 512<sup>i</sup> 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.

## Appendix C

### 1988-2003 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%
2001	3,203,100	17,385,800	2,195,800	3,641,900	2,525,300	3,034,200	8,727,100	40,713,200	-1.44%	0.00%
2002	3,284,600	17,154,400	2,334,400	3,729,000	2,583,500	3,127,000	8,847,700	41,060,600	0.85%	2.58%
2003	3,330,400	17,661,400	1,977,800	3,781,500	2,622,500	3,087,700	9,173,300	41,634,600	1.40%	1.48%

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

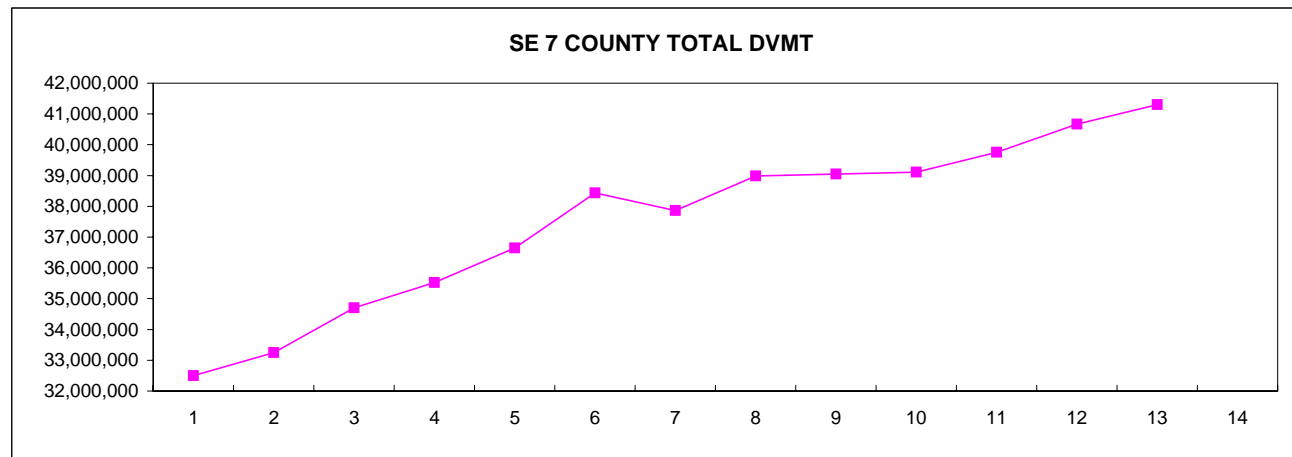
City of Milwaukee counts to state standards begun in 1993. HPMS revised in 1993.

Traffic counts for HPMS updated between actual count years by statewide seasonal factor group 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 growth percentages for air quality purposes highlighted at bottom right.



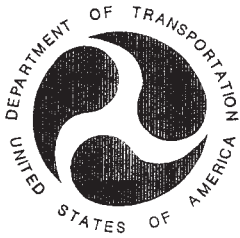
SUMMARY:	Compound Annual Percentage Change Rates Between Actual Count Years for Each County							Total - Walworth	Total	
	KENOSHA	MILWAUKEE	OZAUKEE	RACINE	WALWORTH	WASHINGTON	WAUKESHA	TOTAL	(Best Data)	(Best Data)
Period	1990-2002	1990-2003	1992-2001	1990-2002	1990-2002	1992-2001	1991-2003	1990-2003	1990-2002	1990-2002
Annual Rate	1.67%	0.88%	0.97%	1.09%	1.58%	2.81%	2.13%	1.41%	1.38%	1.40%



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## **Appendix D**

### **REVIEW AGENCY CORRESPONDENCE REGARDING THE CONFORMITY OF THE YEAR 2005-2007 TRANSPORTATION IMPROVEMENT PROGRAM AND THE REGIONAL TRANSPORTATION SYSTEM PLAN WITH THE STATE IMPLEMENTATION PLAN FOR AIR QUALITY**

