

ASSESSMENT OF CONFORMITY OF THE YEAR 2035 REGIONAL TRANSPORTATION PLAN AND THE YEAR 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE 1997 AND 2008 EIGHT-HOUR OZONE AND 2006 24-HOUR FINE PARTICULATE NATIONAL AMBIENT AIR QUALITY STANDARDS

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MEMORANDUM REPORT
NUMBER 205

ASSESSMENT OF CONFORMITY OF THE YEAR 2035
REGIONAL TRANSPORTATION PLAN AND THE YEAR 2013-2016
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE 1997 AND
2008 EIGHT-HOUR OZONE AND 2006 24-HOUR FINE PARTICULATE
NATIONAL AMBIENT AIR QUALITY STANDARDS

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October 2012

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Southeastern Wisconsin Regional Planning Commission
Staff Memorandum

**ASSESSMENT OF CONFORMITY OF THE YEAR 2035 REGIONAL
TRANSPORTATION PLAN AND THE YEAR 2013-2016 TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE 1997 AND 2008 EIGHT-HOUR OZONE AND
2006 24-HOUR FINE PARTICULATE (PM_{2.5}) NATIONAL AMBIENT AIR QUALITY
STANDARDS**

INTRODUCTION

This report is intended to provide the basis for a determination that the year 2035 regional transportation plan (RTP) and also the year 2013-2016 transportation improvement program (TIP) are in conformance with the 1997 eight-hour ozone national ambient air quality standard (NAAQS) and the Maintenance Plan for Air Quality for the six-county southeastern Wisconsin maintenance area, the 2008 eight-hour ozone NAAQS and interim emission analyses described in 40 CFR 93.119 for the Wisconsin portion of the Chicago-Naperville, IL-IN-WI marginal nonattainment area¹, and the 2006 24-hour fine particulate (PM_{2.5}) NAAQS and interim emission analyses described in 40 CFR 93.119 and the proposed redesignation request and maintenance plan for the 24-hour Fine Particulate Matter NAAQS for the Milwaukee-Racine three-county nonattainment area submitted on June 5, 2012. The report is also intended to demonstrate that the year 2013-2016 TIP continues to serve to implement the RTP.² In addition, this report is intended to provide the basis for a determination that a proposed amendment to the year 2035 RTP to include the proposed extension of the Lake Parkway south from its current terminus at Edgerton Avenue to STH 100 and a proposed widening of STH 100 between Rawson Avenue and Drexel Avenue from four to six lanes are in conformity with the applicable implementation plans and NAAQS as described above. The conformity assessment of the proposed amendment to the RTP is documented in Appendix F to this report.

This finding of conformity is for the 1997 eight-hour ozone NAAQS for the six-county maintenance area within Southeastern Wisconsin, consisting of Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties, the 2008 eight-hour ozone NAAQS for the Wisconsin portion of the Chicago-Naperville, IL-IN-WI marginal nonattainment area, consisting of that portion of Kenosha County east of IH 94, and the for the three-county nonattainment area for the 2006 24-hour fine particulate (PM_{2.5}) NAAQS within Southeastern Wisconsin consisting of Milwaukee, Racine, and Waukesha Counties.

An initial stage of the Federally required State Implementation Plan for the one-hour ozone NAAQS was submitted to the Federal government by the Wisconsin Department of Natural Resources (WDNR) in November 1993. That plan implements a set of actions required to achieve a 15 percent reduction in volatile organic compound (VOC) emissions from 1990 to 1996. The plan included a 1996 budget for mobile source emissions in Southeastern Wisconsin. The U.S. Environmental Protection Agency (USEPA) approved Wisconsin's 15 percent plan in March 1996.

