

**ASSESSMENT OF CONFORMITY
OF THE YEAR 2035 REGIONAL
TRANSPORTATION SYSTEM
PLAN AND THE YEAR
2005 - 2007 TRANSPORTATION
IMPROVEMENT PROGRAM WITH
RESPECT TO THE STATE OF
WISCONSIN AIR QUALITY
IMPLEMENTATION PLAN - -
SIX COUNTY SOUTHEASTERN
WISCONSIN OZONE
NONATTAINMENT AREA**

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MEMORANDUM REPORT
NUMBER 165

ASSESSMENT OF CONFORMITY OF THE YEAR 2035
REGIONAL TRANSPORTATION SYSTEM PLAN AND THE 2005-2007
TRANSPORTATION IMPROVEMENT PROGRAM WITH RESPECT TO
THE STATE OF WISCONSIN AIR QUALITY IMPLEMENTATION PLAN—
SIX COUNTY SOUTHEASTERN WISCONSIN OZONE NONATTAINMENT AREA

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TRANSPORTATION PLAN AND THE YEAR 2005-2007
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SIX COUNTY SOUTHEASTERN WISCONSIN
OZONE NONATTAINMENT AREA**

INTRODUCTION

This report is intended to provide the basis for a determination that the year 2035 regional transportation plan and also the year 2005-2007 transportation improvement program 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.¹

This finding of conformity is for the eight hour standard for the six-county nonattainment area for eight hour (moderate) ozone standards within Southeastern Wisconsin, consisting of Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties. (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 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

¹The regional transportation plan is documented in SEWRPC Planning Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035*. The 2005-2007 Transportation Improvement Program is documented in a report entitled, *A Transportation Improvement Program for Southeastern Wisconsin: 2005-2007*.

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 (moderate eight hour). 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 the eight hour ozone standard with respect to volatile organic compounds and nitrogen oxides require the satisfaction of emission budget tests.

The next section of this report describes the year 2035 regional transportation system plan for the seven-county Southeastern Wisconsin Region. The following section describes the 2005-2007 transportation improvement program which implements 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, regional transportation plan, and the transportation improvement program 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 for the year 2035, 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 under the year 2020 regional transportation plan, 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 2035 regional transportation system plan is documented in The Southeastern Wisconsin Regional Planning Commission Planning Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035*. 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 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 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 four-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 and expected available 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 regional land use plan. The design year 2035 regional land use plan is described in summary form in Chapter V entitled, *Anticipated Regional Growth and Change*, of SEWRPC Planning Report No. 49, *A Regional Transportation Plan for Southeastern Wisconsin: 2035*, and is fully documented in SEWRPC Planning Report No. 48, *A Regional Land Use Plan for Southeastern Wisconsin: 2035*. The regional land use plan is intended to provide a guide, or overall framework, for future land use development within the Region to the year 2035. Implementation of the plan will depend upon the voluntary actions of local, county, State, and Federal agencies and units of government in conjunction with the private sector.

The year 2035 regional land use plan contains the following recommendations:

- The primary environmental corridors, secondary environmental corridors, and isolated natural resource areas of the Region should be preserved in essentially natural, open uses, continuing to account for about 23 percent of the area of the Region. These areas encompass the best remaining features of the Region's natural landscape—lakes, rivers, streams, and associated shorelands and floodlands, wetlands, woodlands, prairie remnants, wildlife habitat, rugged terrain and steep slopes, unique landforms and geological formations, existing and potential outdoor recreation sites, and scenic areas and vistas.
- The prime, or most productive farmland in the Region should be preserved. The farmland with soils considered to be most suitable for agriculture is farmland covered by agricultural capability Class I and Class II soils as classified by the U.S. Natural Resources Conservation Service. Farmland with Class I and Class II soils accounted for about 36 percent of the land area in the Region and 75 percent of all farmland in southeastern Wisconsin in the year 2000. Some Class I and Class II farmland that is located adjacent to existing urban centers and within planned urban growth/sanitary sewer service areas is necessarily proposed to be converted to urban use as a result of planned and orderly growth of those urban centers. The land use plan recommends that the counties in the Region, in cooperation with the concerned local units of government, carry out planning programs to identify and preserve prime farmland, considering farmland covered by Class I and Class II soils,

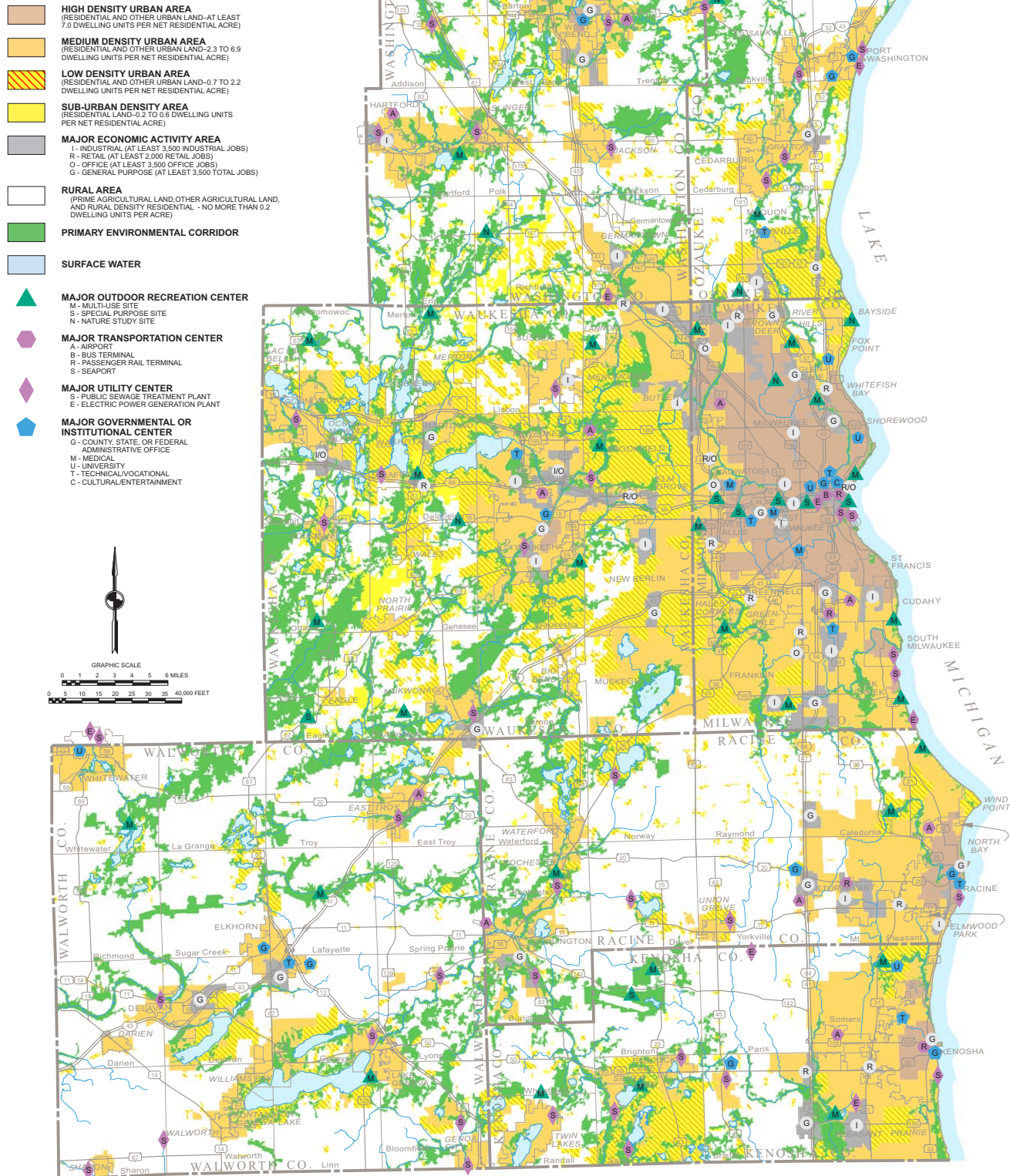
and other factors including the size of individual farm units and overall size of the farming area, the availability of agricultural services, and the degree of encroachment from urban uses.

- New urban development should be accommodated within and around existing urban centers as infill development, through redevelopment, and through the orderly expansion of planned urban service areas on lands proximate to these centers. Map 1 shows these urban centers and growth areas. Particular emphasis is placed on stabilizing and revitalizing the central cities of Milwaukee, Racine, and Kenosha. The plan further proposes that the forecast increment in population and residential land be allocated to these urban centers and their planned urban growth/sanitary sewer service areas predominantly at medium and high densities—88 percent of all new housing units—in residential neighborhoods and in more mixed use settings. The plan envisions residential neighborhoods designed as cohesive units, properly related to the larger community of which they are a part, and served by an interconnected internal street, bicycle-way, and pedestrian system and by a neighborhood school, park, and shopping area. The regional plan also envisions residential development in mixed-use settings including dwellings above the ground floor of commercial uses; residential structures intermixed with, or located adjacent to, compatible commercial, institutional, or civic uses; and residential development integrated into, or located in proximity to, major employment and activity centers.
- The regional plan envisions a range of commercial and industrial areas. The largest commercial and industrial areas, in terms of employment levels, are identified as major economic activity centers. These are defined as areas containing a concentration of commercial and/or industrial land having at least 3,500 total jobs or 2,000 retail jobs. Sixty such centers would accommodate about 50 percent of all jobs in the Region in 2035. The plan envisions the continued development and redevelopment of the Region's existing major commercial and industrial centers, and those now under development or redevelopment, as shown on Map 1.
- Development outside urban centers and their proposed urban service areas would be constrained. About 2 percent of the projected increment in households in the Region between 2000 and 2035, or about 3,700 households, would be accommodated at rural density (no more than one housing unit per five acres) in such areas, with conservation subdivision designs recommended. The only other residential development outside urban centers and their planned urban service areas would be limited to that which was already committed through approved subdivision plats and certified survey maps.

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,

Map 1

REGIONAL LAND USE PLAN FOR THE SOUTHEASTERN WISCONSIN REGION: 2035



Source: SEWRPC.

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 four principal components: public transit, bicycle and pedestrian facilities, transportation systems and demand management, and arterial streets and highways. These four components are described in the following sections.

Public Transit Element

The public transit element of the recommended plan envisions significant improvement and expansion of public transit in southeastern Wisconsin, including development within the Region of a rapid transit and express transit system, improvement of existing local bus service, and the integration of local bus service with the proposed rapid and express transit services. Map 2 displays the transit system proposals for each of the three transit system components. Altogether, service on the regional transit system would be increased from service levels existing in 2005 by about 100 percent measured in terms of revenue transit vehicle-miles of service provided, from about 69,000 vehicle-miles of service on an average weekday in the year 2005 to 138,000 vehicle-miles in the year 2035 (see Table 1).

Rapid Transit Service

The proposed rapid transit service would consist of buses operating over freeways connecting the Milwaukee central business district, the urbanized areas of the Region, and the urban centers and outlying counties of the Region. Rapid transit bus service would be provided south to Racine and Kenosha, southwest to Mukwonago and East Troy, west to Waukesha and Oconomowoc, northwest to West Bend and Hartford, and north to Cedarburg, Grafton, Saukville, and Port Washington. The proposed rapid transit system would have the following characteristics:

- The bus rapid transit service would operate in both directions during all time periods of the day and evening providing both traditional commuter and reverse-commute service at convenient service frequencies.
- The rapid transit service would operate with some intermediate stops spaced about three to five miles apart, increasing accessibility and providing connections with express transit service, local transit service, or shuttle bus or van service to nearby employment centers.

Express Transit Service

The proposed express transit service would consist of a grid of limited-stop, higher-speed routes located largely within Milwaukee County, replacing existing major local bus routes.

Map 2

PUBLIC TRANSIT ELEMENT OF THE YEAR 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN

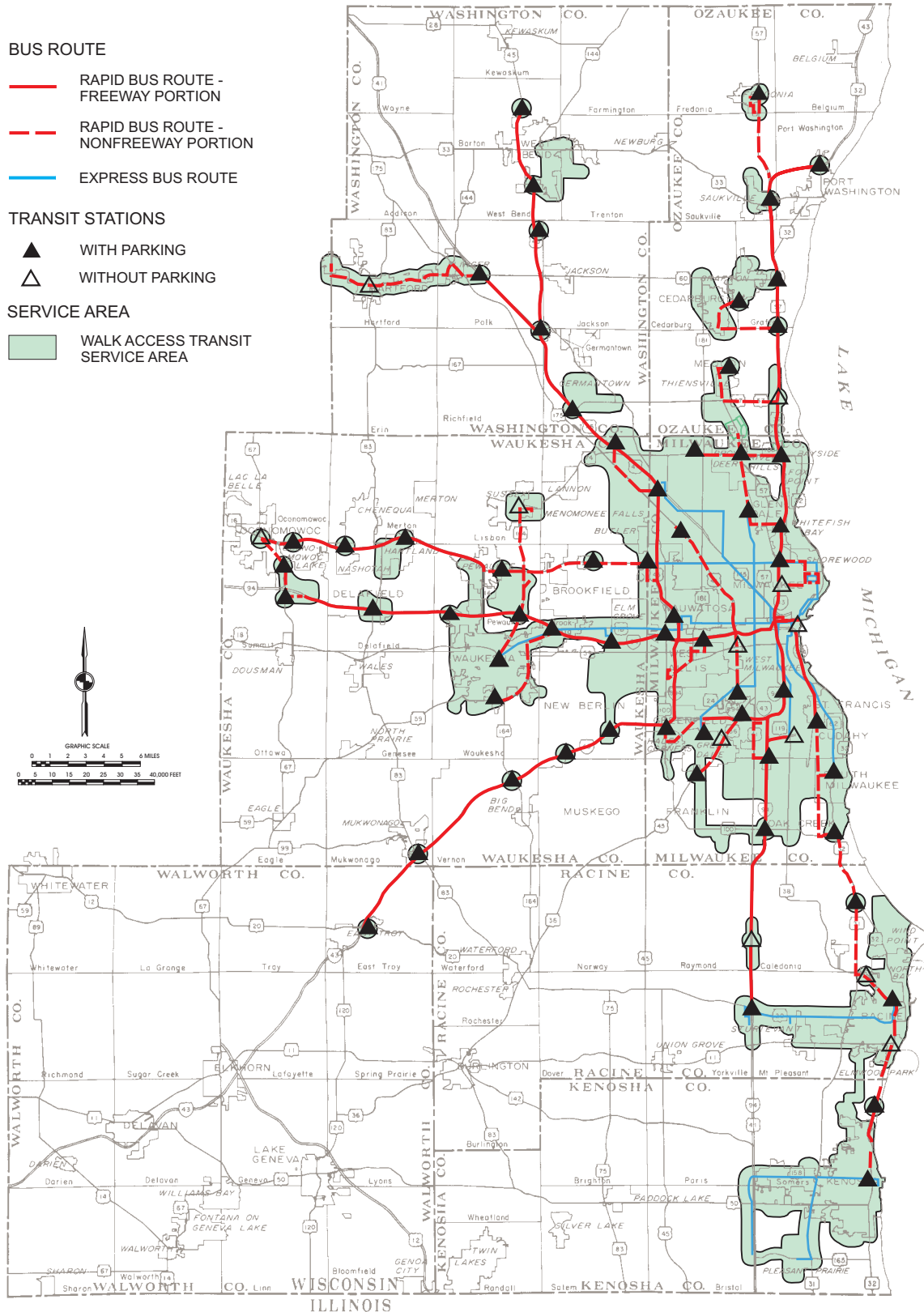


Table 1

PUBLIC TRANSIT ELEMENT OF THE YEAR 2035 RECOMMENDED REGIONAL TRANSPORTATION PLAN

Average Weekday Transit Service Characteristics	Existing 2005 ^a	Recommended Plan 2035	Planned Increment	
			Number	Percent Change
Revenue Vehicle-Miles				
Rapid	7,900 ^b	24,000	16,100	203.8
Express.....	- -	17,000	17,000	- -
Local	61,100	97,000	13,900	58.8
Total	69,000	138,000	69,000	100.0
Revenue Vehicle-Hours				
Rapid	350 ^b	1,100	750	214.3
Express.....	- -	1,100	1,100	- -
Local	4,750	8,900	4,150	87.4
Total	5,100	11,100	6,000	117.6

^aEstimated.

^bIncludes the existing commuter bus route operated in the Kenosha-Milwaukee-Racine corridor. While portions of this route operate with express stop spacing, the long trips served by, and average operating speeds of, this route are typical of those for rapid service.

Source: SEWRPC.

As envisioned under the plan:

- The express service would operate in both directions during all periods of the day and evening providing both traditional and reverse-commute service at convenient service frequencies.
- The service would generally operate with a stop spacing of about one-quarter mile with one-half mile stop spacing in outlying portions of Milwaukee County and the Milwaukee urbanized area.

Local Transit Service

The improvement and expansion of local bus transit service over arterial and collector streets, with frequent stops throughout the Kenosha, Milwaukee, and Racine urbanized areas is also proposed. Service would be provided at convenient service frequencies on weekdays, and during weekday evenings, Saturdays, and Sundays. An approximately 59 percent increase in local bus service is proposed from the 61,100 vehicle-miles of local bus service provided in 2005 on an average weekday to 97,000 vehicle-miles in the plan design year 2035. The service improvements and expansion proposed include expansion of service area and hours, and significant improvements in the frequency of local transit service provided, particularly on major local routes.

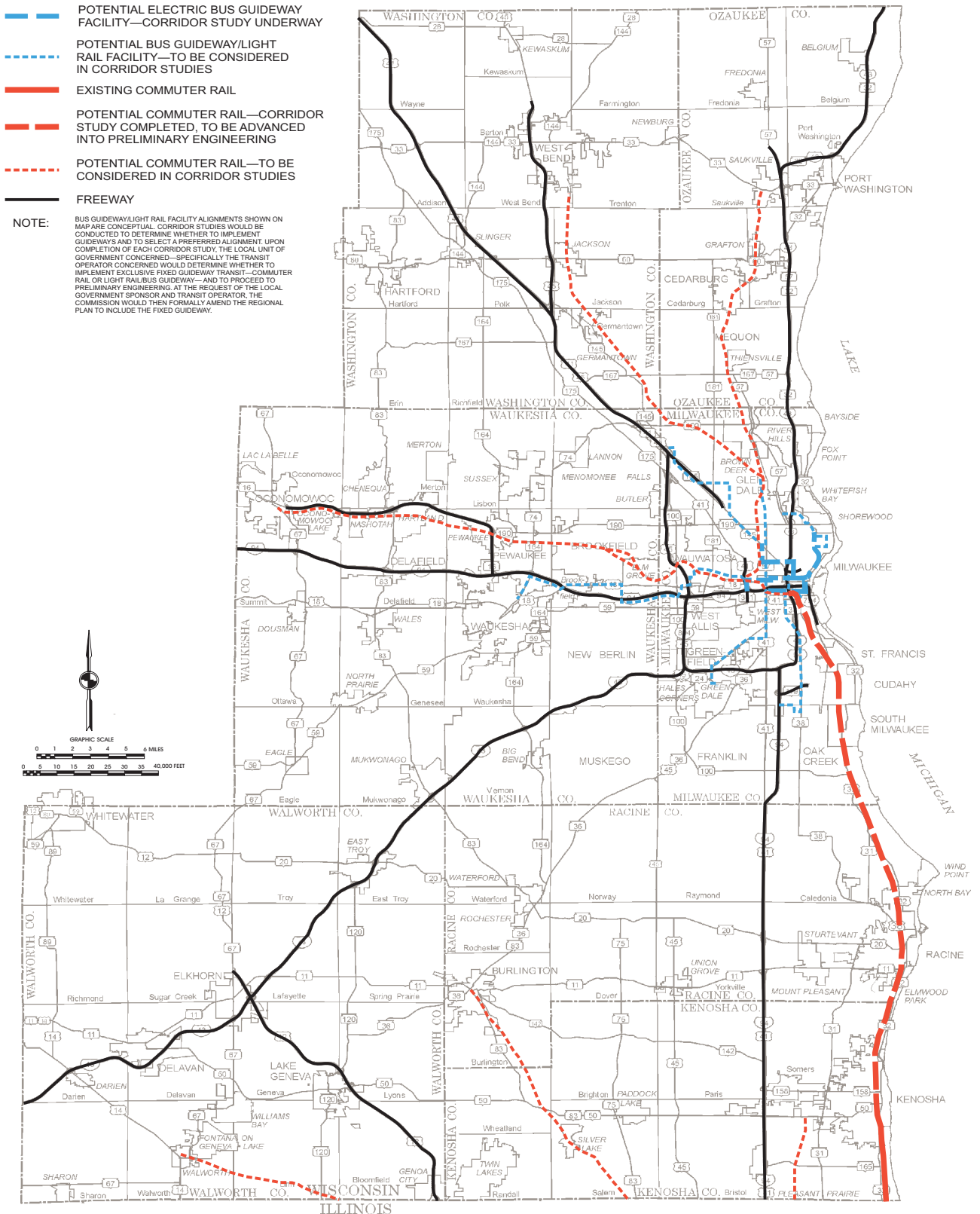
Upgrading to Rail Transit or Bus Guideways

Rapid and express transit service is proposed to initially be provided with buses. This bus service would be considered for ultimate upgrading to commuter rail for rapid transit service and to bus guideway or light rail for express transit service. Map 3 displays seven potential future commuter rail lines and six potential future bus guideway/light rail lines within southeastern Wisconsin.

There are two efforts currently underway in southeastern Wisconsin considering upgrading to fixed guideway transit. Milwaukee County in cooperation with the City of Milwaukee and Wisconsin Center District is conducting the Milwaukee downtown connector study which is considering implementation of express transit electric bus guideway technology and buses operating in reserved street lanes. Rapid transit commuter rail in the Milwaukee-Racine-Kenosha corridor was recommended for implementation at the conclusion of a corridor transit alternatives analysis study. The Counties and Cities of Milwaukee, Racine, and Kenosha are currently conducting further study addressing funding and refinement of the proposed commuter rail extension. The 2005-2007 State budget created a three County regional transit authority for Kenosha, Milwaukee, and Racine Counties, which would be the operator of the proposed commuter rail service.

Map 3

POTENTIAL RAPID TRANSIT COMMUTER RAIL AND EXPRESS TRANSIT BUS GUIDEWAY/LIGHT RAIL LINES UNDER THE YEAR 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN



Source: SEWRPC.

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 2007, 2010, 2020, 2030, and 2035. The year 2035 transit plan element implementation schedule anticipates that the planned 100 percent increase in vehicle-miles of transit service over 2005 levels to the year 2035 may largely not be expected to be initiated until 2008—after the State biennial budget prepared following the completion of the year 2035 regional plan with approximately equal annual increase of service of about 2.5 percent annually, or to about 74,000 vehicle-miles in 2010, 100,000 in 2020, 125,000 in 2030, and 138,000 in 2035. Also, under the plan, transit fares would remain at 2006 levels, adjusted for inflation.

The proposed 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 Figure 1.

Bicycle and Pedestrian Facility Element

The bicycle and pedestrian facility element of the recommended plan is intended to promote safe accommodation of bicycle and pedestrian travel, and encourage bicycle and pedestrian travel as an alternative to personal vehicle travel. The preliminary plan envisions that as the surface arterial street system of about 3,300 miles in the Region is resurfaced and reconstructed segment-by-segment, the provision of accommodation for bicycle travel would be considered and implemented, if feasible, through bicycle lanes, widened outside travel lanes, widened shoulders, or separate bicycle paths.

It is also proposed that a system of off-street bicycle paths be provided between the Kenosha, Milwaukee, and Racine urbanized areas and the cities and villages within the Region with a population of 5,000 or more located outside these three urbanized areas. This system of off-street bicycle paths was initially also proposed in the adopted park and open space plans prepared by the Commission for each of the seven counties of the Region. These off-street bicycle paths would be located in natural resource and utility corridors and are intended to provide reasonably direct connections between the Region's urbanized and small urban areas on safe and aesthetically attractive routes with separation from motor vehicle traffic. Some on-street bicycle connections will be required to connect segments of this system of off-street paths. These connections if provided over surface arterials would include consideration of some type of bicycle accommodation—paved shoulders, extra-wide outside travel lanes, bicycle lanes, or separate parallel bicycle paths—or if provided over a nonarterial collector or land access street would require no special accommodation. The proposed system of on- and off-street bicycle facilities is shown on Map 4, and includes 575 miles of off-street bicycle paths with 147 miles of surface arterial and 83 miles of nonarterial connections. Approximately 203 miles of the planned 575 miles of off-street bicycle paths currently exist.