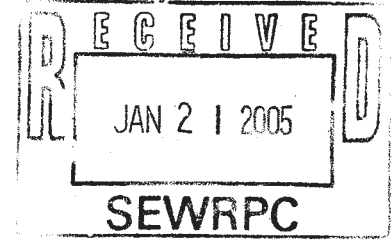


**Federal Highway Administration**  
567 D'Onofrio Drive  
Madison, WI 53719-2844

**Federal Transit Administration**  
200 W. Adams Street, Suite 320  
Chicago, IL 60606-5232

January 14, 2005

Mr. Philip C. Evenson, Executive Director  
Southeastern Wisconsin Regional Planning Commission  
W239 N1812 Rockwood Drive  
P.O. Box 1607  
Waukesha, WI 53187-1607



**Subject:** Conformity of the Southeastern Wisconsin Regional Planning Commission 2005-2007 Transportation Improvement Program and the Regional Transportation System Plan as Amended with Respect to the Wisconsin State Air Quality Implementation Plan

Dear Mr. Evenson:

The Federal Highway Administration and Federal Transit Administration have jointly reviewed the Southeastern Wisconsin Regional Planning Commission (SEWRPC) Regional Transportation System Plan (RTP) as amended and the 2005-2007 Transportation Improvement Program (TIP) and accompanying air quality conformity analysis submitted on December 7, 2004. The plan, program, and analysis apply to the six-county Milwaukee Transportation Management Area, which is designated as a severe nonattainment area under the one-hour ozone National Ambient Air Quality Standard (NAAQS) and a moderate nonattainment area under the eight-hour ozone NAAQS. The analysis also applies to Walworth County, which is designated as a maintenance area under the one-hour ozone NAAQS and an attainment area under the eight-hour ozone NAAQS. Our reviews compared the RTP and TIP with the requirements of Titles 23 and 49 of the United States Code, the 1990 Clean Air Act Amendments (CAAA), and 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).

We jointly find the amended RTP and TIP for the six-county Milwaukee Transportation Management Area in southeastern Wisconsin and Walworth County to be in conformance with the transportation planning requirements of Titles 23 and 49 U.S.C., the CAAA, and related regulations including those for determining conformity with the Wisconsin State Air Quality Implementation Plan (SIP) and the Walworth County one-hour ozone maintenance plan. This determination and our joint air quality conformity finding satisfy 40 CFR 93.102(d) requirements that newly designated eight-hour ozone nonattainment areas demonstrate conformity relative to the new NAAQS within 12 months of the effective date of final designation.

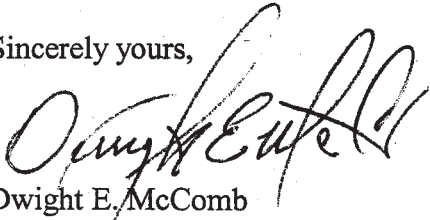


The 2005-2007 TIP can be incorporated into the WisDOT 2005-2007 Statewide Transportation Improvement Program (STIP).

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 is modified by adding, removing or changing the implementation schedule of a regionally significant or non-exempt project or if any other triggering events specified in 40 CFR 93.104 occurs. Conformity can also lapse if the RTP or TIP is not updated within the required renewal periods - three years for the transportation plan and two years for the TIP. We note that SEWRPC is engaged in a major update of the RTP for adoption prior to the March 28, 2006 expiration date for the current RTP.

Should you have any questions regarding this conformity finding, please contact me at (608) 829-7518.

Sincerely yours,



Dwight E. McComb  
Planning & Program Development Engineer  
On Behalf of the U.S. Department of Transportation  
Federal Highway Administration  
Federal Transit Administration

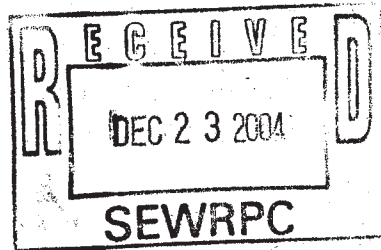
Enclosures

cc: Frank J. Busalacchi, WisDOT  
Doug Dalton, WisDOT  
Pat Trainer, WisDOT  
Les Fafard, WisDOT  
Lloyd Eagan, WisDNR  
Michael Leslie, USEPA Region 5  
Victor Austin, FTA Region V