A maintenance plan for air quality under the one-hour ozone NAAQS was submitted for Walworth County by WDNR on December 15, 1995, and was approved by USEPA on August 26, 1996. The maintenance plan

¹ *The Wisconsin portion of the Chicago-Naperville, IL-IN-WI marginal ozone nonattainment area for the 2008 eight-hour ozone NAAQS consisting of that portion of Kenosha County east of IH 94.*

² *The regional transportation plan is documented in SEWRPC Planning Report No. 49, A Regional Transportation System Plan for Southeastern Wisconsin: 2035 and SEWRPC Memorandum entitled Review, Update, and Reaffirmation of the Year 2035 Regional Transportation Plan. The 2009-2012 Transportation Improvement Program is documented in a report entitled, A Transportation Improvement Program for Southeastern Wisconsin: 2009-2012.*

establishes year 2007 VOC and nitrogen oxides (NO_x) mobile source emissions budgets for Walworth County, as part of the State Implementation Plan for Air Quality. WDNR requested a revision of the VOC emissions budget for transportation on September 8, 2000, to allocate 0.5 tons of VOC emissions from the safety margin to the year 2007 motor vehicle emissions budget, and this revised emissions budget and maintenance plan were approved by 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 NAAQS 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, 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.

WDNR, 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 USEPA a nine percent Rate-of-Progress Plan which provided for 3 percent per year ozone emission reductions through 1999. USEPA approved this plan on November 3, 1999, including a 1999 mobile source emissions budget for VOC. WDNR also submitted in February 2000 an initial phase of an ozone attainment demonstration under the one-hour ozone NAAQS including state implementation plan transportation conformity budgets for VOC and NO_x for the year 2007. WDNR submitted the attainment plan for ozone under the one-hour ozone NAAQS 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. WDNR submitted in January 2003 for the six-county southeastern Wisconsin severe ozone nonattainment area state implementation plan transportation conformity budgets under the one-hour ozone NAAQS for VOC and NO_x based on USEPA's new transportation mobile source emission model, MOBILE6. On July 28, 2008, WDNR submitted to USEPA a request that USEPA find that the six-county severe ozone nonattainment area attained the revoked one-hour ozone NAAQS which USEPA approved on April 24, 2009.

WDNR initially submitted, in September 2009, an attainment demonstration and maintenance plan for air quality under the 1997 eight-hour ozone NAAQS for the six-county (moderate) ozone nonattainment area within southeastern Wisconsin which established budgets for VOC and NO_x for the years 2012 and 2020, which were based on the MOBILE6.2 emissions model. In October 2011, WDNR submitted an update to the 2009 attainment demonstration and maintenance plan which established new budgets for VOC and NO_x for the years 2015 and 2022, and also utilized the new USEPA MOVES2010a emissions model. Effective July 31, 2012 the six-county moderate ozone nonattainment area has been redesignated attainment.

WDNR initially submitted, in June 2012, a proposed redesignation request and maintenance plan for air quality under the 2006 24-hour fine particulate NAAQS for the three-county PM_{2.5} nonattainment area which establishes budgets for VOC, NO_x, sulfur dioxide (SO₂), and PM_{2.5} for the years 2020 and 2025, which are based on the MOVES2010a emissions model. At this time no determination of adequacy of the budgets, redesignation, or approval of the maintenance plan has been made by USEPA.

USEPA and the U.S. Department of Transportation (USDOT) have established criteria and procedures to be used by a Metropolitan Planning Organization (MPO) in making conformity determinations of RTPs and TIPs. The Southeastern Wisconsin Regional Planning Commission (SEWRPC) is the gubernatorially designated Federal MPO

for the Kenosha, Milwaukee, Racine, and Round Lake Beach urbanized areas. The conformity criteria established by USEPA were set forth in the November 24, 1993, Federal Register (40CFR Part 51), and criteria with respect to both VOC and NO_x apply to Southeastern Wisconsin. Amendments to those conformity criteria were established by USEPA in the August 29, 1993; November 14, 1995; August 15, 1997; and July 1, 2004; January 24, 2008, Federal Register. The last amendment addressed the criteria to be applied for the eight-hour ozone NAAQS. These Federal regulations identify the conformity criteria which should be applied at this time with respect to the six-county ozone maintenance area (1997 eight-hour NAAQS), the Wisconsin portion of the Chicago-Naperville, IL-IN-WI marginal ozone nonattainment area (2008 eight-hour ozone NAAQS), and the three-county PM_{2.5} nonattainment area (2006 24-hour PM_{2.5} NAAQS). Interim transportation conformity guidance for PM_{2.5} nonattainment areas was published in November 2009, for multi-jurisdictional areas in July 2012, and on March 24, 2010, USEPA promulgated amendments to the conformity regulation regarding PM_{2.5} conformity determination criteria. SEWRPC, WDNR, and the Wisconsin Department of Transportation (WisDOT) have adopted a memorandum of agreement regarding the conduct of RTP and TIP conformity determinations, which has been approved by USEPA. At the time of the publication of this report an updated conformity MOA was being circulated for agency signatures.