Table 2

POTENTIAL STAGES OF TRANSIT PLAN ELEMENT: 2007, 2010, 2020, 2030, AND 2035

Transit Service Element	Year				
	2007	2010	2020	2030	2035
Rapid Transit	Continue operation of 2005 transit services	<p>Restore freeway flyer services in Milwaukee County to routes and service levels operated in 2001</p> <p>Continue operation of 2005 transit services in all other counties</p>	<p>Add new rapid services to the City of Milwaukee central business district including:</p> <ul style="list-style-type: none"> From the City of Franklin via STH 36, IH 43/894, and IH43/94 From the Town of Yorkville via STH 20, IH 94, and IH 94/43 with a stop at General Mitchell International Airport From the City of Hartford via STH 60, USH 41/45, and IH94 From the City of Waukesha via STH 59, STH 164, STH 18, and IH 94 <p>Modify existing rapid services to the City of Milwaukee central business district including:</p> <ul style="list-style-type: none"> Changing the Kenosha-Racine-Milwaukee route to operate via STH 38, STH 31, STH 32, STH 100, Pennsylvania Avenue, and IH 794 between downtown Racine and downtown Milwaukee Changing the Oconomowoc/Hartland-Milwaukee route to operate via STH 16, Capitol Drive, USH 45 and IH 94 between Hartland and downtown Milwaukee Extending the Mukwonago-Milwaukee route to a park-ride lot at the East Troy municipal airport via IH 43 and STH 20 <p>Provide rapid service in Milwaukee County on weekdays with 10 to 30-minute headways during peak periods and 60-minute headways during midday periods on all routes; between Kenosha, Racine, and Milwaukee, and between Waukesha and Milwaukee, on weekdays with 20 to 30-minute headways during peak periods and 30 to 60 minute headways during midday and evening periods; and to all other areas on weekdays with 30-minute headways during peak periods and 60-minute headways during midday periods on all routes</p> <p>Provide all rapid services in both travel directions on all routes in the Region</p>	<p>Add new rapid services to the City of Milwaukee central business district including:</p> <ul style="list-style-type: none"> From S. 43rd Street and Morgan Avenue in the City of Milwaukee via S. 43rd Street and IH 94 From Green Bay Avenue and Congress Street (extended) in the City of Glendale via Green Bay Road and IH 43 From IH 94 and STH 164 in the City of Pewaukee via IH 94 <p>Modify route between the City of Milwaukee central business district and IH 94 and STH 20 in Racine County to include stop at IH 94 and CTH K in Racine County to serve industrial development along IH 94</p> <p>Reduce headways on rapid service to provide 20 to 30 minute service during weekday peak periods on routes serving Milwaukee County</p> <p>Maintain headways proposed for 2020 stage on rapid routes operated outside Milwaukee County</p>	<p>Reduce headways on rapid routes serving Milwaukee County to provide 10 to 30 minute service during weekday peak periods, 30 to 60 minute service during weekday midday periods</p> <p>Expand service on routes serving Milwaukee County to include weekday evening and weekend service provided at 60 minute headways</p> <p>Reduce headways on routes serving areas outside Milwaukee County to provide 20 to 30 minute service during weekday peak periods and 60 minute service during weekday midday periods</p> <p>Expand service on routes serving areas outside Milwaukee County to include weekday midday and evenings service and weekend service, all provided at 60 minute headways</p>

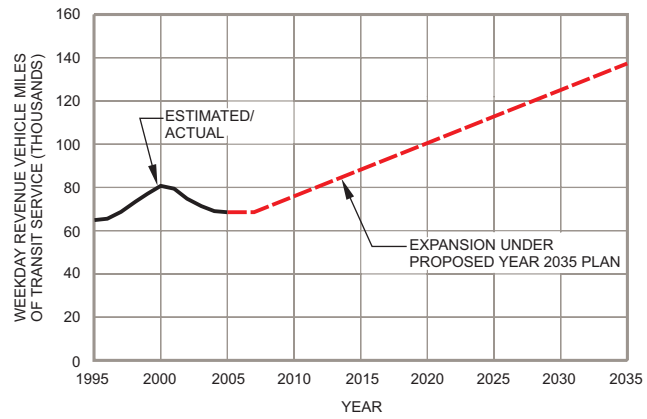
Table 2 (continued)

Transit Service Element	Year				
	2007	2010	2020	2030	2035
Express Transit	--	<p>Reinstate express bus services in Milwaukee County by adding new express bus routes to replace existing local bus service in the same corridors and with similar service levels as in 2001 including:</p> <ul style="list-style-type: none"> Between the Park Place commercial center and downtown Milwaukee over Good Hope Road, Mill Road, 60th Street, Fond du Lac Avenue, 16th/17th Street, and Wisconsin Avenue Between the Southridge Shopping Center and downtown Milwaukee over 76th Street, Forest Home Avenue, 16th Street, and Wisconsin Avenue <p>Operate express bus service through the day with 10 to 15-minute headways during peak periods and 15 to 30 minute headways during off-peak periods</p> <p>Eliminate local bus service over portions of Route Nos. 23 and 14 where the new express services are operated.</p> <p>Reinstate express UBUS service in Milwaukee County over Route Nos. 5U, Oklahoma Avenue UBUS, and 63U, Silver Spring Drive UBUS.</p>	<p>Expand express bus service in the Milwaukee urbanized area by adding new express bus routes to replace existing local bus service including:</p> <ul style="list-style-type: none"> Between the downtown Waukesha, downtown Milwaukee, and the University of Wisconsin-Milwaukee over Moreland Boulevard, Bluemound Road, Wisconsin Avenue, Maryland Avenue and Downer Avenue Between South Milwaukee/Cudahy and downtown Milwaukee over 13th Avenue, Packard Avenue, Kinnickinnic Avenue, Plankinton Avenue and Wisconsin Avenue <p>Modify express bus route operated over 76th Street and Forest Home Avenue to extend to Teutonia Avenue and Florist Avenue park-ride lot over 27th Street and Teutonia Avenue</p> <p>Operate express bus service throughout the day with 10 to 15-minute headways during weekday peak periods and 15 to 20 minute headways during the weekday off-peak periods, and on weekends</p> <p>Eliminate local bus service over portions of Route Nos. 10, 15, and 27 where the new express services are operated.</p>	<p>Expand express bus service in the Milwaukee urbanized area by adding new express bus routes to replace existing local bus service including:</p> <ul style="list-style-type: none"> Between the 124th Street and Capitol Drive park-ride lot and the University of Wisconsin-Milwaukee over Capitol Drive, Downer Avenue, and Kenwood Boulevard Between IH 94 and College Avenue park-ride lot and downtown Milwaukee over College Avenue, Howell Avenue, Chase Avenue, 6th Street and Wisconsin Avenue <p>Add express bus service from the Kenosha central business district to the Business Park of Kenosha and Kenosha Outlet Mall and to the Lakeview Corporate Park in the Village of Pleasant Prairie over 52nd Street, Green Bay Road, and 75th Street</p> <p>Maintain headways and service periods proposed for 2020 stage on express routes</p> <p>Eliminate local bus service over portions of Route Nos. 62 and 80 where the new express services are operated.</p>	<p>Reduce headways on all express routes serving Milwaukee County to be no longer than 5-15 minutes during weekday peak periods and 10 to 20 minutes during weekday midday and evening off-peak periods and on weekends</p> <p>Reduce headways on express routes serving Waukesha County and eastern Kenosha and Racine Counties to 30 minutes during weekday peak and midday periods and no longer than 60 minutes during weekday evenings and on weekends</p>
Local Transit	Continue operation of 2005 transit services	<p>Restore local bus services in Milwaukee County to include most routes operated in 2001 with 2001 service levels as; restore headways on the local routes serving the Cities of Racine and Waukesha to those operated in 2001</p>	<p>Extend local bus services to medium density development and industrial areas in:</p> <ul style="list-style-type: none"> Northern and southern Milwaukee County Eastern Racine and Kenosha Counties between Green Bay Road and IH94 The west and northwest sides of the City of Waukesha <p>Reduce headways on major local routes in central Milwaukee County outside express corridors to provide no less than 15-minute peak period, 20-minute midday period, and 20- to 30-minute evening period service on weekdays and 20- to 30-minute weekend service</p> <p>Reduce midday headways on the Kenosha, Racine, and Waukesha local routes from 60 minutes to 30 minutes</p> <p>Extend service hours on the Kenosha transit system to include weekday and Saturday evenings</p>	<p>Continue extending fixed-route service to medium-density development and industrial areas in:</p> <ul style="list-style-type: none"> Northern and southern Milwaukee County The Butler, Menomonee Falls, Sussex, Waukesha and Muskego areas in eastern Waukesha County The area around IH 94 and CTH K in eastern Racine County The Oconomowoc, Delafield, and Hartland areas in western Waukesha County The Slinger and Hartford areas in Washington County <p>Reduce headways on major local routes in central Milwaukee County outside express corridors to provide 5- to 10-minute peak period, 10 to 20-minute midday period, and 15- to 30-minute evening period service on weekdays and 15- to 30-minute weekend service</p> <p>Reduce headways on major routes in the Cities of Racine and Kenosha to provide 15-minute peak period service</p>	<p>Continue extending fixed-route service to medium-density development and industrial areas in:</p> <ul style="list-style-type: none"> Northern and southern Milwaukee County The City of Mequon and southern Ozaukee County The Germantown, Jackson, Slinger, and Hartford areas in Washington County The Oconomowoc, Delafield, Hartland, and Mukwonago areas in western Waukesha County <p>Reduce headways on local routes in outlying portions of Milwaukee County to provide 10 to 30-minute headways during weekday peak periods, 20 to 30-minute headways during the weekday midday period, 30 to 60-minute headways during weekday evening periods, and 20 to 60 minutes on weekends</p>

Source: SEWRPC.

Figure 1

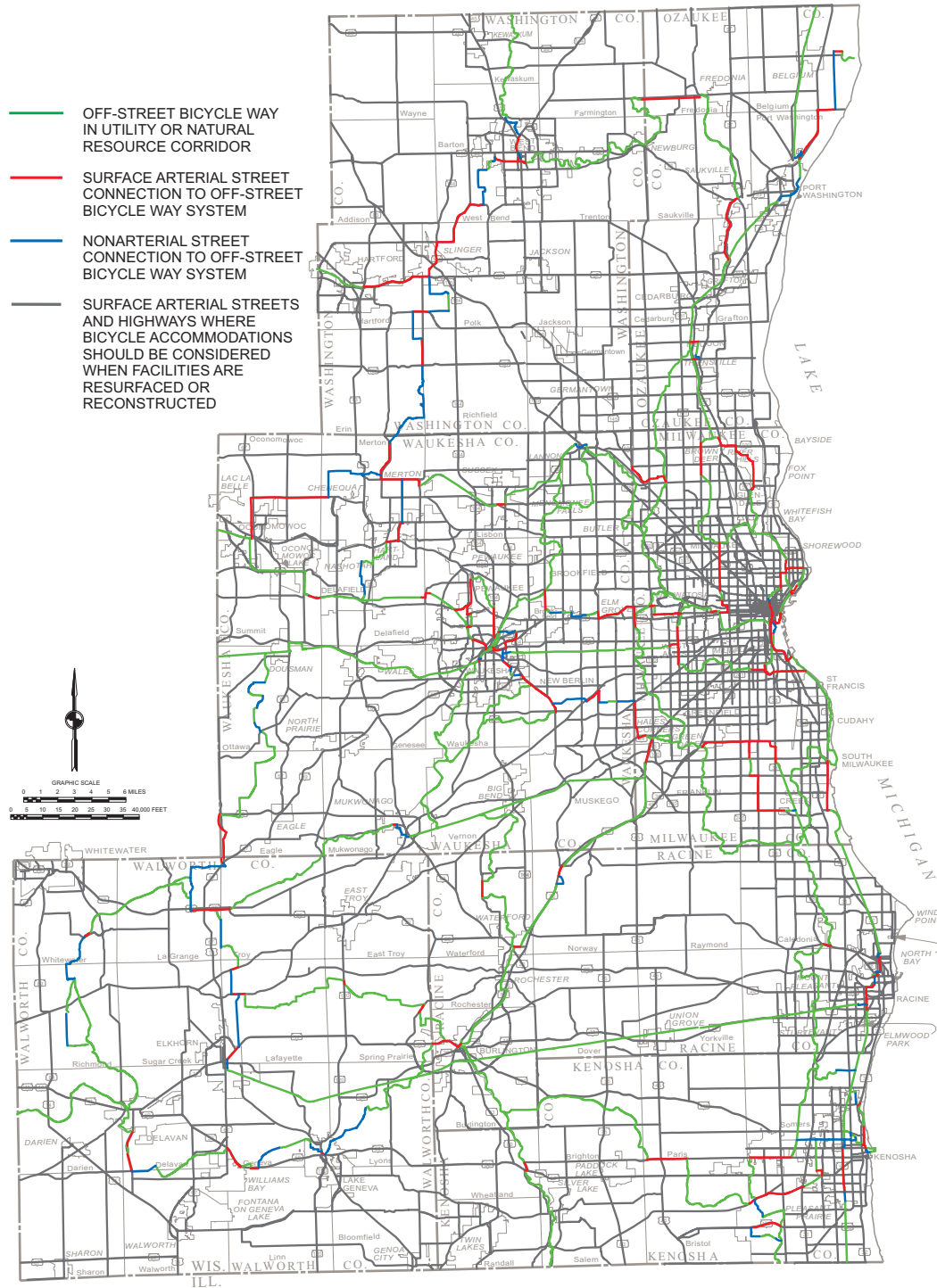
**HISTORIC AND PLANNED
VEHICLE-MILES OF PUBLIC TRANSIT
SERVICE ON AN AVERAGE WEEKDAY IN THE
SOUTHEASTERN WISCONSIN REGION: 1995-2035**



Source: SEWRPC.

Map 4

**OFF-STREET BICYCLE PATHS AND SURFACE ARTERIAL STREET AND HIGHWAY
SYSTEM BICYCLE ACCOMMODATION UNDER THE YEAR 2035 RECOMMENDED
REGIONAL TRANSPORTATION SYSTEM PLAN**



Source: SEWRPC.

Also shown on Map 4 is the surface arterial street and highway system within the Region proposed to be provided with bicycle accommodation.

The pedestrian facilities portion of the proposed bicycle and pedestrian facilities plan element is envisioned as a policy plan, rather than a system plan. It proposes that the various units and agencies of government responsible for the construction and maintenance of pedestrian facilities in southeastern Wisconsin adopt and follow a series of recommended standards and guidelines with regard to the development of those facilities, particularly within planned neighborhood units. These standards include the provision of sidewalks in the urban portions of the Region.

Transportation Systems and Travel Demand Management

The transportation systems and travel demand management element of the recommended year 2035 regional transportation plan includes systems management measures intended to manage and operate existing transportation facilities to their maximum carrying capacity and travel efficiency, and demand management measures to encourage reductions in personal and vehicular travel. The systems management measures include improved operation and management of the regional freeway system including operational control, advisory information, and incident management measures, as well as continued operation of the WisDOT traffic operations center (TOC), at which all freeway segments in the Milwaukee area are monitored, freeway operational control and advisory information is determined, and incident management detection and confirmation is conducted. Among the operational measures recommended are systemwide implementation of freeway traffic detectors and ramp meters. Recommended advisory information measures include extending variable message signs throughout the entire freeway system, and on surface arterials leading to the most heavily used freeway system on-ramps, and continued enhancement and expansion of the information provided on the Wisconsin Department of Transportation website and to the media. Recommended incident management measures include provision of closed-circuit television (CCTV) cameras on the entire regional freeway system, installation of enhanced reference markers on the entire regional freeway system, and continuation of the Traffic Incident Management Enhancement (TIME) Program, sponsored by the WisDOT, which has served to bring together, and coordinate, the transportation engineering, law enforcement, media, emergency responders, transit, tow and recovery, and other freeway system operational interests.

The plan also recommends transportation system management measures to improve the operation and management of the regional surface arterial street and highway network, including improved traffic signal coordination, intersection traffic engineering improvements, curb lane parking restrictions, access management, and advisory information.

The travel demand management measures included in the recommended year 2035 regional transportation plan include measures intended to encourage reductions in personal and vehicular travel and shifting such travel to alternative times and routes, allowing for more efficient use of the existing capacity of the transportation system. These measures are in addition to the public transit and pedestrian and bicycle plan elements previously described. Seven categories of travel demand management measures are included in the year 2035 plan: high-occupancy vehicle preferential treatment, park-ride lots, transit pricing, personal vehicle pricing, travel demand management promotion, transit information and marketing, and detailed site-specific neighborhood and major activity center land use plans.

The proposed travel demand management measures which would attempt to provide preferential treatment for transit vehicles, vanpools, and carpools on the existing arterial street and highway system consist of the provision of high-occupancy vehicle (HOV) queue bypass lanes at metered freeway on-ramps, consideration of reserved bus lanes along congested surface arterial streets and highways, and transit priority signal systems.

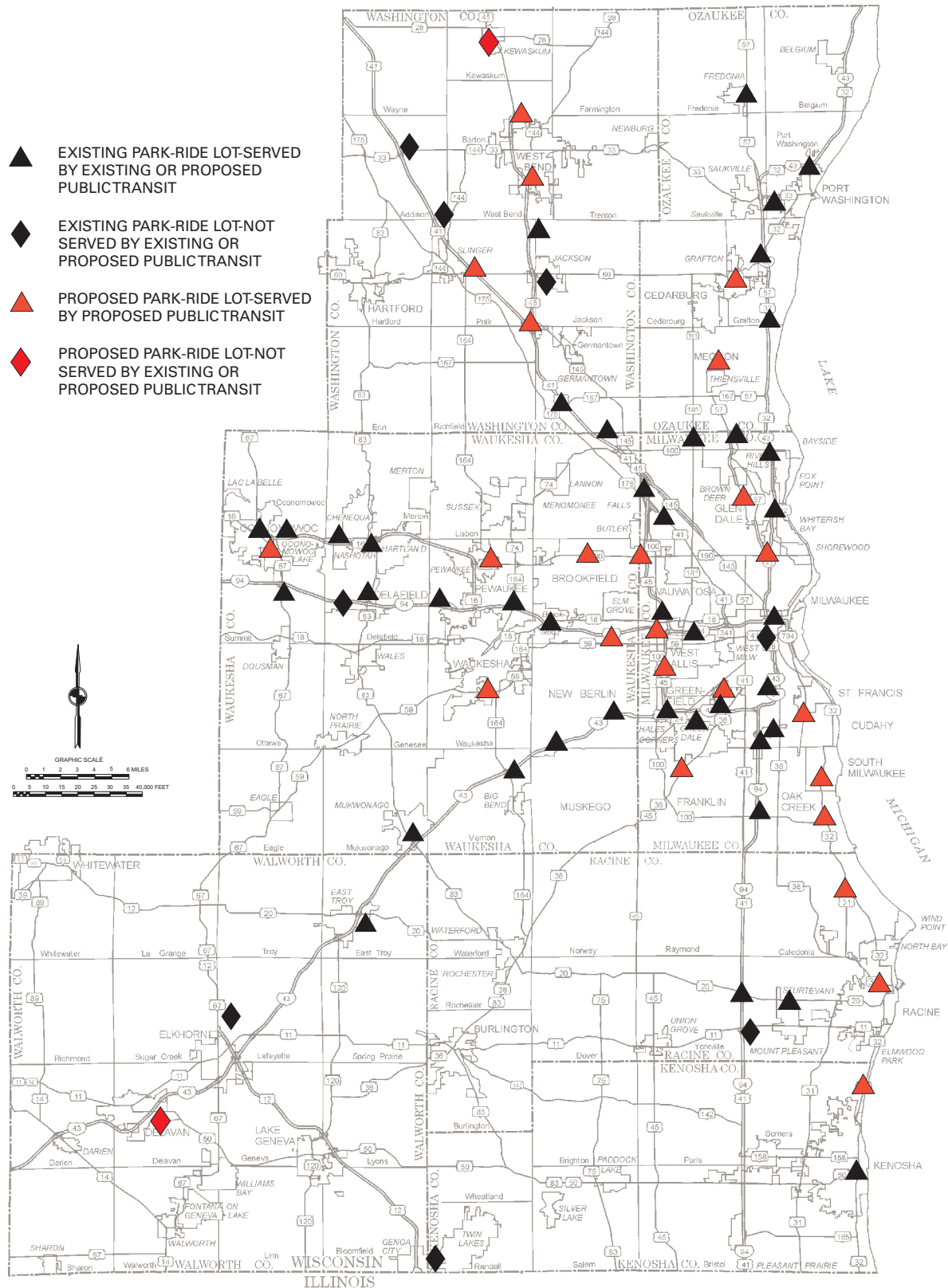
To promote carpooling and the resultant more efficient use of the Region's transportation system, a network of park-ride lots are proposed to facilitate carpooling. Map 5 shows the proposed system of park-ride lots including existing park-ride lots and those proposed to be served by public transit. Park-ride lots are proposed along all major routes at their major intersections and interchanges where sufficient demand may be expected to warrant provision of an off-street parking facility.

Arterial Street and Highway Element

The arterial street and highway element of the recommended year 2035 regional transportation plan totals 3,637 route-miles. Approximately 88 percent, or 3,191 of these route-miles, are recommended to be resurfaced and reconstructed to their same capacity as shown in Table 3. Approximately 358 route-miles, or less than 10 percent of the total preliminary recommended year 2035 arterial street and highway system, are recommended for widening to provide additional through traffic lanes, including 127 miles of freeways. The remaining 88 route-miles, or about two percent of the total arterial street mileage, are proposed new arterial facilities.

Highway improvements were recommended to address the residual congestion which may not be expected to be alleviated by proposed land use, systems and demand management, bicycle and pedestrian facilities, and public transit measures proposed in the recommended plan. Each proposed arterial street and highway improvement, expansion, and preservation project would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a planned project will proceed to implementation will be made by the responsible State, county, or municipal government at the conclusion of preliminary engineering.

PROPOSED PARK-RIDE LOTS WITHIN SOUTHEASTERN WISCONSIN UNDER THE YEAR 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN



Source: SEWRPC.

Table 3

**ARTERIAL STREET AND HIGHWAY SYSTEM PRESERVATION, IMPROVEMENT, AND
EXPANSION BY ARTERIAL FACILITY TYPE BY COUNTY: 2035 RECOMMENDED
REGIONAL TRANSPORTATION SYSTEM PLAN**

County	System Preservation (miles)	System Improvement (miles)	System Expansion (miles)	Total Miles
Kenosha				
Freeway	0.0	12.0	0.0	12.0
Standard Arterial	311.8	33.7	3.8	349.3
Subtotal	311.8	45.7	3.8	361.3
Milwaukee				
Freeway	11.6	54.8	0.0	66.4
Standard Arterial	702.3	29.7	1.4	733.4
Subtotal	713.9	84.5	1.4	799.8
Ozaukee				
Freeway	12.1	15.3	0.0	27.4
Standard Arterial	260.1	20.8	3.0	283.9
Subtotal	272.2	36.1	3.0	311.3
Racine				
Freeway	0.0	12.0	0.0	12.0
Standard Arterial	389.3	20.1	23.7	433.1
Subtotal	389.3	32.1	23.7	445.1
Walworth				
Freeway	50.4	4.5 ^a	12.7	67.6 ^a
Standard Arterial	387.7	5.0	11.5	404.2
Subtotal	438.1	9.5	24.2	471.8
Washington				
Freeway	36.2	6.5	0.0	42.7
Standard Arterial	379.6	16.7	21.0	417.3
Subtotal	415.8	23.2	21.0	460.0
Waukesha				
Freeway	32.2	26.5	0.0	58.7
Standard Arterial	617.9	100.1	10.6	728.6
Subtotal	650.1	126.6	10.6	787.3
Region				
Freeway	142.5	131.6 ^b	12.7	286.8 ^b
Standard Arterial	3,048.7	226.1	75.0	3,349.8
Total	3,191.2	357.7	87.7	3,636.6

^a Includes the planned conversion of approximately 4.5 miles of the USH 12 Whitewater bypass, currently a two traffic lane surface arterial to a four traffic lane freeway.

^b Includes the planned widening of approximately 127.0 miles of the existing 2005 regional freeway system, and the planned conversion of about 4.5 miles of the USH 12 Whitewater bypass, currently a two traffic lane surface arterial to a four traffic lane freeway.