## Wisconsin Department of Transportation

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Division of Transportation  
Infrastructure Development  
Bureau of Equity and Environmental Services  
4802 Sheboygan Avenue, Room 451  
P.O. Box 7965  
Madison, WI 53707-7965  
Telephone: (608) 266-3761  
Facsimile (FAX): (608) 266-7818

December 20, 2004

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 a draft SEWRPC Memorandum Report entitled, *Assessment of Conformity of the Year 2005 – 2007 Transportation Improvement Program and the Regional Transportation System Plan with Respect to the State of Wisconsin Air Quality Implementation Plan – Six County Ozone Nonattainment Area and Walworth County Ozone Maintenance Areas*.

Dear Mr. McComb:

We reviewed the Southeastern Wisconsin Regional Planning Commission's draft memorandum report of the year 2005 – 2007 transportation improvement program and the regional transportation plan for Southeastern Wisconsin. The plan, program and analysis relate to Six County area (Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties) classified severe under the one-hour ozone standard and moderate under the eight-hour standard and the Walworth County ozone maintenance area under the one-hour ozone standard. Walworth County is attainment under the eight-hour ozone standard.

The assessment of conformity addresses conformity requirements for the new TIP under the existing one-hour ozone standard. The analysis also demonstrates conformity for the Plan and TIP under the eight-hour standard prior to the June 15, 2005 deadline for areas designated nonattainment under the eight-hour ozone standard. The Wisconsin Department of Natural Resources' state implementation plan submitted to USEPA and approved during 2003 based the conformity budgets for volatile organic compounds and nitrogen oxides on MOBILE 6 emissions model, high growth VMT and emissions forecasts that included a 7.5 percent safety margin to account for uncertainty in transportation emissions forecasts. The VMT forecasts for SEWRPC's new TIP and plan were based on intermediate growth forecasts and emission factors that assume emission reduction benefits for Tier 2 motor vehicle standards and low sulfur fuel regulations. As SEWRPC pointed out the reconfirmed 2007 budgets apply in the interim as the transportation plan and program test of conformity under the eight-hour standard, until budgets under the eight-hour standard are established.

The conformity determination procedural requirements set forth in the August 15, 1997, *Federal Register* (40 CFR parts 51 and 93) to determine conformity to the SIP were addressed in the assessment of conformity by: 1) use of the 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. We find the assessment meets the transportation related regulations for determining conformity and conforms with the Wisconsin air quality State Implementation Plan (SIP) as required in 40 CFR Part 93 as amended.

The conformity assessment assumes a 1.2% annual increase in vehicle-miles of travel from 2000-2007 and 0.7% annual increase from 2007-2020 based on intermediate growth year 2020 forecasts. Under the plan a total of 532 route-miles of existing facilities would be widened and improved for traffic carrying capacity along with construction of 124 route miles of new arterial facilities. An estimated 110 miles of system improvement and expansion recommended under the plan have been completed, or are under construction.

A comparison of forecasted future emissions under the plan and the 2005-2007 TIP shows that VOCs and emissions are reduced by more than 50% between 2007 and 2025 and NOx emissions by more than 80% between 2007 and 2025. Emissions decrease consistently each forecast year. The conformity analysis shows an 18.26 tons per hot summer weekday VOC emissions reduction between 2007 and 2025 and a 54.64 tons per hot summer weekday NOx emission reduction.

The emissions forecast for Walworth County also show consistent emissions reductions for forecast years 2005 through 2025.

We conclude from our review that SEWRPC's assessment of conformity *2005 – 2007 Transportation Improvement Program and the Regional Transportation System Plan* applied the appropriate tests, used correct budget criteria, and did not exceed the USEPA approved motor vehicle emissions budgets for the six-county nonattainment area or Walworth County maintenance area.

We appreciate the expertise and effort that the Southeastern Wisconsin Regional Planning Commission exercised to assure that the plan and Year 2005-2007 TIP conform to the State Implementation Plan.