Source: SEWRPC

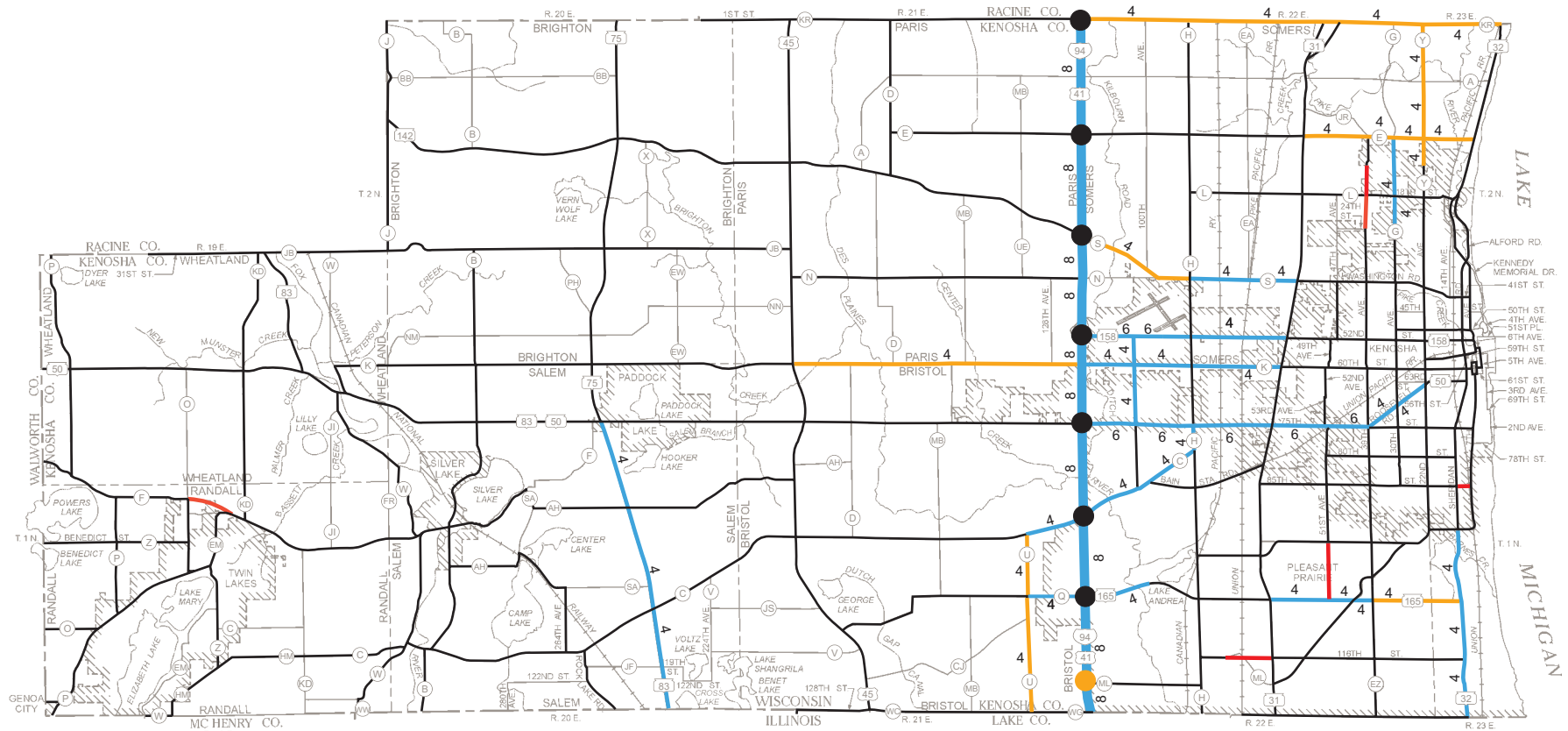
The recommended arterial street and highway system for the Region identifies the number of traffic lanes to be provided on each segment of arterial street. Arterial facilities are identified as having either two, four, six, or eight lanes. The number of lanes identified refers to through travel lanes; 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, and whether it would or would not include auxiliary lanes. Thus, the precise cross-section to be selected for a given improvement project would 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 6 through 12 and are listed in Table 4. 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 4 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 2007, 2010, 2020, 2030, and 2035 are identified. Table 5 summarizes the mileage of system improvement and expansion anticipated to be implemented by 2007, 2010, 2020, 2030, and 2035. 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 5.

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.

FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN KENOSHA COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
- 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)

FREWAY INTERCHANGE

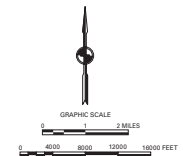
- EXISTING
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (POTENTIAL NEW INTERCHANGE)

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.

2. The 127 miles of freeway widening proposed in the plan and in particular the 19 miles of widening in the City of Milwaukee (IH 94 between the Zoo and Marquette interchanges and IH 43 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered, including rebuild-as-is, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of preliminary engineering would a determination be made as to how the freeway would be reconstructed.

3. The plan recommends that the Wisconsin Department of Transportation during its preliminary engineering for IH 94 consider the provision of an interchange with CTH K in Kenosha County including through the provision of collector-distributor roadways connecting CTH K and STH 158. The plan also identifies an additional potential new future freeway interchange at CTH ML with IH 94 and recommends that action be taken by the local governments to preserve the potential necessary right-of-way to assure that the future development of this interchange is not precluded. Should the concerned local governments take the next step of participating with the Wisconsin Department of Transportation in the conduct of a preliminary engineering study of the interchange, and the preliminary engineering conclude with a recommendation to construct the interchange, the Regional Planning Commission, upon request of the concerned local governments and the Wisconsin Department of Transportation, would take action to amend the regional plan to recommend the construction of the interchange.



Map 7

FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN MILWAUKEE COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN

ARTERIAL STREET OR HIGHWAY

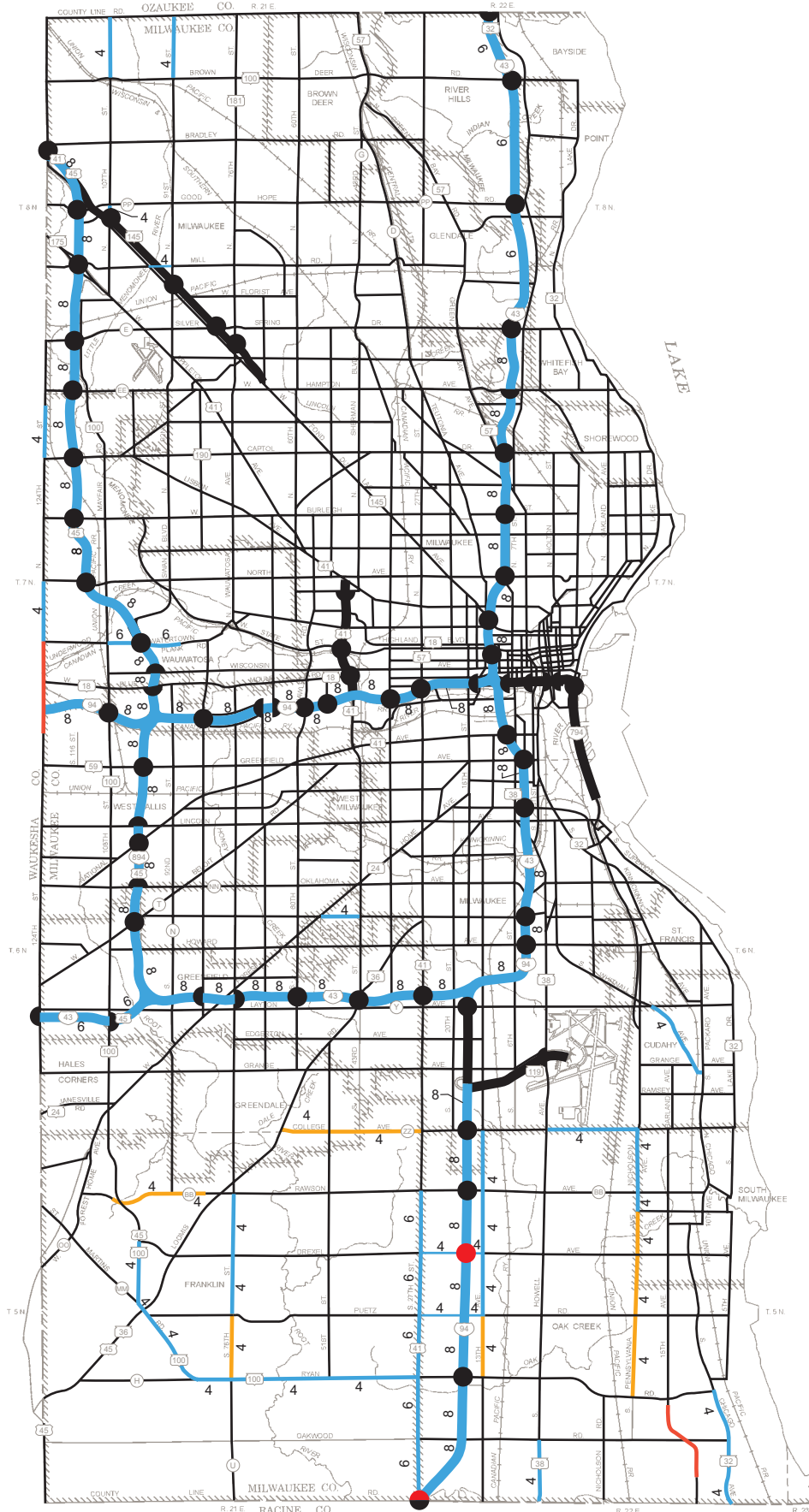
- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL CAPACITY OF NEW FACILITY)
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR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

FREEWAY INTERCHANGE

- NEW
- ◐ HALF NEW
- EXISTING

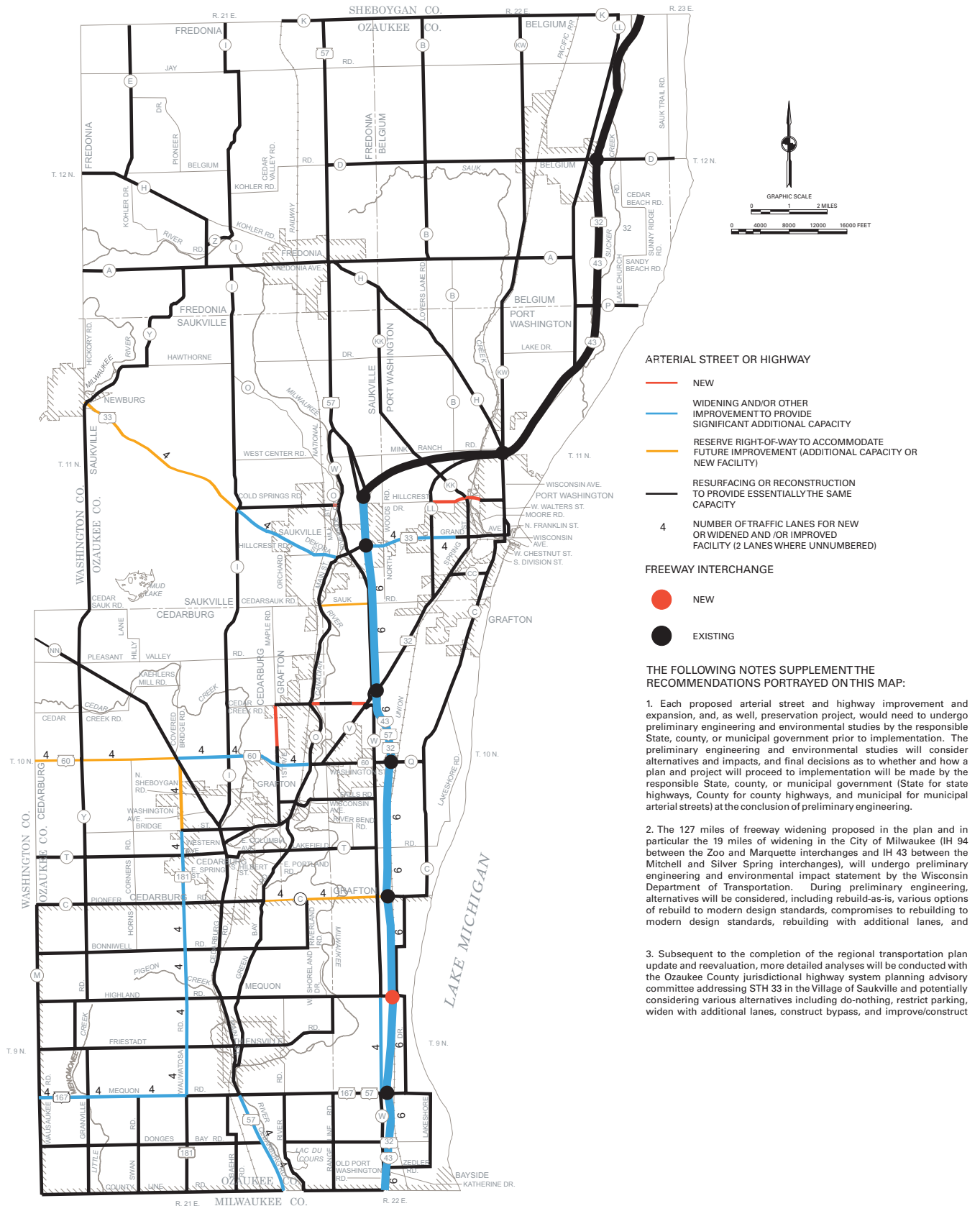
THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.
2. The 127 miles of freeway widening proposed in the plan and in particular the 19 miles of widening in the City of Milwaukee (IH 94 between the Zoo and Marquette interchanges and IH 43 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered, including rebuild-as-is, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of preliminary engineering would a determination be made as to how the freeway would be reconstructed.
3. The plan also provides further recommendations with respect to half freeway interchanges. The plan recommends that the Wisconsin Department of Transportation during the reconstruction of the freeway system:
 - Convert the 27th Street with IH 94 interchange to a full interchange;
 - Consider as an alternative where conditions permit the combination of selected half interchanges into one full interchange - for example, STH 100 and 124th Street with IH 43; and
 - Retain all other existing half interchanges and examine during preliminary engineering the improvement of connection between adjacent interchanges.
4. The plan also recommends that during preliminary engineering for the reconstruction of STH 100 from Forest Home Avenue to IH 43, consideration be given to alternatives without additional traffic lanes, alternatives with additional traffic lanes or auxiliary lanes, and alternatives with frontage roads.



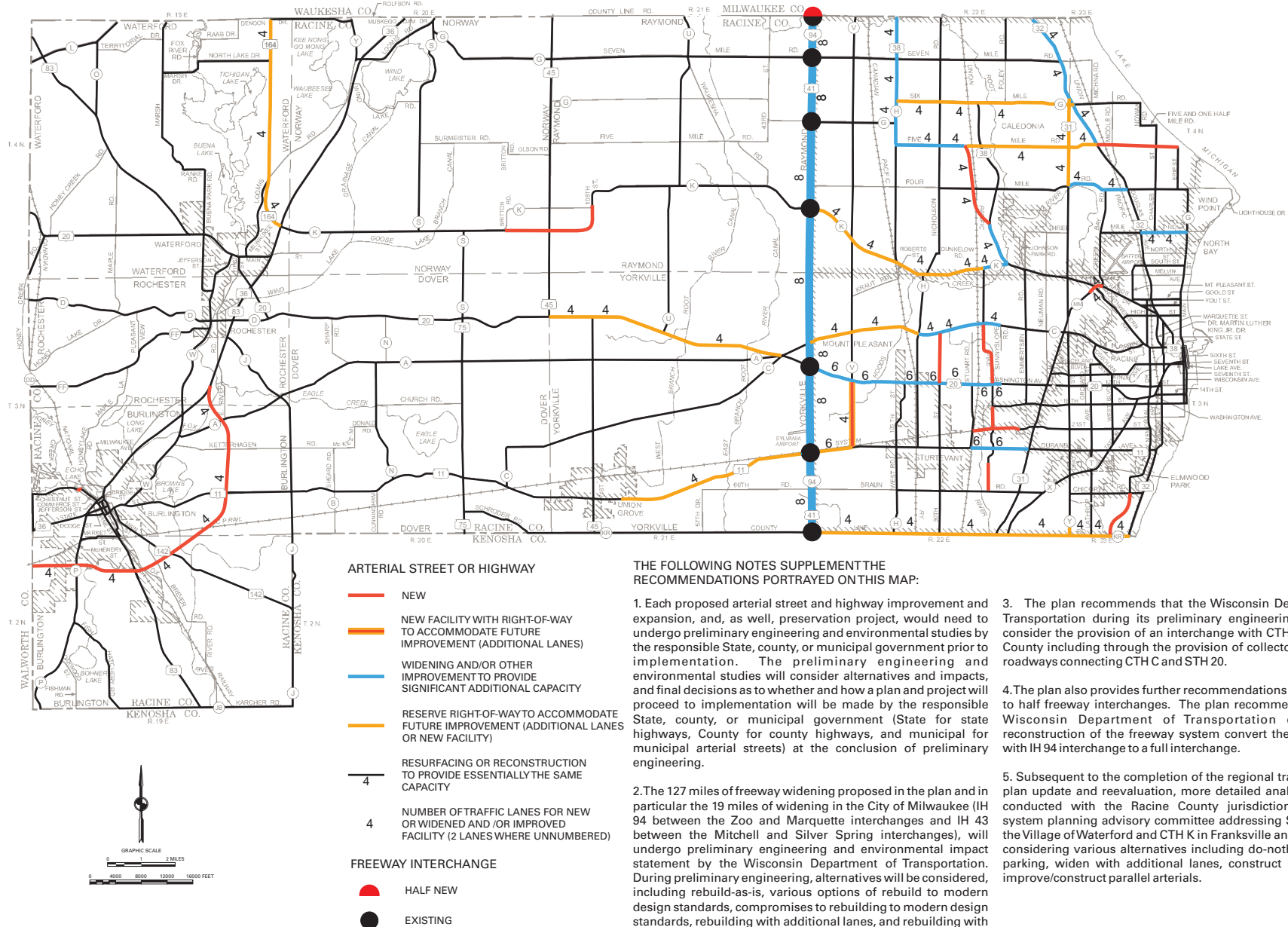
Source: SEWRPC.

FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN OZAUKEE COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN



Map 9

FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN RACINE COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN



THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.

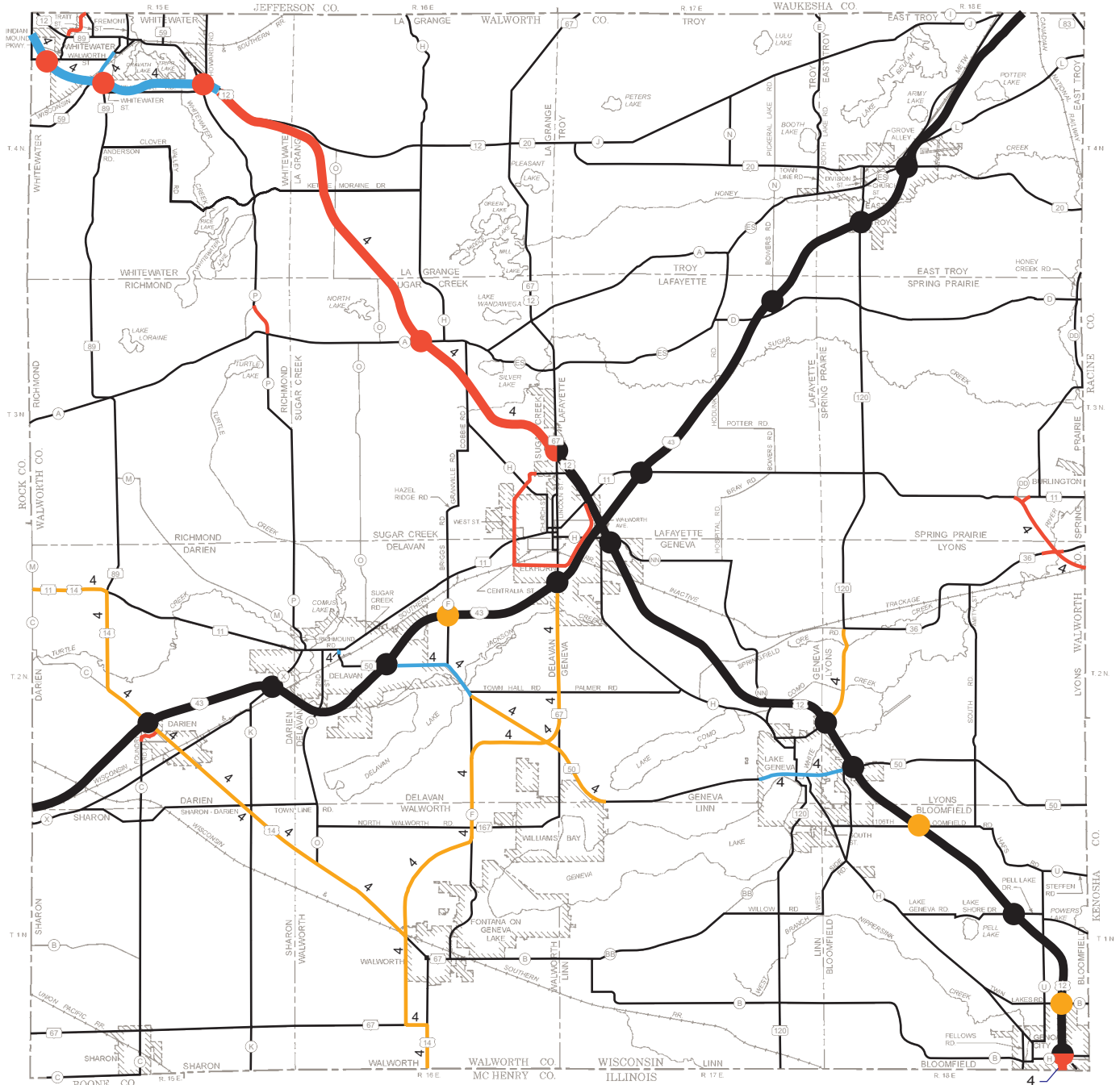
2. The 127 miles of freeway widening proposed in the plan and in particular the 19 miles of widening in the City of Milwaukee (IH 94 between the Zoo and Marquette interchanges and IH 43 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered, including rebuild-as-is, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of preliminary engineering would a determination be made as to how the freeway would be reconstructed.

3. The plan recommends that the Wisconsin Department of Transportation during its preliminary engineering for IH 94 consider the provision of an interchange with CTH C in Racine County including through the provision of collector-distributor roadways connecting CTH C and STH 20.

4. The plan also provides further recommendations with respect to half freeway interchanges. The plan recommends that the Wisconsin Department of Transportation during the reconstruction of the freeway system convert the 27th Street with IH 94 interchange to a full interchange.

5. Subsequent to the completion of the regional transportation plan update and reevaluation, more detailed analyses will be conducted with the Racine County jurisdictional highway system planning advisory committee addressing STH 20/83 in the Village of Waterford and CTH K in Franksville and potentially considering various alternatives including do-nothing, restrict parking, widen with additional lanes, construct bypass, and improve/construct parallel arterials.

FUNCTIONAL IMPROVEMENTS IN THE ARTERIAL STREET AND HIGHWAY SYSTEM IN
WALWORTH COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL CAPACITY OR NEW FACILITY)
- 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
- HALF NEW
- EXISTING
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (POTENTIAL NEW INTERCHANGE)

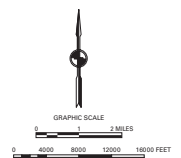
THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.

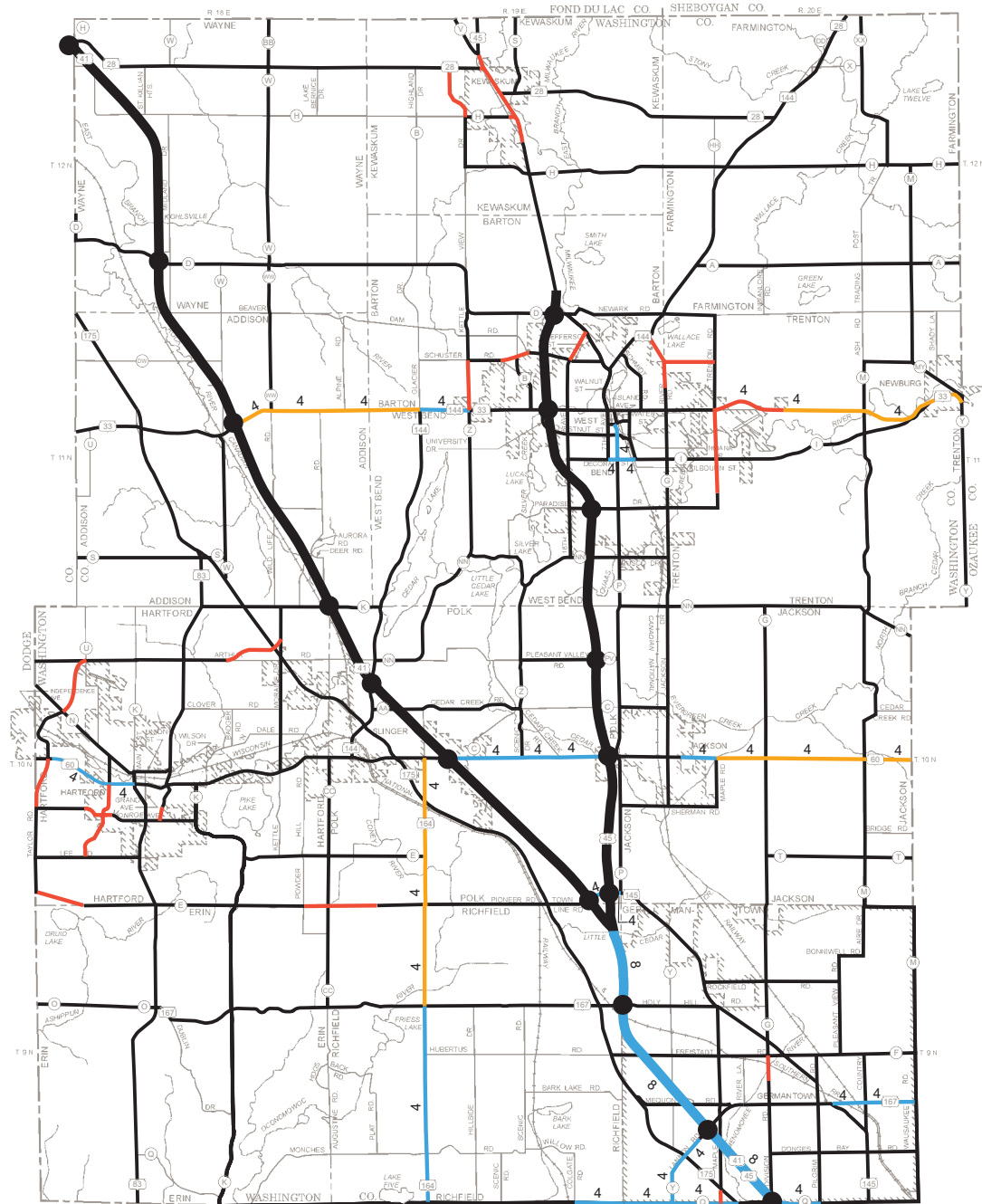
2. The plan identifies additional potential new future freeway interchanges, and recommends that action be taken by the local governments to preserve the potential necessary right-of-way to assure that the future development of these interchanges is not precluded. Should the concerned local governments take the next step of participating with the Wisconsin Department of Transportation in the conduct of a preliminary engineering study of the interchange, and the preliminary engineering conclude with a recommendation to construct the interchange, the Regional Planning Commission, upon the request of the concerned local governments and the Wisconsin Department of Transportation, would take action to amend the regional plan to recommend the construction of the interchange. These potential future new interchanges are CTH B and Bloomfield Road with USH 12 and CTH F with IH 43.

3. Subsequent to the completion of the regional transportation plan update and reevaluation, more detailed analyses will be conducted with the Walworth County jurisdictional highway system planning advisory committee addressing STH 50 in the City of Lake Geneva and potentially considering various alternatives including do-nothing, restrict parking, widen with additional lanes, construct bypass, and improve/construct parallel arterials.

Source: SEWRPC.



FUNCTIONAL IMPROVEMENTS IN THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WASHINGTON COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN

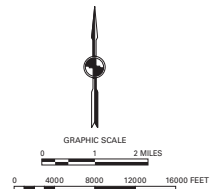


- ARTERIAL STREET OR HIGHWAY**
- NEW
 - WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
 - RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
 - RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
 - 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)
- FREWAY INTERCHANGE**
- EXISTING

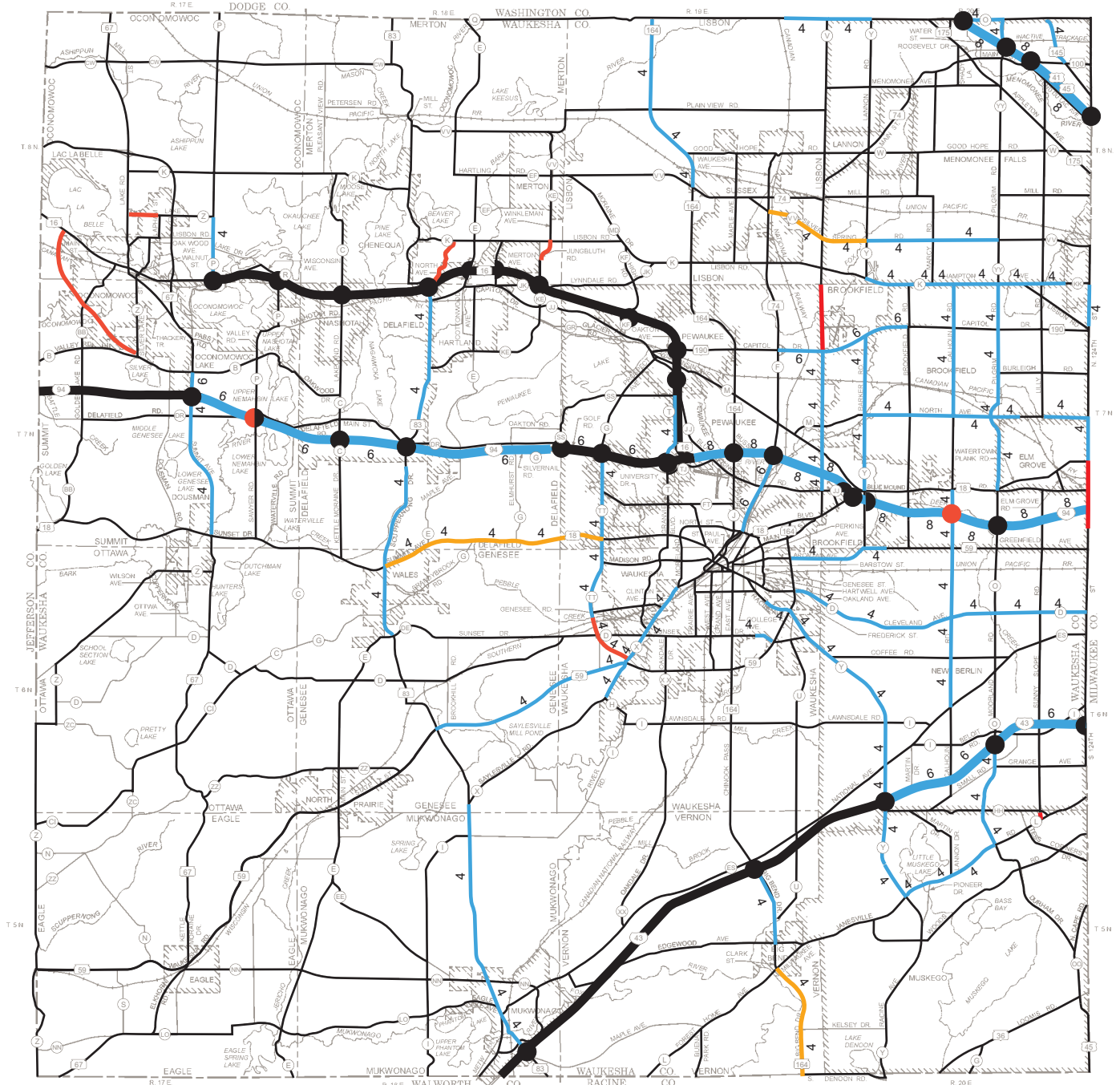
THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.
2. The 127 miles of freeway widening proposed in the plan and in particular the 19 miles of widening in the City of Milwaukee (I-94 between the Zoo and Marquette interchanges and I-43 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered, including rebuild-as-is, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of

3. Subsequent to the completion of the regional transportation plan update and reevaluation, more detailed analyses will be conducted with the Washington County jurisdictional highway system planning advisory committee addressing STH 60 in the Village of Jackson and potentially considering various alternatives including do-nothing, restrict parking, widen with additional lanes,



FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WAUKESHA COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN

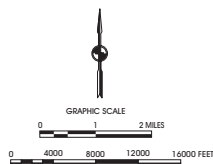


ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL CAPACITY OR NEW FACILITY)
- 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
- ◐ NEW HALF
- EXISTING



Source: SEWRPC.

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.

2. The 127 miles of freeway widening proposed in the plan and in particular the 19 miles of widening in the City of Milwaukee (IH 94 between the Zoo and Marquette interchanges and IH 43 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered, including rebuild-as-is, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of preliminary engineering would a determination be made as to how the freeway would be reconstructed.

3. The plan also provides further recommendations with respect to half freeway interchanges. The plan recommends that the Wisconsin Department of Transportation during the reconstruction of the freeway system:

- Convert the CTHP with IH 94 interchange to a full interchange.
- Consider as an alternative where conditions permit the combination of selected half interchanges into one full interchange - for example, STH 100 and 124th Street with IH 43; and
- Retain all other existing half interchanges and examine during preliminary engineering the improvement of connection between adjacent interchanges.

4. Subsequent to the completion of the regional transportation plan update and reevaluation, more detailed analyses will be conducted with the Waukesha County jurisdictional highway system planning advisory committee addressing STH 164 in the Village of Big Bend and potentially considering various alternatives including do-nothing, restrict parking, widen with additional lanes, construct bypass, and improve/construct parallel arterials.

Table 4

**ARTERIAL HIGHWAY CAPACITY IMPROVEMENT AND EXPANSION
PROJECTS IN THE YEAR 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN**

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description	
2007 ^a	Milwaukee	Widening	IH 43/IH 94	Marquette Interchange	Interchange reconstruction and modernization	
2007 ^a			STH 100	STH 36 to IH 94/USH 41	Widen from two to four traffic lanes	
2007 ^a			CTH ZZ	STH 38 to Pennsylvania Avenue	Widen from two to four traffic lanes	
2007 ^a			Layton Avenue	N. 124 th Street to STH 100	Widen from two to four traffic lanes	
2007 ^a			124th Street	Hampton Avenue to Ruby Avenue	Widen from two to four traffic lanes	
2007 ^a		Expansion	Canal Street extension	USH 41 to 21 st Street	Construct two lanes on new alignment	
2007 ^a		Ozaukee	Widening	CTH W	STH 167 to Glen Oaks Lane	Widen from two to four traffic lanes
2007 ^a		Racine	Expansion	Burlington Bypass	STH 36 to STH 83	Construct four lanes on new alignment
2007 ^a		Washington	Widening	STH 33	East Branch of the Rock River to USH 41	Widen from two to four traffic lanes
2007 ^a		Waukesha	Widening	STH 59	Johnson Road to Calhoun Road	Widen from two to four traffic lanes
2007 ^a	STH 164			STH 190 to Howard Lane	Widen from two to four traffic lanes	
2007 ^a	Pilgrim Road			Megal Drive to Washington County line	Widen from two to four traffic lanes	
2007 ^a	Expansion	Brookfield Road extension	Davidson Road to STH 59	Construct two lanes on new alignment		
2010	Kenosha	Widening	STH 158	IH 94/USH 41 to CTH H	Widen from four to six traffic lanes	
2010			CTH K	Union Pacific Railway to STH 31	Widen from two to four traffic lanes	
2010	Milwaukee	Widening	STH 38	County Line Road to Oakwood Road	Widen from two to four traffic lanes	
2010			Morgan Avenue	Forest Home Avenue to 43rd Street	Widen from two to four traffic lanes	
2010 ^a	Racine	Widening	STH 32	Five Mile Road to STH 31	Widen from two to four traffic lanes	
2010			CTH K	Union Pacific Railway to STH 38	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			Commerce Street/Pine Street	Herman Street to Origen Street	Construct two lanes on new alignment	
2010	Washington	Widening	STH 60	STH 83 to Independence Avenue	Widen from two to four traffic lanes	
2010			STH 145	CTH P to USH 41	Widen from two to four traffic lanes	
2010 ^a	Waukesha	Widening	STH 59	STH 164 to Poplar Creek	Widen from two to four traffic lanes	
2010			STH 164	IH 43 to Edgewood Avenue	Widen from two to four traffic lanes	
2010 ^a			CTH L	CTHY to CTH O	Widen from two to four traffic lanes	
2010 ^a			CTH Q	Colgate Road to STH 175	Widen from two to four traffic lanes	
2010 ^a			Calhoun Road	IH 94 to USH 18	Widen from two to four traffic lanes	
2010 ^a			Calhoun Road	STH 59 to IH 94	Widen from two to four traffic lanes	
2010 ^a			Calhoun Road	Ryerson Road to STH 59	Widen from two to four traffic lanes	
2010 ^a						
2020 ^a	Kenosha	Widening	IH 94	Illinois State line to Racine County line	Widen from six to eight traffic lanes	
2020			STH 50	IH 94/USH 41 to 39th Avenue	Widen from four to six traffic lanes	
2020			STH 165	STH 31 to CTH EZ	Widen from two to four traffic lanes	
2020			CTH K	104 th Street to Union Pacific Railway	Widen from two to four traffic lanes	
2020			CTH Q	CTH U to IH 94	Widen from two to four traffic lanes	
2020			CTH S	CTH H to STH 31	Widen from two to four traffic lanes	
2020		Expansion	IH 94/USH 41	CTH ML Interchange	Construct new interchange	
2020			51 st Avenue extension	93rd Street to STH 165	Construct two lanes on new alignment	
2020		Milwaukee	Widening	IH 94	Waukesha County line to Zoo Interchange	Widen from six to eight traffic lanes
2020 ^a				IH 94/USH 41	Racine County line to Mitchell Interchange	Widen from six to eight traffic lanes
2020	IH 94/IH 894/USH 45			Zoo Interchange	Interchange reconstruction and modernization	
2020	IH 94/IH 894/USH 41/STH 119			Mitchell & Airport Interchanges	Interchange reconstruction and modernization	
2020	USH 45			Zoo Interchange to North Interchange	Widen from six to eight traffic lanes	
2020	STH 100			CTH BB to STH 36	Widen from two to four traffic lanes	
2020	STH 241			Rawson Avenue to Racine County line	Widen from four to six traffic lanes	
2020	CTH P			STH 100 to Ozaukee County line	Widen from two to four traffic lanes	
2020	CTH U			Rawson Avenue to Imperial Drive	Widen from two to four traffic lanes	
2020 ^a	CTH U			Imperial Drive to Puetz Road	Widen from two to four traffic lanes	
2020	CTH V			CTH ZZ to Puetz Road	Widen from two to four traffic lanes	
2020	Drexel Avenue			STH 241 to IH 94	Widen from two to four traffic lanes	
2020	Pennsylvania Avenue			Milwaukee Avenue to College Avenue	Widen from two to four traffic lanes	
2020	Puetz Road			STH 241 to CTH V	Widen from two to four traffic lanes	
2020	Watertown Plank Road			STH 100 to N. 92 nd Street	Widen from four to six traffic lanes	
2020 ^a			91 st Street	STH 100 to Ozaukee County line	Widen from two to four traffic lanes	
2020			107 th Street	Good Hope Road to STH 145	Widen from two to four traffic lanes	
2020			124 th Street	STH 190 to Ruby Avenue	Widen from two to four traffic lanes	
2020						
2020		Expansion	IH 94/USH 41	Drexel Avenue Interchange	Construct new interchange	
2020			IH 94/USH 41	27 th Street Interchange	Construct new interchange	
2020			15th Avenue extension	STH 100 to Elm Road	Construct two lanes on new alignment	
2020 ^a	Ozaukee	Widening	STH 33	Market Street to Tower Drive	Widen from two to four traffic lanes	
2020			STH 57	Milwaukee County line to STH 167	Widen from two to four traffic lanes	
2020			CTH W	Glen Oaks Road to Highland Road	Widen from two to four traffic lanes	
2020 ^a	Racine	Widening	IH 94	Kenosha County line to Milwaukee County line	Widen from six to eight traffic lanes	
2020 ^a			STH 11	Willow Road to STH 31	Widen from four to six traffic lanes	
2020			STH 20	IH 94/USH 41 to Oakes Road	Widen from four to six traffic lanes	
2020			STH 38	Proposed STH 38 to CTH K	Widen from two to four traffic lanes	

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description		
2020 2020 ^a 2020 2020 2020 2020 2020	Racine (continued)	Expansion	Proposed STH 38 realignment Burlington Bypass CTH V extension Oakes Road extension Oakes Road extension Oakes Road extension Oakes Road extension 21 st Street extension	Five Mile Road to Existing STH 38 Walworth County line to STH 83 STH 20 to STH 11 21st Street to 16 th Street STH 11 to 21 st Street STH 20 to Airline Road Braun Road to STH 11 STH 31 to Oakes Road	Construct four lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment 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 ^a 2020	Walworth	Widening	STH 50 STH 50 7 th Street	IH 43 to CTH F CTH H to Edwards Boulevard Wisconsin Street to Geneva Street	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes		
2020 ^a 2020 2020 2020 2020 2020 2020 2020		Expansion	Burlington Bypass Foundary Road extension Indian Mound Parkway New Facility New Facility W. Market Street extension E Market Street extension	STH 11 Racine County line Madison Street to STH 14 Main Street to W. Schwager Drive STH 67 west to STH 11 STH 11 north to CTH H STH 67 to CTH H STH 11 to Deere St	Construct four lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment 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 ^a 2020 2020 2020 ^a 2020 ^a 2020 ^a		Washington	Widening	STH 33 STH 60 STH 60 STH 164 CTH Q CTH Y	STH 144 to CTH Z USH 41 to USH 45 Ridgeway Drive to Maple Road CTH Q to STH 167 USH 41/USH 45 to Pilgrim Road CTH Q to USH 41/USH 45	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes	
2020 2020 2020 2020 2020				Expansion	STH 33 Arthur Road extension Maple Road extension 18 th Avenue extension New Facility	Trenton Road to Oak Road CTH N to Arthur Road CTH Q to STH 175 Jefferson Street to CTH D Arthur Road to Kettle Moraine Road	Construct four lanes on new alignment 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 ^a 2020 2020 2020 2020 2020 2020 2020 ^a 2020 2020 2020 2020 ^a 2020 2020 ^a 2020 2020 2020 2020 2020 ^a 2020 ^a 2020 2020 2020 2020 ^a 2020<							

Table 4 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2030	Milwaukee (continued)	Widening (continued)	IH 43/IH 894/USH 45	Hale Interchange	Interchange reconstruction and modernization
2030			IH 894/USH 45	Hale Interchange to Zoo Interchange	Widen from six to eight traffic lanes
2030			STH 32	County Line Road to STH 100	Widen from two to four traffic lanes
2030			Oklahoma Avenue	Clement Avenue to Kinnickinnic Avenue	Widen from two to four traffic lanes
2030			Whitnall Avenue	Nicholson Avenue to Packard Avenue	Widen from two to four traffic lanes
2030	Ozaukee	Widening	IH 43	Milwaukee County line to STH 57	Widen from four to six traffic lanes
2030			STH 33	CTH I to Progress Drive	Widen from two to four traffic lanes
2030			STH 33	Progress Drive to CTH O	Widen from two to four traffic lanes
2030			STH 60	STH 181 to Wisconsin Avenue	Widen from two to four traffic lanes
2030			STH 167	Washington County line to Wauwatosa Road	Widen from two to four traffic lanes
2030			STH 181	STH 167 to CTH C	Widen from two to four traffic lanes
2030			STH 181	CTH C to Bridge St	Widen from two to four traffic lanes
2030			Columbia Road	Bridge Street to Chateau Drive	Widen from two to four traffic lanes
2030		Expansion	Maple Road extension	Cedar Creek Road to Rose Street	Construct two lanes on new alignment
2030			Walters Street extension	CTH LL to Grant Street	Construct two lanes on new alignment
2030	Racine	Widening	CTH C	CTH H to Airline Road	Widen from two to four traffic lanes
2030			CTH C	Airline Road to Sunnyslope Road	Widen from two to four traffic lanes
2030			W. Main Drive	Buena Park Road to Rivermoor Road	Widen from two to four traffic lanes
2030		Expansion	CTH MM/Rapids Drive	Rivershore Drive to Rapids Court	Construct two lanes on new alignment
2030			Memorial Drive extension	Chicory Road to CTH KR	Construct two lanes on new alignment
2030	Walworth	Widening	90 th Street extension	STH 20 to CTH C	Construct two lanes on new alignment
2030			USH 12	Cold Spring Road to Howard Road	Widen from two to four traffic lanes
2030			STH 50	Pearson Drive to Madison Street	Widen from two to four traffic lanes
2030			STH 89	Willis Ray Road to Whitewater Street	Widen from two to four traffic lanes
2030		Expansion	USH 12	CTH H Interchange	Construct new interchange
2030			USH 12	CTH S Interchange	Construct new interchange
2030			USH 12	STH 89 Interchange	Construct new interchange
2030			USH 12	CTH P Interchange	Construct new interchange
2030			USH 12	CTH A Interchange	Construct new interchange
2030			USH 12	STH 67 Interchange	Construct new interchange
2030			USH 12	Howard Road to STH 67 Interchange	Construct four lanes on new alignment
2030			USH 12	CTH H to McHenry County line	Construct four lanes on new alignment
2030			CTH P realignment	Territorial Road to CTH A	Construct two lanes on new alignment
2030	Washington	Widening	STH 167	Pilgrim Road to Ozaukee County line	Widen from two to four traffic lanes
2030			Decorah Road	7th Avenue to Indiana Avenue	Widen from two to four traffic lanes
2030			Main Street	Decorah Street to Walnut Street	Widen from two to four traffic lanes
2030		Expansion	STH 83	Monroe Avenue to Lincoln Avenue	Construct two lanes on new alignment
2030			Division Road extension	STH 167 to Freistadt Road	Construct two lanes on new alignment
2030			Kettleview Road extension	STH 33 to Schuster Drive	Construct two lanes on new alignment
2030			Monroe Avenue extension	Monroe Avenue to Pond Road	Construct two lanes on new alignment
2030			N. River Road extension	N. River Road to STH 144	Construct two lanes on new alignment
2030			Pioneer Road extension	CTH J to CTH CC	Construct two lanes on new alignment
2030			Trenton Road extension	STH 33 to Maple Road	Construct two lanes on new alignment
2030			Wacker Drive extension	STH 60 to Lee Road	Construct two lanes on new alignment
2030			Waterford Road realignment	Taylor Road to North Shore Drive	Construct two lanes on new alignment
2030			Waterford Road extension	Powder Hill Road to Pioneer Road	Construct two lanes on new alignment
2030	Waukesha	Widening	IH 43	CTHY to Milwaukee County line	Widen from four to six traffic lanes
2030			IH 94	STH 67 to CTH SS	Widen from four to six traffic lanes
2030			STH 59	STH 83 to St. Paul Avenue	Widen from two to four traffic lanes
2030			STH 83	CTH NN to CTH X	Widen from two to four traffic lanes
2030			STH 83	STH 18 to CTH DE	Widen from two to four traffic lanes
2030			CTH D	STH 59/STH 164 to Moorland Road	Widen from two to four traffic lanes
2030			CTH D	Moorland Road to Milwaukee County line	Widen from two to four traffic lanes
2030			CTH K	CTHY to Calhoun Road	Widen from two to four traffic lanes
2030			CTHT	Golf Road to CTH SS	Widen from two to four traffic lanes
2030			CTHY	North Avenue to STH 190	Widen from two to four traffic lanes
2030			CTHTT	MacArthur Road to USH 18	Widen from two to four traffic lanes
2030			Hampton Road	Lisbon Road to 132 nd Street	Widen from two to four traffic lanes
2030			Lisbon Road	Calhoun Road to Hampton Road	Widen from two to four traffic lanes
2030			Meadowbrook Road	Northview Road to IH 94	Widen from two to four traffic lanes
2030			Moorland Road	CTH L to IH 43	Widen from two to four traffic lanes
2030			North Avenue	Lilly Road to 124 th Street	Widen from two to four traffic lanes
2030			North Avenue	Barker Road to 147 th Street	Widen from two to four traffic lanes
2030			Pilgrim Road	Lisbon Road to North Avenue	Widen from two to four traffic lanes
2030			Waukesha west bypass	Northview Road to USH 18	Widen from two to four traffic lanes
2030		Expansion	Oconomowoc Parkway	STH 16 to CTH Z	Construct two lanes on new alignment
2030			Sunnyslope Road extension	CTH HH to CTH L	Construct two lanes on new alignment
2030			Waukesha west bypass	CTH X to MacArthur Road	Construct four lanes on new alignment
2035	Kenosha	Widening	STH 32	128 th Street to CTH T	Widen from two to four traffic lanes
2035			CTH C	104 th Street to CTH H	Widen from two to four traffic lanes
2035			CTH K	IH 94 to 104 th Street	Widen from two to four traffic lanes