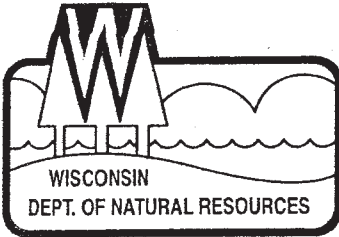
Sincerely,



Eugene S. Johnson, Director  
Bureau of Equity and Environmental Services  
Department of Transportation Infrastructure Development

Cc: ✓ Philip C. Evenson, Southeast Wisconsin Regional Planning Commission  
Victor Austin, FTA Region 5, Chicago  
Michael G. Leslie, USEPA Region 5, Chicago  
Lloyd L. Eagan, WDNR Bureau of Air Management  
Kevin Chesnik, WisDOT, Division of Infrastructure Development  
Mark J. Wolfgram, WisDOT, Division of Transportation Investment Management  
Patricia M. Trainer, WisDOT, Bureau of Equity & Environmental Services

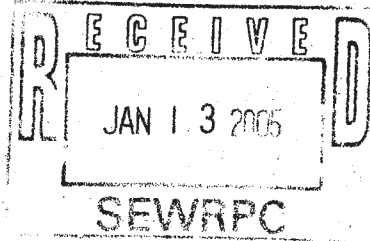




# State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor  
Scott Hassett, Secretary

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Madison, Wisconsin 53707-7921  
Telephone 608-266-2621  
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January 7, 2005

Mr. Jay Bortzer  
USEPA-Region V  
77 W. Jackson Blvd.  
Chicago, IL 60604

SUBJECT: Review of Southeastern Wisconsin Regional Planning Commission's Transportation Conformity Findings for Year 2025 RTP and 2005 - 2007 TIP

Dear Mr. Bortzer:

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 2025 Regional Transportation System Plan (RTP) and the 2005 - 2007 Transportation Improvement Program (TIP). The TIP and the RTP are considered to be in conformity with both State of Wisconsin Air Quality Implementation Plan under both the one hour and eight hour ozone standard.

The results of SEWRPC's assumptions and analysis indicate that the transportation plan and TIP for the region achieve mobile source emissions remain 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 that the Phase III motor vehicle budgets, derived from the MOBILE6 Model, were adequate for conformity purposes on August 19, 2003. The MOBILE6 based motor vehicle emission budgets were for Kenosha, Milwaukee, Ozaukee, Racine, Sheboygan, Washington, and Waukesha Counties. 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 2025. 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 SEWRPC's analysis for the 2025 RTP and 2005-2007 TIP emissions remain within the mobile source emission budget of 32.2 tons of volatile organic compounds (VOC) / summer weekday and 71.4 tons of nitrogen oxides (NOx) / summer weekday included in our Phase III Ozone Attainment Plan, in spite of a very slight increase in modeled emissions resulting from legislative efforts to exempt newer models years from the requirements of the Inspection/Maintenance (I/M) Program. In the case of Walworth County, the department elected not to revise the motor vehicle emission budget based on the MOBILE 6 model because there was a significant safety margin to accommodate increased emissions from mobile sources.

We would like to indicate our appreciation for the considerable SWRPC staff time, expertise and cooperation that were devoted to this effort. We also want to acknowledge the importance of continuing federal, state, and local funding for curbing VMT growth 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 for the new planning effort associated with revising the transportation and land use plan based on new census data and origin/destination surveys conducted since adoption of the regional transportation and land use plan. 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,

A handwritten signature in cursive script, appearing to read "Lloyd Eagan".

Lloyd Eagan, Director  
Bureau of Air Management

cc: Sandy Beaupre/WISDOT, Pat Trainer/WISDOT, Dwight McComb/FHWA, Douglas P. Gerleman/FTA-Chicago, Mike Leslie/USEPA-Region V, Lakshmi Sridharan/DNR-SER, Gerald Medinger/DNR-SER, Phil Evenson/SEWRPC, Ken Yunker -SEWRPC