Table 4 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2035	Kenosha (continued)	Widening (continued)	Roosevelt Road	39 th Avenue to 63 rd Street	Widen from two to four traffic lanes
2035			104 th Avenue	STH 50 to STH 158	Widen from two to four traffic lanes
2035		Expansion	CTH F extension	CTH O to 89 th Street	Construct two lanes on new alignment
2035			CTH ML extension 85 th Street extension	79 th Avenue to STH 31 Sheridan Road to 7 th Avenue	Construct two lanes on new alignment Construct two lanes on new alignment
2035	Milwaukee	Widening	IH 43	Marquette Interchange to Silver Spring Drive	Widen from six to eight traffic lanes
2035			IH 43/IH 94	Mitchell Interchange to Marquette Interchange	Widen from six to eight traffic lanes
2035			IH 94	Zoo Interchange to Marquette Interchange	Widen from six to eight traffic lanes
2035			IH 94/USH 41/STH 341	Stadium Interchange	Interchange reconstruction and modernization
2035			Mill Road	Fond Du Lac Avenue to N. 91 st Street	Widen from two to four traffic lanes
2035			Port Washington Road	Bender Road to W. Daphne Road	Widen from two to four traffic lanes
2035	Ozaukee	Widening	IH 43	Milwaukee County line to STH 57	Widen from four to six traffic lanes
2035		Expansion	IH 43	Highland Road	Construct new interchange
2035			E. Cedar Creek Road	E. River Road to CTH W	Construct two lanes on new alignment
2035			Cedar Creek Road Cold Springs Road extension	CTH O to E. Cedar Creek Road CTH O to CTH W	Construct two lanes on new alignment Construct two lanes on new alignment
2035	Racine	Widening	STH 32	STH 31 to Milwaukee County Line	Widen from two to four traffic lanes
2035			STH 38	Milwaukee County to CTH H	Widen from two to four traffic lanes
2035			CTH H	STH 38 to Five Mile Road	Widen from two to four traffic lanes
2035			Five Mile Road	CTH H to Proposed STH 38	Widen from two to four traffic lanes
2035			W. Main Drive	Buena Park Road to Rivermoor Road	Widen from two to four traffic lanes
2035			Four Mile Road	STH 31 to STH 32	Widen from two to four traffic lanes
2035			Three Mile Road	STH 32 to CTH G	Widen from two to four traffic lanes
2035		Expansion	CTH K extension	Britton Road to 108 th Street	Construct two lanes on new alignment
2035	Washington	Widening	USH 41/USH 45	Waukesha County line to Richfield Interchange	Widen from six to eight traffic lanes
2035			Taylor Road extension	Pond Road to STH 60	Construct two lanes on new alignment
2035		Expansion	USH 45 relocation	Sandy Ridge Road to CTH V	Construct two lanes on new alignment
2035			Jefferson Street extension	N. River Road to Trenton Road	Construct two lanes on new alignment
2035			Kettleview Road extension Schuster Drive extension	CTH H to STH 28 Schuster Drive to Beaver Dam Rd	Construct two lanes on new alignment Construct two lanes on new alignment
2035	Waukesha	Widening	USH 41/USH 45	North Interchange to Washington County line	Widen from six to eight traffic lanes
2035		Extension	Old Orchard Road	W. Brown Deer Road to Washington County line	Widen from two to four traffic lanes
2035			124th Street extension	Watertown Plank Road to STH 59	Construct two lanes on new alignment

^a Transportation improvement project is included in the 2005-2007 Transportation Improvement Program.

Source: SEWRPC.

Table 5

**IMPLEMENTATION SCHEDULE FOR THE ARTERIAL STREET AND HIGHWAY ELEMENT
CAPACITY IMPROVEMENT AND EXPANSION: 2007, 2010, 2020, 2030, and 2035**

Southeastern Wisconsin Region	Proposed Incremental Arterial System Improvement and Expansion Route Miles					
	2007	2010	2020	2030	2035	Total
State Trunk Highway	13	8	113	89	62	285
County and Local Trunk Highway	6	11	71	51	21	160
Total Regional Arterial System.....	19	19	184	140	83	445

Source: SEWRPC.

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.² These nine categories are defined as follows:

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

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.

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

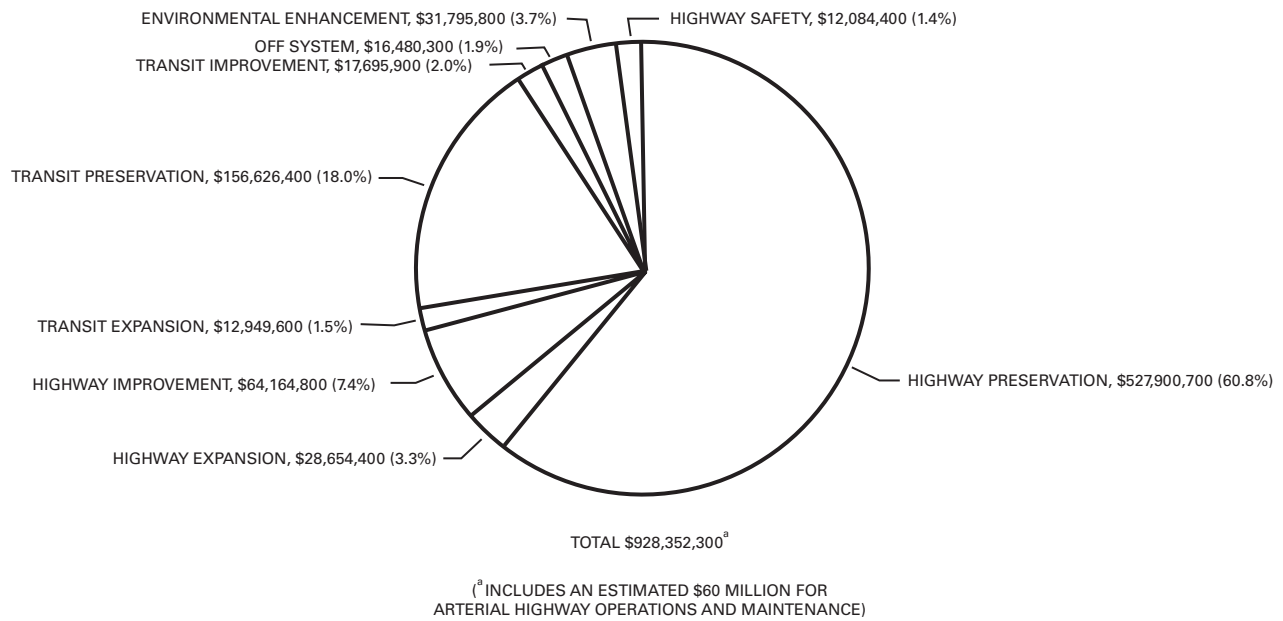
Projects on streets or highways which are not on the arterial street system, or a currently designated Federal aid system, and may be candidates for special Federal safety-off-system funding.

Figure 2 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

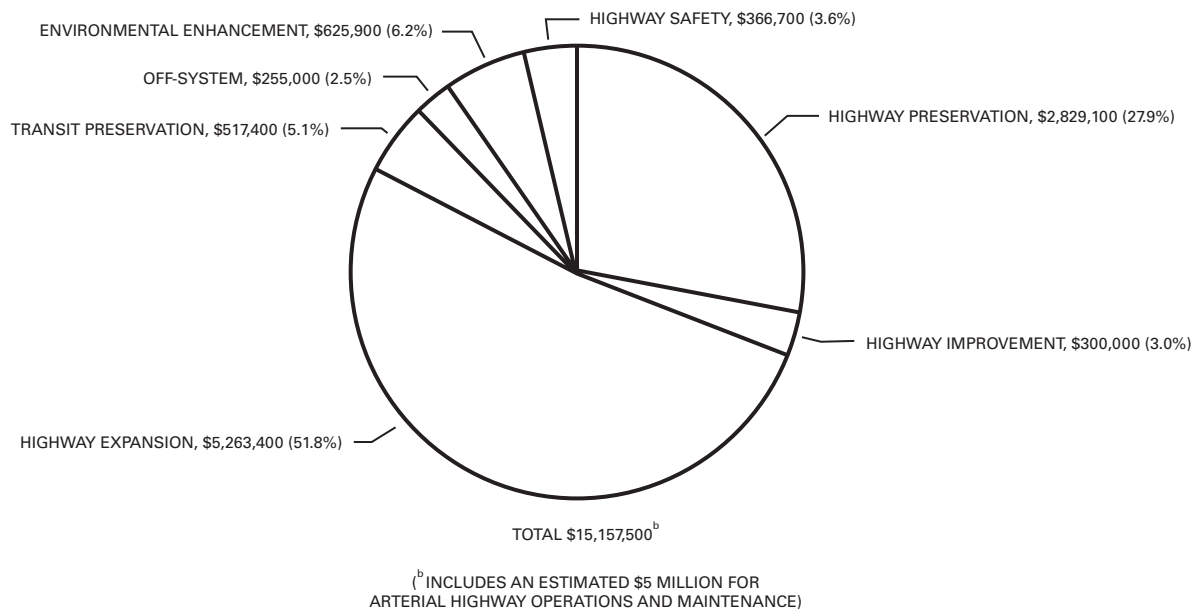
Figure 2

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

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



WALWORTH



Waukesha Counties combined. Certain expenditure patterns are apparent from an examination of Figure 2. 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.

ASSESSMENT OF CONFORMITY OF THE YEAR 2035 REGIONAL TRANSPORTATION PLAN AND THE 2005 THROUGH 2007 TRANSPORTATION IMPROVEMENT PROGRAM

This section of the report demonstrates the conformity of the year 2035 regional transportation system plan 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 (eight hour moderate), including Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties.

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 from the Commission's year 2020 planning with attendant growth in vehicle-miles of travel of 2 percent per year for 1990 – 2000, 1.7 percent per year for 2000-2007, and 1.2 percent per year for 2007 – 2020 and a 7.5 percent additional emissions to account for uncertainty in transportation emission forecasts. This conformity is based upon the Commission official intermediate growth year 2035 forecasts with attendant 1.5 percent annual increase in vehicles miles travel from the year 2000 to the year 2007, 1.1 percent annual increase from 2007-2010, 1.0 percent annual increase from 2010 to 2020, and 0.6 percent annual increase from 2020 to 2035.

The determination of conformity of the transportation system plan and transportation improvement program requires specific travel and emission forecasts for the years 2007, 2010, 2020, 2030, and 2035. The population, household, and employment data at regional and subregional levels for the years 2007, 2010, 2020, 2025, and 2030 have been projected by interpolation between existing regional and subregional estimates and the year 2035 regional forecasts and subregional planned forecast allocations based upon the regional land use plan. The regional level year 2035 forecasts for population, households, and employment are set forth in Table 6, along with the interpolated 2007, 2010, 2020, and 2030 population, household, and employment levels.

As part of regional transportation planning over the years, the implications of a range of different future development scenarios for Southeastern Wisconsin have historically been explored, including such scenarios with respect to vehicle-miles of travel. The different scenarios included intermediate- and high-growth

Table 6

**FORECAST POPULATION, HOUSEHOLD, AND EMPLOYMENT LEVELS
FOR SOUTHEASTERN WISCONSIN: 2007, 2010, 2020, 2030 AND 2035**

Southeastern Wisconsin					
Characteristics	Forecast Year				
	2007	2010	2020	2030	2035
Population	2,002,200	2,032,500	2,140,800	2,239,200	2,276,000
Households	791,900	809,000	865,000	909,900	925,800
Employment.....	1,209,100	1,240,400	1,308,500	1,343,600	1,368,100

Six county Area: Kenosha, Milwaukee, Ozaukee, Racine, Washington and Waukesha County					
Characteristics	Forecast Year				
	2007	2010	2020	2030	2035
Population	1,901,000	1,927,200	2,021,400	2,105,900	2,136,000
Households	753,100	768,400	818,600	858,100	871,400
Employment.....	1,153,700	1,182,600	1,244,200	1,276,200	1,298,700

Walworth County					
Characteristics	Forecast Year				
	2007	2010	2020	2030	2035
Population	101,200	105,300	119,400	133,300	140,000
Households	38,800	40,600	46,400	51,800	54,400
Employment.....	55,400	57,800	64,300	67,400	69,400

Source: SEWRPC

scenarios for the Region as a whole, centralized and decentralized land use patterns, and alternative regional transportation systems ranging from a "no-build" option, to an alternative which would substantially increase the price of automobile transportation, to the recommended system plan. The results of analyses of these scenarios indicated that the future annual growth in vehicle-miles of travel within the Region may be expected to range from about 1.0 percent to 2.0 percent. The analyses indicated that alternative land use patterns and transit and highway improvements may be expected to have little impact on vehicle-miles of travel, accounting for less than 0.1 percent variation in annual growth. Variations in regional economic growth and substantial changes in the perceived cost of automobile use may be expected to account each for about 0.5 percent variation in growth annually.

The determination of conformity utilizes the travel simulation models which have been maintained, refined, and validated by the Commission since the 1960s, and utilized in the preparation of the regional transportation system plan and for the motor vehicle emissions forecasts for the State Implementation Plan. These models and their validation are described in Chapter VI, "Travel Simulation Models," of SEWRPC Planning Report No. 49, *A Regional Transportation Plan for Southeastern Wisconsin: 2035*. 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 2001. The models were validated for the years 2000-2001 by applying the models with Census data and 2001 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 within 10 percent of the actual average weekday vehicular traffic.

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. The last conformity determination was completed in January 2005 on the year 2025 plan and the 2005-2007 improvement program. Since January 2005, there has been minimal change in transit fares and it is estimated that transit service levels have remained the same in 2006 compared to 2005. The 2025 transportation system plan proposed 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, and transit fare increases on average over the 20-year period would be held to increases consistent with general price inflation. The 2035 plan proposes a 100 percent increase in transit service to the year 2035, and that transit fare increases be held to 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 2000.³ The official intermediate year 2035 transportation system plan forecast is for approximately a 1.5 percent annual increase in vehicle miles of travel from the year 2000 to the year 2007, 1.0 percent annual increase from the year 2007 to 2020, and 0.6 percent annual increase from 2020 to the year 2035. 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. Lower rates of increase in vehicle-miles of travel are anticipated in the future due to anticipated slower growth in employment and labor force levels, stability in household size and slower growth in household levels, and modest increases in the fuel-related costs of operating a motor vehicle.

The Wisconsin Department of Transportation has prepared an estimate of the actual growth in vehicle-miles of travel for the years 1990 to 2004 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 2004, or slightly less than incorporated in the State Implementation Plan.⁴

³ *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.*

⁴ *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) 0.84 percent annual growth from 1990 to 2004; Ozaukee County (5 percent of Region VMT in 1990) 1.35 percent annual growth in VMT from 1992 to 2004; 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) 2.46 percent annual growth in VMT from 1992 to 2004, 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 1990 to 2000 was 2.0 percent annually, or about the same as the Wisconsin Department of Transportation estimate of 1.8 percent annually.

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 2007, 2010, 2020, 2030, and 2035 and the specific emission factors used in this conformity analysis, are presented in Table 7. 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 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 2005-2007 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 and evaluation of 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 considered and evaluated. The consultation includes a series of public informational meetings and hearings, transmittal of a series of newsletters to over 2,500 individuals, extensive outreach activities, and a website including all study and plan materials. The public consultation on the 2035 plan is documented

Table 7

**ASSUMPTIONS ASSOCIATED WITH MOBILE6 EMISSIONS
ESTIMATING MODEL: 2007, 2010, 2020, 2030, AND 2035**

Six-County Area ^{ab}					
Category	2007	2010	2020	2030	2035
Fuel Inputs					
Reformulated Gasoline	Yes	Yes	Yes	Yes	Yes
Low Sulfur Gasoline	Yes	Yes	Yes	Yes	Yes
Fuel Volatility Level (Reid Vapor Pressure)	6.88 PSI	6.88 PSI	6.88 PSI	6.88 PSI	6.88 PSI
Alcohol Blends					
Market Share.....	100%	100%	100%	100%	100%
Oxygen Content.....	3.5%	3.5%	3.5%	3.5%	3.5%
1 PSI RVP Waiver.....	No	No	No	No	No
Ether Blends					
Market Share	0%	0%	0%	0%	0%
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 by Hour	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR
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.....	1968-2004	1968-2007	1968-2017	1968-2027	1968-2032
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+)	2 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
HDGV2B	1968-2004	1968-2007	1968-2017	1968-2027	1968-2032
Gas Cap Test					
LDGV/LDGT1/LDGT2	1971-2004	1971-2007	1971-2017	1971-2027	1971-2032
HDGV2B	1971-2004	1971-2007	1971-2017	1971-2027	1971-2032
On-Board Diagnostic Check					
LDGV/LDGT1/LDGT2	1996-2004	1996-2007	1996-2017	1996-2027	1996-2032
HDGV2B	N/A	N/A	N/A	N/A	N/A
Annual Mileage Accumulation Rates	Default	Default	Default	Default	Default
Vehicle Type Mix for Vehicle-Miles of Travel	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR
Vehicle Age Distribution.....	WisDNR	WisDNR	WisDNR	WisDNR	WisDNR

Table 7 (continued)

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

Six County Area										
Speed Range (miles per hour)	2007		2010		2020		2030		2035	
	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx	VOC'S	NOx
Standard Arterials										
0 to 10	1.814	1.690	1.258	1.243	0.685	0.407	0.647	0.315	0.645	0.307
10 to 15	0.900	1.268	0.643	0.931	0.343	0.297	0.317	0.224	0.317	0.218
15 to 20	0.751	1.133	0.538	0.831	0.282	0.263	0.260	0.196	0.259	0.191
20 to 25	0.666	1.054	0.479	0.773	0.248	0.243	0.227	0.181	0.226	0.176
25 to 30	0.616	1.006	0.444	0.738	0.227	0.231	0.208	0.171	0.207	0.166
30 to 35	0.582	0.981	0.420	0.719	0.213	0.225	0.194	0.165	0.193	0.160
35 to 40	0.557	0.983	0.403	0.721	0.203	0.225	0.185	0.164	0.184	0.160
40 to 45	0.540	1.006	0.392	0.738	0.197	0.230	0.178	0.168	0.177	0.163
45 to 50	0.525	1.041	0.382	0.764	0.191	0.238	0.173	0.172	0.172	0.167
50 to 55	0.513	1.087	0.374	0.799	0.188	0.249	0.169	0.178	0.169	0.173
55 to 60	0.504	1.150	0.370	0.846	0.187	0.263	0.168	0.186	0.168	0.179
Over 60	0.497	1.281	0.368	0.943	0.188	0.291	0.170	0.200	0.170	0.191
Freeways										
0 to 10	1.761	2.511	1.220	1.819	0.657	0.529	0.616	0.343	0.614	0.325
10 to 15	0.854	1.779	0.607	1.281	0.321	0.354	0.295	0.211	0.294	0.196
15 to 20	0.715	1.611	0.510	1.158	0.265	0.318	0.242	0.187	0.241	0.175
20 to 25	0.645	1.547	0.462	1.111	0.237	0.306	0.215	0.183	0.214	0.171
25 to 30	0.602	1.508	0.432	1.083	0.219	0.299	0.198	0.180	0.198	0.169
30 to 35	0.568	1.492	0.409	1.071	0.206	0.296	0.186	0.178	0.185	0.168
35 to 40	0.543	1.504	0.392	1.080	0.196	0.298	0.177	0.179	0.176	0.168
40 to 45	0.525	1.546	0.380	1.111	0.189	0.307	0.170	0.184	0.169	0.173
45 to 50	0.510	1.618	0.370	1.164	0.183	0.321	0.164	0.191	0.164	0.179
50 to 55	0.497	1.724	0.362	1.242	0.179	0.342	0.161	0.200	0.160	0.187
55 to 60	0.487	1.876	0.356	1.353	0.177	0.371	0.158	0.213	0.158	0.197
Over 60	0.478	2.214	0.351	1.600	0.176	0.435	0.157	0.240	0.157	0.220
Freeway Ramps	0.613	1.460	0.437	1.055	0.212	0.303	0.192	0.199	0.191	0.188
Non-Arterials										
Urban	0.809	1.079	0.579	0.793	0.307	0.258	0.284	0.204	0.284	0.200
Rural	0.549	0.888	0.397	0.652	0.200	0.208	0.182	0.161	0.181	0.158

NOTE: The following abbreviations have been used in this table: PSI = Pounds per Square Inch; RVP = Reid Vapor Pressure; CO = Carbon Monoxide; HC = Hydrocarbons; VOC'S = Volatile Organic Compounds; 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.

^aKenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties.

^bNo anti-tampering program was assumed for the six-county area.

Source: Wisconsin Department of Natural Resources and SEWRPC.

in a series of reports which document the comments received on the plan and its social, economic, and environmental impacts, and the consideration and response to the public comment.

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.

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 percent 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).⁵ Specifically, the travel simulation modeling analysis for this conformity determination incorporates in the analysis all planned highway capacity improvements and expansion, for all arterial facilities, including major collectors in rural areas, and for all

⁵A 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.*

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.

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 VI, "Travel Simulation Models," of SEWRPC Planning Report No. 49, *A Regional Transportation Plan for Southeastern Wisconsin: 2035*. The models were calibrated with 2001 large-scale travel survey data and represent state-of-the-art professional practice approved by the Commission Advisory Committee on Regional Transportation System Planning, which Committee includes representation from Federal, State, and local governments.

The models were validated for the years 2000-2001 using 2000 census data and land use inventory data, and 2001 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 future travel and traffic forecasts from the models have been compared to historic trends. The population, employment, land use, and other assumptions attendant to the travel and traffic forecast are documented.

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

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

The constrained peak hour, and the free flow, or off-peak, travel speeds incorporated in the models are based upon actual field surveyed speeds and travel times. The last such survey was 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. 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 vehicle-miles of travel estimated by the models in the base year of its validation (2000-2001) have been compared to estimates prepared with the Highway Performance Monitoring System (HPMS), and it has been determined that the 2000 model estimate is consistent with the 2000 inventory estimate. 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. (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 2007, and the Wisconsin Department of Natural Resources transportation conformity budget submittal for MOBILE6 in January 2003 which reconfirmed the 2007 budgets. These 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 transportation system emissions attendant to the regional transportation system plan through the year 2035 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 2035 population, households, and employment forecasts and regional land use plan. Table 8 presents the forecast vehicle-miles of travel attendant to the forecast years of 2007, 2010, 2020, 2030, and 2035. The transportation plan projects incorporated in each forecast year were listed in Tables 2 (transit) and 4 (arterial street and highway).

The year 2005-2007 transportation improvement program is consistent with the year 2035 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 4 and 9.

Table 4 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 8

SUMMER WEEKDAY VEHICLE MILES OF TRAVEL WITHIN SOUTHEASTERN WISCONSIN: FORECAST YEAR 2007, 2010, 2020, 2030 and 2035^{a,b}

Facility Type	Speed Range	2007	2010	2020	2030	2035
Standard Arterials Six County Area	0 to 10	7,311	7,467	8,705	11,014	29,370
	10 to 15	283,369	292,250	307,060	324,147	316,618
	15 to 20	1,934,899	1,993,534	2,063,017	2,115,932	2,068,383
	20 to 25	3,430,450	3,508,336	3,688,038	3,721,047	3,714,173
	25 to 30	4,868,937	5,040,308	5,340,702	5,471,742	5,529,004
	30 to 35	2,889,567	2,973,974	3,253,453	3,383,962	3,476,127
	35 to 40	2,794,334	2,887,654	3,185,562	3,435,078	3,559,785
	40 to 45	3,159,978	3,303,342	3,704,470	4,012,174	4,076,259
	45 to 50	4,214,434	4,409,038	5,038,426	5,420,251	5,513,695
	50 to 55	1,479,130	1,551,534	1,787,230	1,937,426	1,976,790
	55 to 60	1,102	1,165	1,331	1,435	1,477
	60+	-	-	-	-	-
Subtotal	--	25,063,511	25,968,602	28,377,994	29,834,208	30,261,681
Freeways Six County Area	0 to 10	10,639	12,293	18,886	26,582	24,898
	10 to 15	11,097	9,069	5,273	6,167	7,623
	15 to 20	169,374	164,445	132,631	111,634	134,815
	20 to 25	676,749	678,766	566,436	661,430	594,443
	25 to 30	690,144	825,146	645,715	684,174	535,090
	30 to 35	304,855	332,093	341,806	360,734	345,238
	35 to 40	490,235	499,210	569,390	659,641	568,984
	40 to 45	654,898	806,738	723,434	763,516	744,432
	45 to 50	1,605,791	1,645,166	1,792,430	1,732,099	2,057,338
	50 to 55	2,258,069	2,251,787	2,485,964	2,904,637	2,875,954
	55 to 60	1,796,330	1,919,362	2,010,871	2,482,490	2,557,734
	60+	8,341,278	8,416,054	9,940,330	10,417,919	10,971,594
Subtotal	--	17,009,459	17,560,129	19,233,166	20,811,023	21,418,143
Six County Area Total	--	42,072,970	43,528,731	47,611,160	50,645,231	51,679,824
Standard Arterials Walworth County	0 to 10	-	-	-	-	-
	10 to 15	2,818	3,016	3,463	3,151	3,172
	15 to 20	68,869	71,282	81,193	82,784	83,606
	20 to 25	87,651	91,738	112,663	123,947	126,173
	25 to 30	67,194	69,347	79,820	85,904	90,022
	30 to 35	146,682	156,530	179,421	187,959	199,295
	35 to 40	41,049	42,286	45,854	45,614	46,987
	40 to 45	231,296	241,998	279,656	284,742	285,792
	45 to 50	1,006,980	1,035,590	1,188,678	1,146,881	1,215,438
	50 to 55	435,937	450,767	497,172	423,134	436,207
	55 to 60	3,567	3,630	3,297	2,007	2,049
	60+	-	-	-	-	-
Subtotal	--	2,092,043	2,166,184	2,471,217	2,386,123	2,488,741
Freeways Walworth County	0 to 10	-	-	-	-	-
	10 to 15	-	-	-	-	-
	15 to 20	-	-	-	-	-
	20 to 25	291	312	374	759	707
	25 to 30	1,383	1,747	2,132	2,642	2,704
	30 to 35	1,269	1,778	2,298	2,870	2,798
	35 to 40	1,154	1,206	1,373	1,716	1,872
	40 to 45	-	-	-	-	-
	45 to 50	-	-	-	187	312
	50 to 55	4,066	5,013	6,074	8,195	8,247
	55 to 60	10,868	12,490	14,997	18,408	18,512
	60+	1,097,398	1,179,797	1,402,336	2,129,348	2,193,516
Subtotal	--	1,116,429	1,202,343	1,429,584	2,164,125	2,228,668
Walworth Co Total	--	3,208,472	3,368,527	3,900,801	4,550,248	4,717,409
Region Total	--	45,281,442	46,897,258	51,511,961	55,195,479	56,397,233

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

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

Source: SEWRPC

Table 9
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	1,000.0	1,000.0	STATE	200.0	200.0	1,000.0	1,400.0		
				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	1,000.0	3,000.0	TOTAL	1,000.0	1,000.0	1,000.0	3,000.0		
	61 ^a	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	0.0	1,140.0	0.0	1,140.0	LOCAL	0.0	228.0	150.0	378.0	A	NON-EXEMPT
				ROW	0.0	0.0	750.0	750.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	912.0	600.0	1,512.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	1,140.0	750.0	1,890.0	TOTAL	0.0	1,140.0	750.0	1,890.0		
	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 ^d (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 9
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)	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	<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)	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	<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 9
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 9
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	1,434.9	1,434.9	STATE	0.0	100.0	1,434.9	1,534.9		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	400.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	500.0	1,434.9	1,934.9	TOTAL	0.0	500.0	1,434.9	1,934.9		
	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	0.0	0.0	600.0	600.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	3,000.0	3,000.0	FED	0.0	0.0	2,400.0	2,400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	3,000.0	3,000.0	TOTAL	0.0	0.0	3,000.0	3,000.0		
	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	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	120.0	120.0	A	NON-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	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		

Table 9
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 9
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 (468)	431	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	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	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	660.0	660.0	LOCAL	0.0	0.0	572.0	572.0	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	88.0	88.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	660.0	660.0	TOTAL	0.0	0.0	660.0	660.0		
BROOKFIELD (CITY) (481)	443	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	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	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) (493)	452	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) (499)	459	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	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 9
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 (608)	555	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	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	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	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 9
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 9

ENDNOTES

- 61^a Preliminary engineering for the reconstruction of South 108th Street between 550 feet north of West Edgerton Avenue and West Forest Home Avenue will consider widening to provide additional capacity. South 108th Street between West Forest Home Avenue and West College Avenue will be reconstructed to its existing capacity.
- 133^d West College Avenue (CTH ZZ) between South 27th Street and West Loomis Road (STH 36) will be widened to provide additional capacity. West College Avenue (CTH ZZ) between South 13th Street and South 27th Street will be reconstructed to its existing capacity.
- 253^f 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 9 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.⁶

Table 10 presents for the years 2007, 2010, 2020, 2030, and 2035 forecast volatile organic compound and nitrogen oxide 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 2007 transportation system emission 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 the eight hour ozone standards by the regional transportation plan and 2005-2007 transportation improvement program.

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 4 and 9.

* * *

⁶All 2005-2007 transportation improvement program projects are listed in Appendix B of this report.

Table 10

**COMPARISON OF FORECAST FUTURE AIR POLLUTANT EMISSIONS FROM THE
TRANSPORTATION SYSTEM OF SOUTHEASTERN WISCONSIN UNDER THE YEAR 2035 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 ^a	
	Volatile Organic Compounds ^{b,c} (Tons per Hot Summer Weekday) One Hour SIP Budget (32.2 tons - 2007) Year 2035 Plan and 2005-2007 TIP Emissions Forecast	Nitrogen Oxides ^{b,c} (Tons per Hot Summer Weekday) One Hour SIP Budget (71.4 tons - 2007) Year 2035 Plan and 2005-2007 TIP Emissions Forecast
2007	29.95	70.68
2010	22.43	53.05
2020	12.46	17.18
2030	11.96	11.99
2035	12.15	11.67

^a Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties.

^b The emissions forecasts under the plan are pursuant to Federal regulations to also assume implementation of the 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.

^c 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.

Source: Wisconsin Department of Natural Resources and SEWRPC.

APPENDICES

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Appendix A

PROPOSED CONFORMITY ANALYSIS OF THE YEAR 2035 REGIONAL TRANSPORTATION PLAN AND YEAR 2005-2007 TRANSPORTATION IMPROVEMENT PROGRAM

- 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 2007, 2010, 2020, 2030, and 2035. Emission projections will be based on SEWRPC intermediate demographic and economic growth forecasts from year 2035 regional land use plan.
 - Emission projections will be based upon travel and traffic forecasts prepared from the Commission's refinement of its current travel simulation models. The Commission's current models were developed with 1990-1991 data and have been validated to the years 1990-1991, 1995, and 2000-2001. The Commission's refinement of current models are being developed with 2000-2001 data and are being validated to the years 2000-2001.
- Emission Budget Tests for Conformity
 - Six county area (1 hour budget to test 8 hour ozone standards)
 - Volatile Organic Compounds (VOC)-State Implementation Plan (SIP) budget per hot summer weekday is 32.2 tons for 2007
 - Nitrogen Oxides (NO_x) - State Implementation Plan (SIP) budget per hot summer weekday is 71.4 tons for 2007
 - 2007, 2010, 2020, 2030, and 2035 TIP/RTP VOC and NO_x emission forecasts must not exceed the 2007 VOC and NO_x Budgets
- Build-No Build Tests
 - Six county area
 - 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 2004 in Southeastern Wisconsin prepared by WisDOT and based on actual traffic counts (HPMS universe counts). If year 2005 VMT estimates are available from WisDOT, the comparison of projections to estimates will include the year 2005.
- Emission model will be Mobile 6 and emission factors will be provided by WisDNR for years 2007, 2010, 2020, 2030, and 2035. Emission factors for 2007, 2010, and 2020 may be the same as those provided by WisDNR for the last conformity analysis approved January, 2005.

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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 Apvl.	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		
	716	INSTALLATION OF CULVERT LINERS IN FAILING CULVERTS UNDER THE FREEWAY SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	75.0	75.0		
				CONST	0.0	0.0	750.0	750.0	FED	0.0	0.0	675.0	675.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	0.0	750.0	750.0	TOTAL	0.0	0.0	750.0	750.0		
	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		

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		
STATE OF WISCONSIN	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		
	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		
	22 (17)	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		
	23 (19)	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		
	24 (21)	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		
	25 (22)	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		
	659	IMPROVEMENT OF THE NB IH 43 OFF-RAMP TO SILVER SPRING DR & OF THE SILVER SPRING DR & PORT WASHINGTON RD INTERSECTION IN GLENDALE	HP	PE	0.0	600.0	0.0	600.0	LOCAL	0.0	1,400.0	0.0	1,400.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	4,000.0	0.0	4,000.0	FED	0.0	3,200.0	0.0	3,200.0		
				OTHER	0.0	0.0	0.0	0.0	OTHER FE						
				TOTAL	0.0	4,600.0	0.0	4,600.0	TOTAL	0.0	4,600.0	0.0	4,600.0		
	27 (25)	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		

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	717	REPAIR PAVEMENT JOINTS ON IH 94 FROM CTH F TO THE MILWAUKEE COUNTY LINE AND ON IH 43 FROM THE WEST WAUKESHA COUNTY LINE TO MOORLAND ROAD (CTH O)	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	165.0	0.0	165.0		
				CONST	0.0	1,650.0	0.0	1,650.0	FED	0.0	1,485.0	0.0	1,485.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	0.0	1,650.0	0.0	1,650.0	TOTAL	0.0	1,650.0	0.0	1,650.0		
	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		
	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		

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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	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		
	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		
	660	BRIDGE REPLACEMENT OF THE STH 24 (W. FOREST HOME AVE) BRIDGE OVER THE KINNICKINNIC RIVER IN THE CITY OF MILWAUKEE	HP	PE	0.0	315.5	0.0	315.5	LOCAL	0.0	79.0	0.0	79.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	236.5	367.5	604.0		
				CONST	0.0	0.0	1,837.5	1,837.5	FED	0.0	0.0	1,470.0	1,470.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	315.5	1,837.5	2,153.0	TOTAL	0.0	315.5	1,837.5	2,153.0		
	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	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	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		

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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	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	500.0	300.0	800.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	327.4	0.0	327.4	STATE	0.0	427.4	60.0	487.4		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	400.0	240.0	640.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	827.4	300.0	1,127.4	TOTAL	0.0	827.4	300.0	1,127.4		
	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	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	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		
	661	RECONSTRUCTION OF THE INTERSECTION OF STH 57 (N GREEN BAY RD) AND BENDER RD IN THE CITY OF GLENDALE (0.1 MILE)	HP	PE	0.0	150.0	0.0	150.0	LOCAL	0.0	37.5	0.0	37.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	112.5	163.2	275.7		
				CONST	0.0	0.0	816.0	816.0	FED	0.0	0.0	652.8	652.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	150.0	816.0	966.0	TOTAL	0.0	150.0	816.0	966.0		
	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 CENTER ST TO USH 41 (W APPLETON AVE) IN THE CITY OF MILWAUKEE (4.54 MILES)	HP	PE	0.0	3,500.0	0.0	3,500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	255.0	0.0	255.0	STATE	0.0	3,755.0	2,796.4	6,551.4		
				CONST	0.0	0.0	13,981.9	13,981.9	FED	0.0	0.0	11,185.5	11,185.5		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	3,755.0	13,981.9	17,736.9	TOTAL	0.0	3,755.0	13,981.9	17,736.9		
	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		

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	633	RECONSTRUCTION OF CAPITOL DR (STH 190) FROM ESTABROOK DR TO LAKE DR IN THE VILLAGE OF SHOREWOOD (1.20 MILES)	HP	PE	0.0	0.0	500.0	500.0	LOCAL	0.0	0.0	125.0	125.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	375.0	375.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	0.0	500.0	500.0	TOTAL	0.0	0.0	500.0	500.0		
(723)	56	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		
	719	RECONSTRUCTION OF THE INTERSECTION OF N PORT WASHINGTON RD AND THE NB IH 43 OFF-RAMP IN MILWAUKEE COUNTY	HP	PE	0.0	75.0	0.0	75.0	LOCAL	0.0	7.5	0.0	7.5	A	EXEMPT
				ROW	0.0	0.0	75.0	75.0	STATE	0.0	0.0	57.5	57.5		
				CONST	0.0	0.0	500.0	500.0	FED	0.0	67.5	517.5	585.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	75.0	575.0	650.0	TOTAL	0.0	75.0	575.0	650.0		
	59	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	1,000.0	1,000.0	STATE	200.0	200.0	1,000.0	1,400.0		
				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	1,000.0	3,000.0	TOTAL	1,000.0	1,000.0	1,000.0	3,000.0		
	61 ^a	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	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	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		

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	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 5TH 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		
	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		

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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	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		
	680	MARKETING AMTRAK'S HIAWATHA COMMUTER SERVICE BETWEEN MILWAUKEE AND CHICAGO INCLUDING RADIO AND NEWSPAPER ADVERTISEMENTS IN MILWAUKEE AND 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	0.0	0.0	75.0	75.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	300.0	300.0		
				OTHER	0.0	0.0	375.0	375.0	CMAQ						
				TOTAL	0.0	0.0	375.0	375.0	TOTAL	0.0	0.0	375.0	375.0		
	681	PROVIDE ADDITIONAL IMPROVEMENTS TO THE MILWAUKEE INTERMODAL PASSENGER STATION TO ADDRESS CAPACITY NEEDS IDENTIFIED BY AMTRAK AND GREYHOUND BUS	TI	PE	0.0	400.0	0.0	400.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	86.0	634.0	720.0		
				CONST	0.0	30.0	3,170.0	3,200.0	FED	0.0	344.0	2,536.0	2,880.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	430.0	3,170.0	3,600.0	TOTAL	0.0	430.0	3,170.0	3,600.0		
	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 ^b (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 ^c (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		
	81 (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		

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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 Appl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
STATE OF WISCONSIN	82 (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		
	83 (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		
	84 (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		
	85 (80)	IMPROVEMENT OF HAZARDOUS LOCATIONS ALONG THE STATE HIGHWAY SYSTEM 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	100.0	100.0	200.0		
				CONST	0.0	1,000.0	1,000.0	2,000.0	FED	0.0	900.0	900.0	1,800.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	1,000.0	1,000.0	2,000.0	TOTAL	0.0	1,000.0	1,000.0	2,000.0		
	86	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		
	725	TRAFFIC SAFETY IMPROVEMENTS AT FIVE INTERSECTIONS ON S 27TH ST (STH 241) IN THE CITIES OF GREENFIELD AND MILWAUKEE	HS	PE	0.0	100.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	100.0	75.0	175.0		
				CONST	0.0	0.0	750.0	750.0	FED	0.0	0.0	675.0	675.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	100.0	750.0	850.0	TOTAL	0.0	100.0	750.0	850.0		
	682	DESIGN AND DEPLOY A PILOT PROJECT OF TRAFFIC SIGNAL AND RAMP METER SIGNAL INTERCONNECT AND COORDINATION	EE	PE	0.0	125.0	0.0	125.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	60.0	0.0	60.0		
				CONST	0.0	175.0	0.0	175.0	FED	0.0	240.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0		
	87 (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		
	88 (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		
	89 (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		

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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	90 (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		
	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		

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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		
WISCONSIN DNR	683	CONSTRUCT A HANK AARON STATE TRAIL EXTENSION TO CONNECT EXISTING TRAIL SEGMENTS WITH THE OAK LEAF TRAIL THROUGH MILWAUKEE, WEST ALLIS, AND WAUWATOSA (6.0 MI)	EE	PE	0.0	102.0	0.0	102.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	20.4	299.6	320.0		
				CONST	0.0	0.0	1,498.0	1,498.0	FED	0.0	81.6	1,198.4	1,280.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	102.0	1,498.0	1,600.0	TOTAL	0.0	102.0	1,498.0	1,600.0		
	684	WORK WITH DRIVER EDUCATION PROGRAMS TO EDUCATE YOUNG DRIVERS ON HOW VEHICLE TECHNOLOGIES WORK, AND PROMOTE SPECIFIC DRIVER SKILLS	EE	PE	0.0	97.6	0.0	97.6	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	81.7	95.8	177.5		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	326.6	383.4	710.0		
				OTHER	0.0	310.7	479.2	789.9	CMAQ						
				TOTAL	0.0	408.3	479.2	887.5	TOTAL	0.0	408.3	479.2	887.5		
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		
	657	RESURFACING OF USH 45 (LOVERS LANE) FROM LOOMIS RD TO COLLEGE AVE IN THE CITY OF FRANKLIN (2.96 MILES)	HP	PE	0.0	100.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	100.0	414.0	514.0		
				CONST	0.0	0.0	2,070.0	2,070.0	FED	0.0	0.0	1,656.0	1,656.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	100.0	2,070.0	2,170.0	TOTAL	0.0	100.0	2,070.0	2,170.0		
	101 (106)	REHABILITATE W SILVER SPRING DR (CTH E) FROM N 69TH ST TO N 90TH ST IN THE CITY OF MILWAUKEE (1.50 MILES)	HP	PE	0.0	0.0	660.0	660.0	LOCAL	0.0	0.0	572.0	572.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	88.0	88.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	660.0	660.0	TOTAL	0.0	0.0	660.0	660.0		
	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		

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	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	0.0	525.0	525.0	LOCAL	0.0	0.0	105.0	105.0	A	EXEMPT
				ROW	0.0	0.0	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	420.0	420.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	525.0	525.0	TOTAL	0.0	0.0	525.0	525.0		
	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	0.0	0.0	431.5	431.5	LOCAL	0.0	0.0	86.3	86.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	345.2	345.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	431.5	431.5	TOTAL	0.0	0.0	431.5	431.5		
	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		
	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		

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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		
MILWAUKEE COUNTY	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		
	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		

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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 COUNTY	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		
	728	REHABILITATION OF THE WEST GOOD HOPE RD BRIDGE OVER THE LITTLE MENOMONEE RIVER (B-40- 497) (0.10 MILE)	HP	PE	0.0	0.0	150.0	150.0	LOCAL	0.0	0.0	30.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	120.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	150.0	150.0	TOTAL	0.0	0.0	150.0	150.0		
	729	REHABILITATION OF THE WEST GOOD HOPE BRIDGE OVER THE LITTLE MENOMONEE RIVER (B-40- 498) (0.10 MILE)	HP	PE	0.0	0.0	150.0	150.0	LOCAL	0.0	0.0	30.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	120.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	150.0	150.0	TOTAL	0.0	0.0	150.0	150.0		
	727	REHABILITATION OF THE LAKE PARK DRIVE BRIDGE (P-40-0573) (0.10 MILE)	HP	PE	0.0	0.0	150.0	150.0	LOCAL	0.0	0.0	30.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	120.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	150.0	150.0	TOTAL	0.0	0.0	150.0	150.0		
	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	0.0	1,140.0	0.0	1,140.0	LOCAL	0.0	228.0	150.0	378.0	A	NON- EXEMPT
				ROW	0.0	0.0	750.0	750.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	912.0	600.0	1,512.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	1,140.0	750.0	1,890.0	TOTAL	0.0	1,140.0	750.0	1,890.0		
	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 ^d (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		

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	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		
	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		

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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		
MILWAUKEE COUNTY	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		
	732	REPLACE MAKE-UP AIR UNITS AT MILWAUKEE COUNTY TRANSIT SYSTEM'S FOND DU LAC OPERATING GARAGE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	60.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	240.0	0.0	240.0		
				OTHER	0.0	300.0	0.0	300.0	FTA 5307						
				TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0		
	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		

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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	731	MODIFY THE BAYSHORE PARK-RIDE LOT TO ACCOMMODATE THE REDESIGNED NB IH 43 OFF-RAMP TO N PORT WASHINGTON RD/ W SILVER SPRING DR	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	60.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	300.0	0.0	300.0	FED	0.0	240.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0		
	686	IMPROVE PUBLIC AWARENESS OF PUBLIC TRANSPORTATION SERVICES IN SOUTHEAST WISCONSIN THROUGH ADVERTISING, PROMOTION, AND PUBLIC INFORMATION	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	832.5	832.5	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	3,330.0	3,330.0		
				OTHER	0.0	0.0	4,162.5	4,162.5	CMAQ						
				TOTAL	0.0	0.0	4,162.5	4,162.5	TOTAL	0.0	0.0	4,162.5	4,162.5		
	685	PURCHASE AND INSTALL SECURITY CAMERAS FOR 315 TRANSIT BUSES OPERATING IN MILWAUKEE COUNTY	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	114.0	198.0	312.0	A	EXEMPT
				ROW	0.0	0.0	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	456.0	792.0	1,248.0		
				OTHER	0.0	570.0	990.0	1,560.0	CMAQ						
				TOTAL	0.0	570.0	990.0	1,560.0	TOTAL	0.0	570.0	990.0	1,560.0		
	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 ^e (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		

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	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		
	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		
	730	CONVERSION OF TRAFFIC SIGNALS TO LIGHT EMITTING DIODE SIGNAL INDICATORS AT 69 LOCATIONS ON THE COUNTY TRUNK HIGHWAY SYSTEM IN MILWAUKEE COUNTY	HS	PE	0.0	61.0	0.0	61.0	LOCAL	0.0	22.5	26.8	49.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	164.0	267.9	431.9	FED	0.0	202.5	241.1	443.6		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	225.0	267.9	492.9	TOTAL	0.0	225.0	267.9	492.9		
	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		

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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	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		
	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	59.6	0.0	59.6	LOCAL	0.0	6.0	16.1	22.1	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	160.9	160.9	FED	0.0	53.6	144.8	198.4		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	59.6	160.9	220.5	TOTAL	0.0	59.6	160.9	220.5		
	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		

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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	179 (185)	SAFETY IMPROVEMENTS ON W HAMPTON AVE (CTH EE) FROM 60TH ST TO 124TH ST IN MILWAUKEE COUNTY (4.00 MILES)	HS	PE	0.0	91.2	0.0	91.2	LOCAL	0.0	9.1	33.9	43.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	338.3	338.3	FED	0.0	82.1	304.4	386.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	91.2	338.3	429.5	TOTAL	0.0	91.2	338.3	429.5		
	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		
	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		
	689	PROVIDE 10 NATURAL GAS VEHICLES AT GENERAL MITCHELL INTERNATIONAL AIRPORT. EIGHT VEHICLES FOR GMIA OPERATIONS AND TWO VEHICLES TO SERVICE REMOTE PARKING	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	4.3	20.1	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	17.4	80.2	97.6		
				OTHER	0.0	21.7	100.3	122.0	CMAQ						
				TOTAL	0.0	21.7	100.3	122.0	TOTAL	0.0	21.7	100.3	122.0		
	687	CONSTRUCT TO MODERN DESIGN STANDARDS THE OAK LEAF TRAIL FROM W. CONGRESS ST TO W. SILVER SPRING DR IN THE LITTLE MENOMONEE RIVER CORRIDOR (2.25 MI)	EE	PE	0.0	86.6	0.0	86.6	LOCAL	0.0	17.3	93.7	111.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	468.4	468.4	FED	0.0	69.3	374.7	444.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	86.6	468.4	555.0	TOTAL	0.0	86.6	468.4	555.0		
	688	DESIGN AND CONSTRUCT AN UNDERPASS ALONG THE OAK LEAF TRAIL IN THE CITY OF GREENFIELD AT BELOIT ROAD (0.13 MILES)	EE	PE	0.0	23.0	0.0	23.0	LOCAL	0.0	4.6	24.9	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	114.4	114.4	FED	0.0	18.4	99.6	118.0		
				OTHER	0.0	0.0	10.1	10.1	CMAQ						
				TOTAL	0.0	23.0	124.5	147.5	TOTAL	0.0	23.0	124.5	147.5		
	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		

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	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		
	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		

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	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		
	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		

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		
CUDAHY (CITY)	711	RECONSTRUCTION OF S. WHITNALL AVE FROM S PACKARD AVE TO S. NICHOLSON AVE IN THE CITY OF CUDAHY (0.99 MILES)	HP	PE	0.0	0.0	1,154.1	1,154.1	LOCAL	0.0	0.0	230.8	230.8	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	923.3	923.3		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	1,154.1	1,154.1	TOTAL	0.0	0.0	1,154.1	1,154.1		
	662	RECONSTRUCTION OF THE S KINNICKINNIC AVE AND E PLANKINTON AVE CURVE IN THE CITY OF CUDAHY	HS	PE	0.0	82.2	0.0	82.2	LOCAL	0.0	82.2	36.4	118.6	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	363.6	363.6	FED	0.0	0.0	327.2	327.2		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	82.2	363.6	445.8	TOTAL	0.0	82.2	363.6	445.8		
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		
GREENDALE (VILLAGE)	705	RECONITION W GRANGE AVE FROM S 76TH ST (CTH U) TO LOOMIS RD (STH 36) AND S 60TH ST FROM W GRANGE AVE TO A POINT 1,500 FEET NORTH IN THE VILLAGE OF GREENDALE (1.45 MILES)	HP	PE	0.0	0.0	285.0	285.0	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	57.0	57.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	228.0	228.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	285.0	285.0	TOTAL	0.0	0.0	285.0	285.0		
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		
	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		

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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		
MILWAUKEE (CITY)	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		
	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		
	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		
	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	0.0	326.0	0.0	326.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,629.0	0.0	1,629.0	FED	0.0	1,303.0	0.0	1,303.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	1,629.0	0.0	1,629.0	TOTAL	0.0	1,629.0	0.0	1,629.0		
	219 (234)	RESURFACING OF S CLEMENT AVE FROM E HOWARD AVE TO S WHITNALL AVE IN MILWAUKEE COUNTY (0.49 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	125.0	0.0	125.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	500.0	0.0	500.0	FED	0.0	425.0	0.0	425.0		
				OTHER	0.0	50.0	0.0	50.0	STP-M						
				TOTAL	0.0	550.0	0.0	550.0	TOTAL	0.0	550.0	0.0	550.0		
	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		
	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	0.0	152.1	0.0	152.1	LOCAL	0.0	30.4	199.7	230.1	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	848.3	848.3	FED	0.0	121.7	798.6	920.3		
				OTHER	0.0	0.0	150.0	150.0	STP-M						
				TOTAL	0.0	152.1	998.3	1,150.4	TOTAL	0.0	152.1	998.3	1,150.4		

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)	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 (244)	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		
	231 (245)	RESURFACING OF E LINCOLN AVE FROM S 1ST ST TO S KINNICKINNIE 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		

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)	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	360.0	0.0	360.0	LOCAL	0.0	72.0	405.0	477.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	975.0	975.0	FED	0.0	288.0	620.0	908.0		
				OTHER	0.0	0.0	50.0	50.0	STP-M						
				TOTAL	0.0	360.0	1,025.0	1,385.0	TOTAL	0.0	360.0	1,025.0	1,385.0		
	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	202.3	0.0	202.3	LOCAL	0.0	40.5	258.6	299.1	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	1,277.6	1,277.6	FED	0.0	161.8	1,034.0	1,195.8		
				OTHER	0.0	0.0	15.0	15.0	STP-M						
				TOTAL	0.0	202.3	1,292.6	1,494.9	TOTAL	0.0	202.3	1,292.6	1,494.9		
	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		
	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		

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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)	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	0.0	409.3	0.0	409.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,834.7	0.0	1,834.7	FED	0.0	1,637.4	0.0	1,637.4		
				OTHER	0.0	212.0	0.0	212.0	STP-M						
				TOTAL	0.0	2,046.7	0.0	2,046.7	TOTAL	0.0	2,046.7	0.0	2,046.7		
	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		
	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		

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)	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		
	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		

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)	262 (719)	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		
	263 (720)	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		
	264 (276)	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		
	265 (277)	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		
	266 (278)	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		
	267 (279)	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		
	268 (281)	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		
	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		

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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)	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		
	690	CREATE EXCLUSIVE BICYCLE LANES ON VARIOUS ROADWAYS THROUGHOUT THE CITY OF MILWAUKEE (42.0 MILES)	EE	PE	0.0	5.6	11.2	16.8	LOCAL	0.0	33.3	66.7	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	161.0	322.2	483.2	FED	0.0	133.3	266.7	400.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	166.6	333.4	500.0	TOTAL	0.0	166.6	333.4	500.0		
	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 Apvl.	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		
	692	INSTALL IMPROVED BUS SHELTERS AND BICYCLE RACKS, AND CONSTRUCT STREETSCAPE ENHANCEMENTS ALONG W. NORTH AVE FROM MLK JR DR TO N 7TH ST (0.31 MILES)	EE	PE	0.0	75.1	0.0	75.1	LOCAL	0.0	15.5	86.5	102.0	A	EXEMPT
				ROW	0.0	2.5	0.0	2.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	432.3	432.3	FED	0.0	62.1	345.8	407.9		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	77.6	432.3	509.9	TOTAL	0.0	77.6	432.3	509.9		
	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		
	691	CONSTRUCT STREETSCAPE ENHANCEMENTS ALONG WATER ST FROM ST. PAUL AVE TO KNAPP ST; ALONG 5TH ST FROM CLYBOURN ST TO WISCONSIN AVE; DEVELOP A PEDESTRIAN WAYFINDING SYSTEM	EE	PE	0.0	312.5	437.5	750.0	LOCAL	0.0	187.5	1,062.5	1,250.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	625.0	4,875.0	5,500.0	FED	0.0	750.0	4,250.0	5,000.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	937.5	5,312.5	6,250.0	TOTAL	0.0	937.5	5,312.5	6,250.0		
	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		

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)	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		
	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		
	693	INCORPORATE ADDITIONAL PARKING FACILITIES WITHIN ONE BLOCK OF THE SHUTTLE BUS ROUTE INTO THE PARKING MANAGEMENT SYSTEM CURRENTLY BEING DESIGNED	EE	PE	0.0	68.0	142.9	210.9	LOCAL	0.0	15.1	219.9	235.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	7.6	923.5	931.1	FED	0.0	60.5	879.5	940.0		
				OTHER	0.0	0.0	33.0	33.0	CMAQ						
				TOTAL	0.0	75.6	1,099.4	1,175.0	TOTAL	0.0	75.6	1,099.4	1,175.0		

Source: SEWRPC.

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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		
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)	707	RESURFACING OF S. CLEMENT AVENUE FROM S WHITNALL AVENUE TO E HOWARD AVENUE IN THE CITY OF ST FRANCIS (0.57 MILES)	HP	PE	0.0	47.5	0.0	47.5	LOCAL	0.0	61.8	0.0	61.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	261.3	0.0	261.3	FED	0.0	247.0	0.0	247.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	308.8	0.0	308.8	TOTAL	0.0	308.8	0.0	308.8		
	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		
SHOREWOOD (VILLAGE)	714	RECONSTRUCTION OF N WILSON DRIVE FROM E CAPITOL DR TO NORTH CORPORATE LIMIT IN THE VILLAGE OF SHOREWOOD (0.86 MILES)	HP	PE	0.0	0.0	370.0	370.0	LOCAL	0.0	0.0	74.0	74.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	296.0	296.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	370.0	370.0	TOTAL	0.0	0.0	370.0	370.0		
	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		
SOUTH MILWAUKEE (CITY)	694	DESIGN NEW TIMING PLANS AND ADD ADDITIONAL VEHICLE DETECTION HARDWARE ALONG RAWSON AVE BETWEEN 10TH AVE AND NICHOLSON AVE IN THE CITY SOUTH MILWAUKEE (1.06 MI)	EE	PE	0.0	11.9	0.0	11.9	LOCAL	0.0	5.0	9.2	14.2	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	46.0	46.0	FED	0.0	20.0	36.8	56.8		
				OTHER	0.0	13.1	0.0	13.1	CMAQ						
				TOTAL	0.0	25.0	46.0	71.0	TOTAL	0.0	25.0	46.0	71.0		
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		

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		
WAUWATOSA (CITY)	708	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF WATERTOWN PLANK ROAD FROM STH 100 TO USH 45 IN THE CITY OF WAUWATOSA (0.57 MILES)	HI	PE	0.0	0.0	892.0	892.0	LOCAL	0.0	0.0	178.4	178.4	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	713.6	713.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	892.0	892.0	TOTAL	0.0	0.0	892.0	892.0		
	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	LRIP						
				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		
	715	RECONSTRUCTION OF W NATIONAL AVE FROM S 70TH ST TO S 62ND ST IN THE CITY OF WEST ALLIS (0.57 MILES)	HP	PE	0.0	0.0	840.0	840.0	LOCAL	0.0	0.0	168.0	168.0	A	EXEMPT
				ROW	0.0	0.0	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	672.0	672.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	840.0	840.0	TOTAL	0.0	0.0	840.0	840.0		
	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		
	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		

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)	695	DESIGN AND CONSTRUCT A BICYCLE/PEDESTRIAN BRIDGE OVER STH 100 IN THE CITY OF WEST ALLIS (0.03 MILES)	EE	PE	0.0	0.0	161.0	161.0	LOCAL	0.0	0.0	192.0	192.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,039.0	1,039.0	FED	0.0	0.0	1,008.0	1,008.0		
				OTHER	0.0	0.0	0.0	0.0	COMB						
				TOTAL	0.0	0.0	1,200.0	1,200.0	TOTAL	0.0	0.0	1,200.0	1,200.0		
	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		
WEST MILWAUKEE (VILLAGE)	710	RECONSTRUCTION OF W BURNHAM STREET FROM S 52ND ST. TO MILLER PARK WAY IN THE VILLAGE OF WEST MILWAUKEE (0.91 MILES)	HP	PE	0.0	0.0	180.0	180.0	LOCAL	0.0	0.0	36.0	36.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	144.0	144.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	180.0	180.0	TOTAL	0.0	0.0	180.0	180.0		
WHITEFISH BAY (VILLAGE)	713	RECONSTRUCTION OF E. SILVER SPRING DRIVE FROM N. LYDELL AVE TO N. LAKE DRIVE IN THE VILLAGE OF WHITEFISH (0.48 MILES)	HP	PE	0.0	0.0	414.0	414.0	LOCAL	0.0	0.0	82.8	82.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	331.2	331.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	414.0	414.0	TOTAL	0.0	0.0	414.0	414.0		
WASHINGTON COUNTY	647	WAYS TO WORK INITIATIVE TO PROVIDE LOANS TO LOW-INCOME FAMILIES IN MILW CO FOR AUTOMOBILE PURCHASES TO ENSURE TRANSPORTATION TO JOBS	OH	PE	0.0	0.0	0.0	0.0	LOCAL	230.4	230.5	0.0	460.9	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	230.5	230.4	0.0	460.9		
				OTHER	460.9	460.9	0.0	921.8	FTA 3037						
				TOTAL	460.9	460.9	0.0	921.8	TOTAL	460.9	460.9	0.0	921.8		

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		
	634	REHABILITATION OF STH 33 FROM THE WEST OZAUKEE COUNTY LINE TO CTH O IN OZAUKEE COUNTY (6.19 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		
	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		
	635	REHABILITATION OF WAUWATOSA RD (STH 181) FROM COUNTY LINE RD (CTH O) TO MEQUON RD (STH 167) IN THE CITY OF MEQUON (2.04 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	93.8	93.8		
				CONST	0.0	0.0	469.2	469.2	FED	0.0	0.0	375.4	375.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	469.2	469.2	TOTAL	0.0	0.0	469.2	469.2		
	664	RECONSTRUCTION OF THE INTERSECTION OF STH 181 (WAUWATOSA RD) WITH BRIDGE ST AND WESTERN RD (CTH T) IN THE CITY AND TOWN OF CEDARBURG	HP	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	10.0	200.0	210.0		
				CONST	0.0	0.0	200.0	200.0	FED	0.0	40.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	50.0	200.0	250.0	TOTAL	0.0	50.0	200.0	250.0		
	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		

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 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
OZAUKEE COUNTY	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		
	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		

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		
OZAUKEE COUNTY	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		
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		

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		
PORT WASHINGTON (CITY)	665	RECONSTRUCTION OF N SPRING ST FROM STH 33 TO MALLINGER DR IN THE CITY OF PORT WASHINGTON (0.32 MILES)	HP	PE	0.0	0.0	73.2	73.2	LOCAL	0.0	0.0	14.6	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	0.0	0.0	58.6	58.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	73.2	73.2	TOTAL	0.0	0.0	73.2	73.2		
	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		
SAUKVILLE (TOWN)	344 (375)	RELOCATION OF THE INTERSECTION OF CTH I AND STH 33 APPROXIMATELY 200 FT EAST IN THE TOWN OF SAUKVILLE	HS	PE	247.0	0.0	0.0	247.0	LOCAL	231.1	954.0	0.0	1,185.1	A	EXEMPT
				ROW	106.1	0.0	0.0	106.1	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,989.6	0.0	1,989.6	FED	122.0	1,035.6	0.0	1,157.6		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	353.1	1,989.6	0.0	2,342.7	TOTAL	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 Appl.	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	0.0	100.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	25.0	25.0	STATE	0.0	20.0	25.0	45.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	80.0	0.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	100.0	25.0	125.0	TOTAL	0.0	100.0	25.0	125.0		
	636	REHABILITATION OF STH 28 FROM USH 41 TO USH 45 IN WASHINGTON COUNTY (8.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	527.6	527.6		
				CONST	0.0	0.0	2,639.0	2,639.0	FED	0.0	0.0	2,111.4	2,111.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	2,639.0	2,639.0	TOTAL	0.0	0.0	2,639.0	2,639.0		
	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		
	637	REHABILITATION OF WASHINGTON ST (STH 33) FROM USH 41 TO CTH Z IN WASHINGTON COUNTY (4.80 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	NHS						
				TOTAL	0.0	0.0	500.0	500.0	TOTAL	0.0	0.0	500.0	500.0		
	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	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	200.0	0.0	200.0	STATE	0.0	40.0	432.8	472.8		
				CONST	0.0	0.0	2,164.2	2,164.2	FED	0.0	160.0	1,731.4	1,891.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	200.0	2,164.2	2,364.2	TOTAL	0.0	200.0	2,164.2	2,364.2		
	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		

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	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		
	638	REHABILITATION OF STH 144 FROM CTH NN TO STH 33 IN THE CITY OF WEST BEND (5.30 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		
	639	REHABILITATION OF FOND DU LAC AVE (STH 145) FROM COUNTY LINE RD TO USH 41 IN WASHINGTON COUNTY (9.60 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		
	663	RECONSTRUCTION OF THE INTERSECTION OF STH 167 (MEQUON RD) WITH WAUSAUKEE RD (CTH M) IN THE CITY OF MEQUON AND THE VILLAGE OF GERMANTOWN	HP	PE	0.0	75.0	0.0	75.0	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	102.0	117.0		
				CONST	0.0	0.0	510.0	510.0	FED	0.0	60.0	408.0	468.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	75.0	510.0	585.0	TOTAL	0.0	75.0	510.0	585.0		
	640	REHABILITATION OF STH 175 FROM MAPLE AVE IN THE VILLAGE OF SLINGER TO THE DODGE COUNTY LINE IN WASHINGTON COUNTY (10.40 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		
	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	1,434.9	1,434.9	STATE	0.0	100.0	1,434.9	1,534.9		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	400.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	500.0	1,434.9	1,934.9	TOTAL	0.0	500.0	1,434.9	1,934.9		
	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		
	358 (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		

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		
WASHINGTON COUNTY	359 (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		
	360 (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		
	361 (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	0.0	0.0	1,000.0	1,000.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	5,000.0	5,000.0	FED	0.0	0.0	4,000.0	4,000.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	5,000.0	5,000.0	TOTAL	0.0	0.0	5,000.0	5,000.0		
	654	BRIDGE REPLACEMENT ON CTH D OVER THE ROCK RIVER IN THE TOWN OF WAYNE	HP	PE	0.0	0.0	60.0	60.0	LOCAL	0.0	0.0	12.0	12.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	48.0	48.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	60.0	60.0	TOTAL	0.0	0.0	60.0	60.0		
	362 (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		
	649	BRIDGE REPLACEMENT ON CTH M OVER CEDAR CREEK IN THE TOWN OF JACKSON	HP	PE	0.0	0.0	55.0	55.0	LOCAL	0.0	0.0	11.0	11.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	44.0	44.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	55.0	55.0	TOTAL	0.0	0.0	55.0	55.0		
	648	BRIDGE REPLACEMENT ON CTH P OVER CEDAR CREEK IN WASHINGTON COUNTY	HP	PE	0.0	0.0	40.0	40.0	LOCAL	0.0	0.0	103.0	103.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	475.0	475.0	FED	0.0	0.0	412.0	412.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	515.0	515.0	TOTAL	0.0	0.0	515.0	515.0		
	363 (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		
	655	BRIDGE REPLACEMENT ON CTH W OVER THE ROCK RIVER IN THE TOWN OF ADDISON	HP	PE	0.0	0.0	40.0	40.0	LOCAL	0.0	0.0	8.0	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	0.0	0.0	32.0	32.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	40.0	40.0	TOTAL	0.0	0.0	40.0	40.0		
	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	0.0	0.0	600.0	600.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	3,000.0	3,000.0	FED	0.0	0.0	2,400.0	2,400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	3,000.0	3,000.0	TOTAL	0.0	0.0	3,000.0	3,000.0		

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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	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	120.0	120.0	A	NON-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	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		
	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		
	696	CONSTRUCT A PARK-RIDE FACILITY IN THE TOWN OF RICHFIELD NEAR THE INTERCHANGES OF USH 41 AND USH 45 WITH STH 145	TI	PE	0.0	25.0	0.0	25.0	LOCAL	0.0	5.0	150.3	155.3	A	EXEMPT
				ROW	0.0	0.0	350.0	350.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	401.3	401.3	FED	0.0	20.0	601.0	621.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	25.0	751.3	776.3	TOTAL	0.0	25.0	751.3	776.3		
	650	BRIDGE REPLACEMENT ON WOODFORD DR OVER EISENBAHN TRAIL IN THE TOWN OF BARTON	OH	PE	0.0	0.0	30.0	30.0	LOCAL	0.0	0.0	6.0	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	0.0	24.0	24.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	30.0	30.0	TOTAL	0.0	0.0	30.0	30.0		
	651	BRIDGE REPLACEMENT ON TOWN LINE RD OVER THE MILWAUKEE RIVER IN THE TOWN OF KEWASKUM	OH	PE	0.0	0.0	15.0	15.0	LOCAL	0.0	0.0	27.0	27.0	A	EXEMPT
				ROW	0.0	0.0	5.0	5.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	115.0	115.0	FED	0.0	0.0	108.0	108.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	135.0	135.0	TOTAL	0.0	0.0	135.0	135.0		
	652	BRIDGE REPLACEMENT ON BEECHNUT DR OVER THE KOHLVILLE RIVER IN THE TOWN OF WAYNE	OH	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	BRF						
				TOTAL	0.0	0.0	50.0	50.0	TOTAL	0.0	0.0	50.0	50.0		
	653	BRIDGE REPLACEMENT ON NENNO RD OVER THE ROCK RIVER IN THE TOWN OF WAYNE	OH	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	BRF						
				TOTAL	0.0	0.0	50.0	50.0	TOTAL	0.0	0.0	50.0	50.0		

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	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		
	666	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF CTH P AND CTH PV (PLEASANT VALLEY RD) IN WASHINGTON COUNTY	HS	PE	0.0	35.0	0.0	35.0	LOCAL	0.0	3.5	35.0	38.5	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	350.0	350.0	FED	0.0	31.5	315.0	346.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	35.0	350.0	385.0	TOTAL	0.0	35.0	350.0	385.0		
	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)	704	RECONSTRUCT W DONGES BAY BAY ROAD FROM PILGRIM ROAD TO STH 145 (FOND DU LAC AVE) IN THE VILLAGE OF GERMANTOWN (1.00 MILES)	HP	PE	0.0	0.0	84.0	84.0	LOCAL	0.0	0.0	16.8	16.8	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	67.2	67.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	84.0	84.0	TOTAL	0.0	0.0	84.0	84.0		
	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		
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		

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		
WEST BEND (CITY)	697	CONSTRUCT A PAVED ASPHALT BICYCLE/PEDESTRIAN TRAIL ALONG AN OLD RAILWAY RIGHT-OF-WAY BETWEEN RUSCO DR AND JACKSON ST IN THE CITY OF WEST BEND	EE	PE	0.0	20.7	0.0	20.7	LOCAL	0.0	111.6	26.2	137.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	537.1	130.9	668.0	FED	0.0	446.2	104.7	550.9		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	557.8	130.9	688.7	TOTAL	0.0	557.8	130.9	688.7		
	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 AND ROADWAY 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		
	669	RESURFACING OF IH 94 FROM W WAUKESHA CO LINE TO MOORLAND RD, IH 43 FROM CTH F TO W MILWAUKEE COUNTY LINE IN WALWORTH AND WAUKESHA COUNTIES	HP	PE	0.0	100.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	10.0	165.0	175.0		
				CONST	0.0	0.0	1,650.0	1,650.0	FED	0.0	90.0	1,485.0	1,575.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	0.0	100.0	1,650.0	1,750.0	TOTAL	0.0	100.0	1,650.0	1,750.0		
	385 (427)	BRIDGE REHABILITATION OF USH 18 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	0.0	350.0	0.0	350.0	LOCAL	0.0	81.0	0.0	81.0	A	EXEMPT
				ROW	0.0	267.5	0.0	267.5	STATE	0.0	536.5	0.0	536.5		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	617.5	0.0	617.5	TOTAL	0.0	617.5	0.0	617.5		
	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		
	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		
	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		

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	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		
	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		
	641	REHABILITATION OF STH 59 FROM CTH ZZ TO CTH X IN WAUKESHA COUNTY (6.00 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		
	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		
	667	REHABILITATION OF THE NORTHBOUND STH 67 BRIDGE OVER IH 94 IN WAUKESHA COUNTY	HP	PE	0.0	100.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	10.0	102.0	112.0		
				CONST	0.0	0.0	1,020.0	1,020.0	FED	0.0	90.0	918.0	1,008.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	0.0	100.0	1,020.0	1,120.0	TOTAL	0.0	100.0	1,020.0	1,120.0		
	642	REHABILITATION OF STH 67 FROM THE OCONOMOWOC BYPASS TO THE NORTH WAUKESHA COUNTY LINE IN WAUKESHA COUNTY (3.30 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		
	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		

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	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		
	668	RESURFACING OF STH 83 FROM IH 94 TO STH 16 IN WAUKESHA COUNTY (2.70 MILES)	HP	PE	0.0	100.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	20.0	200.0	220.0		
				CONST	0.0	0.0	1,000.0	1,000.0	FED	0.0	80.0	800.0	880.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	100.0	1,000.0	1,100.0	TOTAL	0.0	100.0	1,000.0	1,100.0		
	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		
	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	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	100.0	0.0	100.0	STATE	0.0	100.0	972.5	1,072.5		
				CONST	0.0	0.0	4,862.4	4,862.4	FED	0.0	0.0	3,889.9	3,889.9		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	100.0	4,862.4	4,962.4	TOTAL	0.0	100.0	4,862.4	4,962.4		
	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		

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	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		
	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		
	726	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF USH 18 (SUMMIT AVE) AND UNIVERSITY AVE IN THE CITY OF WAUKESHA	HS	PE	0.0	75.0	0.0	75.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	7.5	50.0	57.5		
				CONST	0.0	0.0	500.0	500.0	FED	0.0	67.5	450.0	517.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	75.0	500.0	575.0	TOTAL	0.0	75.0	500.0	575.0		
	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		

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	724	TRAFFIC SAFETY IMPROVEMENTS AT THE INTERSECTION OF STH 67 AND CTH B (VALLEY RD) IN WAUKESHA COUNTY	HS	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	5.0	30.0	35.0		
				CONST	0.0	0.0	300.0	300.0	FED	0.0	45.0	270.0	315.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	50.0	300.0	350.0	TOTAL	0.0	50.0	300.0	350.0		
	416 ⁹ (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		
	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		

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	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		
	670	REPLACEMENT OF THE CTH P (SAWYER RD) BRIDGE OVER THE BARK RIVER IN WAUKESHA COUNTY	HP	PE	0.0	0.0	20.0	20.0	LOCAL	0.0	0.0	4.0	4.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	16.0	16.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	20.0	20.0	TOTAL	0.0	0.0	20.0	20.0		
	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		
	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	660.0	660.0	LOCAL	0.0	0.0	572.0	572.0	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	88.0	88.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	660.0	660.0	TOTAL	0.0	0.0	660.0	660.0		

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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		
WAUKESHA COUNTY	434 (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		
	435 (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		
	436 (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		
	437 ^h (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		
	438 ^h (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		
	439 ^h (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		
	440 (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		
	441 (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		
	720	CONVERSION OF EXISTING TRAFFIC SIGNALS TO LIGHT EMITTING DIODE SIGNAL INDICATORS AT 68 LOCATIONS ON THE COUNTY TRUNK SYSTEM IN WAUKESHA COUNTY	HS	PE	0.0	0.0	0.0	0.0	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	212.0	0.0	212.0	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		
	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		

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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		
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)	712	RECONSTRUCTION OF LILLY ROAD FROM MILL RD TO GOOD HOPE RD IN THE VILLAGE OF MENOMONEE FALLS (0.96 MILES)	HP	PE	0.0	0.0	496.7	496.7	LOCAL	0.0	0.0	99.4	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	0.0	0.0	397.3	397.3		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	496.7	496.7	TOTAL	0.0	0.0	496.7	496.7		
	706	RECONSTRUCTION OF LILLY ROAD FROM SILVER SPRING DRIVE TO MILL ROAD IN THE VILLAGE OF MENOMONEE FALLS (1.05 MILES)	HP	PE	0.0	0.0	662.1	662.1	LOCAL	0.0	0.0	132.4	132.4	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	529.7	529.7		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	662.1	662.1	TOTAL	0.0	0.0	662.1	662.1		
	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	358.8	358.8	LOCAL	0.0	0.0	71.8	71.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	287.0	287.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	358.8	358.8	TOTAL	0.0	0.0	358.8	358.8		

Source: SEWRPC.

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		
MENOMONEE FALLS (VILLAGE)	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		
	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	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 (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		

Source: SEWRPC.

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		
NEW BERLIN (CITY)	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		
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		
OCONOMOWOC LAKE (VILLAGE)	671	REHABILITATION OF THE VALENTINE RD BRIDGE OVER THE OCONOMOWOC RIVER IN THE VILLAGE OF OCONOMOWOC LAKE	HP	PE	0.0	0.0	18.0	18.0	LOCAL	0.0	0.0	3.6	3.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	14.4	14.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	18.0	18.0	TOTAL	0.0	0.0	18.0	18.0		
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		

Source: SEWRPC.

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 (CITY)	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		
	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		
	709	RECONDITION W ST PAUL AVE FROM HARRIS HIGHLAND DRIVE TO E NORTH STREET IN THE CITY OF WAUKESHA (0.91 MILES)	HP	PE	0.0	0.0	401.6	401.6	LOCAL	0.0	0.0	88.8	88.8	A	EXEMPT
				ROW	0.0	0.0	8.5	8.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	321.3	321.3		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	410.1	410.1	TOTAL	0.0	0.0	410.1	410.1		
	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		

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)	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		
	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		

Source: SEWRPC.

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)	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		
	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		

Source: SEWRPC.

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 (CITY)	721	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF E MAIN ST AND NIKE/PARAMOUNT DR IN THE CITY OF WAUKESHA	HS	PE	0.0	35.0	0.0	35.0	LOCAL	0.0	35.0	16.8	51.8	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	168.0	168.0	FED	0.0	0.0	151.2	151.2		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	35.0	168.0	203.0	TOTAL	0.0	35.0	168.0	203.0		
LA CASA DE ESPERANZA, INC.	656	WAYS TO WORK INITIATIVE TO PROVIDE LOANS TO LOW-INCOME FAMILIES IN WAUK CO FOR AUTOMOBILE PURCHASES TO ENSURE TRANSPORTATION TO JOBS	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	325.0	0.0	325.0	A	EXEMPT
				ROW	0.0	0.0	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	325.0	0.0	325.0		
				OTHER	0.0	650.0	0.0	650.0	FTA 3037						
				TOTAL	0.0	650.0	0.0	650.0	TOTAL	0.0	650.0	0.0	650.0		

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 Apvl.	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	0.0	1,000.0	0.0	1,000.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	3,370.5	0.0	3,370.5	STATE	0.0	4,370.5	1,631.0	6,001.5		
				CONST	0.0	0.0	16,309.8	16,309.8	FED	0.0	0.0	14,678.8	14,678.8		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	4,370.5	16,309.8	20,680.3	TOTAL	0.0	4,370.5	16,309.8	20,680.3		
	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		
	674	RECONSTRUCTION OF THE STH 31 (GREEN BAY RD) INTERSECTIONS WITH STH 50, CTH K, AND STH 158 IN THE CITY OF KENOSHA	HP	PE	0.0	200.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	40.0	414.0	454.0		
				CONST	0.0	0.0	2,070.0	2,070.0	FED	0.0	160.0	1,656.0	1,816.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	200.0	2,070.0	2,270.0	TOTAL	0.0	200.0	2,070.0	2,270.0		
	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		

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	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		
	672	CONDUCT OF A CORRIDOR STUDY OF STH 50 FROM IH 94 TO 43RD AVE IN THE CITY OF KENOSHA AND VILLAGE OF PLEASANT PRAIRIE	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	50.0	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	50.0	0.0	50.0							
				TOTAL	0.0	50.0	0.0	50.0	TOTAL	0.0	50.0	0.0	50.0		
	673	BRIDGE DECK OVERLAY ON STH 50 OVER THE CP RAILWAY AND 77TH AVE 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	133.6	133.6		
				CONST	0.0	0.0	668.3	668.3	FED	0.0	0.0	534.7	534.7		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	668.3	668.3	TOTAL	0.0	0.0	668.3	668.3		
	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		
	718	RECONSTRUCTION OF THE INTERSECTION OF STH 158 AND CTH H 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	839.0	839.0		
				CONST	0.0	0.0	1,300.0	1,300.0	FED	0.0	0.0	461.0	461.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	0.0	1,300.0	1,300.0	TOTAL	0.0	0.0	1,300.0	1,300.0		
	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		

Source: SEWRPC.

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 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
KENOSHA COUNTY	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	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		
	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		

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		
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		
	698	PROVIDE IMPROVED BUS STOP SIGNS, TRASH CONTAINERS, BUS STOP IMPROVEMENTS, AND PASSENGER INFORMATION TUBES/KIOSKS THROUGHOUT THE KENOSHA TRANSIT SERVICE AREA	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	16.3	38.7	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	30.0	30.0	FED	0.0	65.1	154.8	219.9		
				OTHER	0.0	81.4	163.5	244.9	CMAQ						
				TOTAL	0.0	81.4	193.5	274.9	TOTAL	0.0	81.4	193.5	274.9		
	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		

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 Apvl.	Air Quality Status
	No.	Description	Type		2005	2006	2007	Total		2005	2006	2007	Total		
KENOSHA (CITY)	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	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		
	699	DESIGN AND CONSTRUCT NEW SECTIONS OF A 10-FT WIDTH ASPHALT BICYCLE ROUTE INCLUDING A TRANSIT CENTER SECTION AND A NASH PARK-INDIAN TRAILS SECTION (9.83 MILES)	EE	PE	0.0	60.9	0.0	60.9	LOCAL	0.0	12.2	70.1	82.3	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	350.4	350.4	FED	0.0	48.7	280.3	329.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	60.9	350.4	411.3	TOTAL	0.0	60.9	350.4	411.3		
	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		
SALEM (TOWN)	675	REPLACEMENT OF THE 286TH AVE STRUCTURE OVER THE WESTERLY CHANNEL OF CAMP LAKE IN THE TOWN OF SALEM	HP	PE	0.0	0.0	67.0	67.0	LOCAL	0.0	0.0	13.4	13.4	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	53.6	53.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	67.0	67.0	TOTAL	0.0	0.0	67.0	67.0		
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 Apvl.	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		
	644	RECONSTRUCTION OF COMMERCE ST (STH 11) FROM A POINT JUST WEST OF HERMAN ST TO E CHESTNUT ST IN THE CITY OF BURLINGTON (0.46 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	600.0	0.0	600.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,500.0	0.0	1,500.0	FED	0.0	900.0	0.0	900.0		
				OTHER	0.0	0.0	0.0	0.0	OTHER FH						
				TOTAL	0.0	1,500.0	0.0	1,500.0	TOTAL	0.0	1,500.0	0.0	1,500.0		
	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		

Source: SEWRPC.

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		
STATE OF WISCONSIN (713)	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		
	645	RECONSTRUCTION OF THE INTERSECTIONS OF STH 32 & OAKWOOD RD IN MILWAUKEE CO, STH 32 & 7 MILES RD, STH 32 & BOTTING RD AND STH 38 & 7 MILE RD IN RACINE 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	160.5	0.0	160.5	STATE	0.0	460.5	0.0	460.5		
				CONST	0.0	1,500.0	0.0	1,500.0	FED	0.0	1,200.0	0.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	1,660.5	0.0	1,660.5	TOTAL	0.0	1,660.5	0.0	1,660.5		
	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	0.0	300.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	224.8	0.0	224.8	STATE	0.0	284.8	627.8	912.6		
				CONST	0.0	0.0	3,139.0	3,139.0	FED	0.0	240.0	2,511.2	2,751.2		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	524.8	3,139.0	3,663.8	TOTAL	0.0	524.8	3,139.0	3,663.8		
	643	REHABILITATION OF STH 75 (256TH ST) FROM STH 50 IN KENOSHA COUNTY TO STH 11 IN RACINE COUNTY (8.25 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		
	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/WAUKESHA 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		

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 (610)	558	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	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		
WISCONSIN DNR	700	INSTALL ADVANCED TRUCK STOP ELECTRIFICATION UNITS AT A MAJOR TRUCK STOP TO REDUCE IDLING	EE	PE	0.0	6.0	0.0	6.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	164.4	1.6	166.0		
				CONST	0.0	807.4	0.0	807.4	FED	0.0	657.3	6.7	664.0		
				OTHER	0.0	8.3	8.3	16.6	CMAQ						
				TOTAL	0.0	821.7	8.3	830.0	TOTAL	0.0	821.7	8.3	830.0		
RACINE COUNTY (612)	560	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		
	561	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	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	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	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	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		
	723	TRAFFIC SAFETY IMPROVEMENTS AT THE INTERSECTIONS OF CTH C AND OLD SPRING ST, STUART RD, AND SUMMERFEST DR IN RACINE COUNTY	HS	PE	0.0	50.0	0.0	50.0	LOCAL	0.0	5.0	168.5	173.5	A	EXEMPT
				ROW	0.0	0.0	65.0	65.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,620.0	1,620.0	FED	0.0	45.0	1,516.5	1,561.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	50.0	1,685.0	1,735.0	TOTAL	0.0	50.0	1,685.0	1,735.0		

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 COUNTY	701	DESIGN AND CONSTRUCT A BICYCLE/PEDESTRIAN BRIDGE AND TRAIL SEGMENT OVER THE UNION PACIFIC RAILROAD NEAR SIX MILE RD (0.70 MILES)	EE	PE	0.0	160.0	0.0	160.0	LOCAL	0.0	32.0	386.0	418.0	A	EXEMPT
				ROW	0.0	0.0	100.0	100.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,430.0	1,430.0	FED	0.0	128.0	1,144.0	1,272.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	160.0	1,530.0	1,690.0	TOTAL	0.0	160.0	1,530.0	1,690.0		
	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		
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		

Source: SEWRPC.

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		
MOUNT PLEASANT (TOWN)	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		
	676	RECONSTRUCTION OF OHIO ST FROM 21ST ST TO 16TH ST IN THE CITY OF RACINE (0.63 MILES)	HP	PE	0.0	0.0	288.0	288.0	LOCAL	0.0	0.0	57.6	57.6	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	230.4	230.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	288.0	288.0	TOTAL	0.0	0.0	288.0	288.0		
	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		
	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		

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 (CITY)	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		
	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		
	722	CONVERSION OF EXISTING TRAFFIC SIGNALS TO LIGHT EMITTING DIODE SIGNAL INDICATORS IN THE CITY OF RACINE	HS	PE	0.0	3.0	0.0	3.0	LOCAL	0.0	0.3	15.7	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	133.0	133.0	FED	0.0	2.7	141.3	144.0		
				OTHER	0.0	0.0	24.0	24.0	STP-S						
				TOTAL	0.0	3.0	157.0	160.0	TOTAL	0.0	3.0	157.0	160.0		

Source: SEWRPC.

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 (CITY)	702	DESIGN AND CONSTRUCT A 12- FOOT WIDE CONCRETE/ASPHALT BICYCLE/PEDESTRIAN PATH ALONG THE NORTH SIDE OF THE ROOT RIVER AND THE WEST SHORE OF THE NORTH HARBOR (0.28 MI)	EE	PE	0.0	166.8	0.0	166.8	LOCAL	0.0	33.4	222.4	255.8	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	1,112.0	1,112.0	FED	0.0	133.4	889.6	1,023.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	166.8	1,112.0	1,278.8	TOTAL	0.0	166.8	1,112.0	1,278.8		
	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		
	703	DESIGN AND CONSTRUCT A BICYCLE/PEDESTRIAN CROSSING OF THE FOX RIVER IN THE VILLAGE OF WATERFORD (0.17 MILES)	EE	PE	0.0	54.0	0.0	54.0	LOCAL	0.0	10.8	42.6	53.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	213.0	213.0	FED	0.0	43.2	170.4	213.6		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	54.0	213.0	267.0	TOTAL	0.0	54.0	213.0	267.0		

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 (676)	597	REHABILITATION OF IH-43 FROM THE WALWORTH-ROCK COUNTY LINE TO THE VILLAGE OF 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		
	646	REHABILITATION OF STH 11 FROM STH 120 TO THE RACINE COUNTY LINE IN WALWORTH COUNTY (5.20 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	NHS						
				TOTAL	0.0	0.0	500.0	500.0	TOTAL	0.0	0.0	500.0	500.0		
	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		

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 (683)	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		
	677	RECONSTRUCTION OF THE STH 89 INTERSECTION WITH CTH A IN THE TOWN OF RICHMOND	HP	PE	0.0	100.0	100.0	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	20.0	530.0	550.0		
				CONST	0.0	0.0	510.0	510.0	FED	0.0	80.0	80.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	100.0	610.0	710.0	TOTAL	0.0	100.0	610.0	710.0		
	607	RECONSTRUCTION OF STH 120 FROM USH 12 TO MADAIUS 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	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		
	678	RECONSTRUCTION OF BOWERS RD OVER IH 43 IN THE TOWN OF LAFAYETTE (0.5 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	100.0	100.0		
				CONST	0.0	0.0	500.0	500.0	FED	0.0	0.0	400.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	0.0	500.0	500.0	TOTAL	0.0	0.0	500.0	500.0		
	609	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	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		
	679	INSTALLATION OF INTERSECTION IMPROVEMENTS ON STH IN WALWORTH COUNTY	HS	PE	0.0	40.0	0.0	40.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	10.0	10.0	STATE	0.0	4.0	14.0	18.0		
				CONST	0.0	0.0	130.0	130.0	FED	0.0	36.0	126.0	162.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	40.0	140.0	180.0	TOTAL	0.0	40.0	140.0	180.0		
	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		

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	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		
	617 (694)	BRIDGE REPLACEMENT ON S 2ND ST (CTH O) 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 (696)	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		

Source: SEWRPC.

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		
WALWORTH COUNTY	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		
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^a Preliminary engineering for the reconstruction of South 108th Street between 550 feet north of West Edgerton Avenue and West Forest Home Avenue will consider widening to provide additional capacity. South 108th Street between West Forest Home Avenue and West College Avenue will be reconstructed to its existing capacity.
- 77^b 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^c 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^d West College Avenue (CTH ZZ) between South 27th Street and West Loomis Road (STH 36) will be widened to provide additional capacity. West College Avenue (CTH ZZ) between South 13th Street and South 27th Street will be reconstructed to its existing capacity.
- 158^e 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^f 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^g 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^h The City of Waukesha is the administrator for TIP project Nos. 437, 438, and 439.
- 512ⁱ 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.

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Appendix C

1988-2004 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%
2004	3,375,800	17,716,600	2,363,200	3,818,700	2,670,100	3,165,900	9,291,700	42,402,000	1.84%	1.31%

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:	<u>Compound Annual Percentage Change Rates Between Actual Count Years for Each County</u>							Total - Walworth	Total	
	KENOSHA	MILWAUKEE	OZAUKEE	RACINE	WALWORTH	WASHINGTON	WAUKESHA	TOTAL	(Best Data)	(Best Data)
<i>Period</i>	1990-2002	1990-2004	1992-2004	1990-2002	1990-2002	1992-2004	1991-2003	1990-2004	1990-2004	1990-2004
<i>Annual Rate</i>	1.55%	0.84%	1.35%	0.97%	1.46%	2.46%	2.13%	1.44%	1.34%	1.35%

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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

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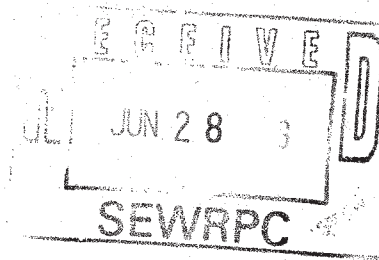


Federal Highway Administration
567 D'Onofrio Drive
Madison, WI 53719-2844

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

June 21, 2006

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 2035 Regional Transportation Plan and 2005-2007 Transportation Improvement Program and the 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) 2035 Regional Transportation Plan (RTP) and the 2005-2007 Transportation Improvement Program (TIP) and accompanying air quality conformity analysis submitted on April 14, 2006. The plan, program, and analysis apply to the six-county southeastern Wisconsin metropolitan planning area, which is designated as a moderate nonattainment area under the eight-hour ozone National Ambient Air Quality Standard. 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).

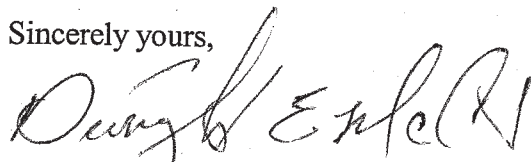
We jointly find the RTP and TIP for the six-county Milwaukee Transportation Management Area in southeastern Wisconsin to be in conformance with the transportation planning requirements of Titles 23 and 49 U.S.C., the CAAA, and related regulations including those for determining conformity with the Wisconsin State Air Quality Implementation Plan (SIP). With Commission adoption of the 2035 RTP and this determination, restrictions on amendment of the RTP and TIP cited in our March 29, 2006 letter are removed. SEWRPC may proceed with development and adoption of a new TIP based on the adopted RTP.



This conformity finding is valid for a period of four 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 occur. Conformity can also lapse if the RTP or TIP is not updated within the required renewal period of four years.

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
Sandra Beaupre, WisDOT
Patricia Trainer, WisDOT
Dewayne Johnson, WisDOT
Larry Bruss, WisDNR
Michael Leslie, USEPA Region 5
Victor Austin, FTA Region V



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

MAY 23 2006

REPLY TO THE ATTENTION OF:
(AR-18J)

Bruce Matzke, Division Administrator
Federal Highway Administration
Wisconsin Division
567 D'Onofrio Drive
Madison, Wisconsin 53719

Dear Mr. Matzke:

The United States Environmental Protection Agency (USEPA) has completed its review of the conformity determinations for the amended 2005-2007 Transportation Improvement Program (TIP) and 2035 Regional System Plan (Plan) for the Milwaukee metropolitan area. The TIP and Plan were prepared by the Southeastern Wisconsin Regional Planning Commission (SEWRPC). This letter provides the results of our review of the conformity determinations.

The Milwaukee metropolitan area is currently designated as moderate nonattainment for the eight-hour ozone standard. This area has approved Motor Vehicle Emissions Budgets (Budgets) for Volatile Organic Compounds (VOC) and Oxides of Nitrogen (NOx) for 2007. Eight-hour ozone areas with MVEBs may use them to demonstrate conformity.

The Wisconsin Department of Natural Resources (WDNR) provided SEWRPC with VOC and NOx emissions factors (EF) generated by USEPA's MOBILE6 model for the regional analysis. These EFs were developed using the latest transportation planning assumptions for this area. Emissions were calculated for the years 2007, 2010, 2020, 2030 and 2035. The emissions were below the MVEB levels for VOC and NOx.

In summary, the SEWRPC TIP and the Plan conformity determinations for the Milwaukee area meet the requirements of the conformity regulations. The USEPA recommends that these conformity determinations be approved.

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

Sincerely yours,

A handwritten signature in black ink, appearing to read "John Mooney", is written over the typed name.

John Mooney, Chief
Criteria Pollutant Section

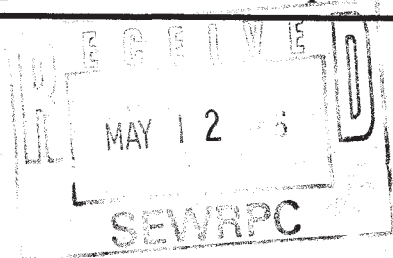
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cc: Mike Friedlander
Bureau of Air Management
Wisconsin Department of Natural Resources

Dwight McComb, Planning and Program Development Engineer
Federal Highway Administration
Wisconsin Division



Wisconsin Department of Transportation



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) 266-0099
 Facsimile (FAX): (608) 266-7818

May 8, 2006

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 Southeastern Wisconsin Regional Commission's (SEWRPC)
 Transportation Conformity Report and Findings for the Year 2030 Regional
 Transportation Plan and the Year 2005-2007 Transportation Improvement Program

Dear Mr. McComb:

We have completed our review of SEWRPC's assessment of conformity of the year 2035 Regional Transportation Plan and the Year 2005-2007 Transportation Improvement Program (TIP). The Plan, the TIP, and the analyses pertain to the six-county non-attainment areas, classified as severe under the one-hour ozone standard and moderate under the eight-hour ozone standard. The Plan, the TIP, and the analyses also pertain to Walworth County. While Walworth County is in attainment under the one-hour standard, it has a maintenance plan in force under the eight-hour standard.

You will recall that during the Inter-agency consultation process, all stakeholders agreed upon the analytical approach to the conformity demonstration. SEWRPC was given the go-ahead to conduct a budget test using the year 2007 one-hour motor vehicle emissions budget for Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOC) per hot summer weekday, approved by the Environmental Protection Agency in the Phase III Ozone Attainment Demonstration State Implementation Plan (SIP) since the eight-hour SIP is still under development.

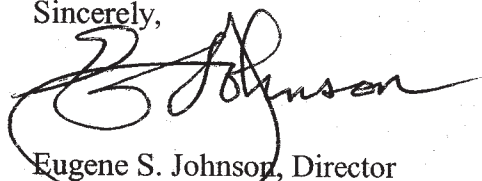
Our review focused primarily on SEWRPC's demonstration that it had met the criteria and procedural requirements stipulated in the Transportation Conformity Rule issued in the Federal Register, July 1, 2004, 40 CFR, Parts 51 and 93. SEWRPC's planning assumptions, its travel and emissions modeling assumptions and results derived in part through collaboration with the Department of Natural Resources and WisDOT, and the results of the budget test, demonstrate that the anticipated emissions from the year 2035 Plan and the year 2005-2007 TIP for the six-county area are consistent with the motor vehicle emissions budget in the SIP for both VOC and NOx. A comparison of forecast emissions from the Plan and TIP with the transportation system emissions budget under the SIP

shows that for each forecast year of the Plan and TIP (2007, 2010, 2020, 2030, and 2035) the emissions of both pollutants are less than the transportation system emissions budget under the SIP.

Based on the results of the analyses, we concur with the conclusion that the Plan and TIP are in conformance with the eight-hour ozone standard and the State Implementation Plan for the one-hour ozone standard.

We appreciate the expertise and effort that SEWRPC exercised in conducting the analyses.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Johnson", written over a circular stamp or seal.

Eugene S. Johnson, Director
Bureau of Equity and Environmental Services
Division of Transportation System Development

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



State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Scott Hassett, Secretary

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May 12, 2006

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 2035 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 2035 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.

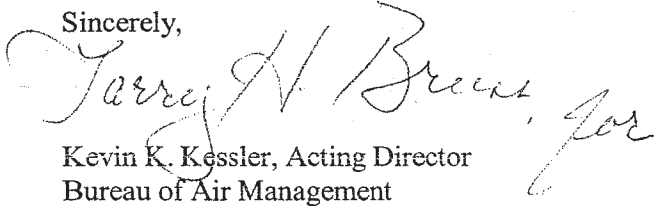
The results of SEWRPC's assumptions and analysis indicate that the transportation plan and TIP for the region achieve mobile source emissions remain below those allowed for in the Phase III Ozone Attainment Demonstration SIP plan our department submitted for the southeastern Wisconsin ozone non attainment 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, 1.5% VMT growth from 2000 to 2007, 1.1% VMT growth from 2007 to 2010, 1.0% VMT growth from 2010 to 2020, and 0.6% VMT growth from 2020 to 2035. 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 2035 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 planning effort associated with eight hour ozone SIP. 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 "Kevin K. Kessler".

Kevin K. Kessler, Acting 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, Gerald Medinger/DNR-SER, Phil Evenson/SEWRPC, Ken Yunker -SEWRPC