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 SEWRPC, WisDOT, WDNR, USDOT, Federal Highway Administration and Federal Transit Administration, and USEPA. The conformity criteria to be applied to the six-county maintenance area under the 1997 eight-hour ozone NAAQS with respect to VOC and NO_x require the satisfaction of emission budget tests; the three-county area under the 2006 PM_{2.5} NAAQS with respect to VOC, NO_x, PM_{2.5} requires the satisfaction of interim emissions tests described in 40 CFR 93.119; and the Wisconsin portion of the Chicago-Naperville, IL-IN-WI marginal ozone nonattainment area under the 2008 eight-hour ozone NAAQS with respect to VOC and NO_x requires satisfaction of interim emission tests described in 40 CFR 93.119. As there is also a proposed redesignation request and maintenance plan for the three-county PM_{2.5} nonattainment area with emission budgets, and there is a requirement that conformity of the plan and TIP be demonstrated within two years of a maintenance plan approval or a budget or budgets being determined adequate by USEPA, a conformity test of the plan and TIP with respect to the budgets in the proposed maintenance plan is also being conducted so that the two-year requirement is met when these budgets are determined to be adequate.

The next section of this report describes the year 2035 RTP for the seven-county Southeastern Wisconsin Region. The following section describes the 2013-2016 TIP 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 USEPA for use in the determination of RTP and improvement program conformity. These sections also indicate the extent to which the conformity analysis, RTP, and the TIP meet each of these requirements and criteria. The assessment of conformity with respect to each requirement and criterion concludes that the year 2035 RTP and the 2013-2016 TIP are in conformance with the maintenance plan for the six-county ozone maintenance area, the proposed maintenance plan for the three-county 2006 24-hour PM_{2.5} nonattainment area, submitted to USEPA in June 2012, and interim emission tests for the Wisconsin portion of the Chicago-Naperville, IL-IN-WI 2008 marginal ozone nonattainment area for the 2008 eight-hour ozone NAAQS, and three-county nonattainment area for the 2006 24-hour PM_{2.5} NAAQS.

It is important to note that the RTP and maintenance plan, and TIP, have been prepared in a cooperative manner by the Commission and WDNR. The preparation of the two plans has been extensively coordinated. The forecasts of vehicle-miles of travel (VMT) and air pollutant emissions utilized in the preparation of the RTP were based on the official Commission intermediate growth forecasts for the year 2035, and the forecasts of emissions under the ozone maintenance plan and proposed PM_{2.5} redesignation request and maintenance plan were based on alternative high growth VMT and emissions forecasts under the year 2035 RTP, and increased by 7.5 percent to account for uncertainty in transportation emissions forecasts. Vehicle fleet, fuels, and meteorology inputs, which the Commission utilized to run USEPA's MOVES emission model and estimate the air pollutant emissions under the

RTP and TIP and in the preparation of this conformity determination of the RTP and TIP were provided by WDNR. This conformity analysis includes the emission reduction benefits attendant to Tier 2 motor vehicle and low sulfur fuel regulations. The MOVES model inputs which were used to establish the transportation emission budgets in the ozone maintenance plan and the proposed PM_{2.5} redesignation request and maintenance plan also did account for the emission reduction benefits attendant to these more recent regulations. In addition, WDNR has relied upon the RTP for the identification and evaluation of transportation control measures considered for incorporation into the maintenance plan.

REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN

The design year 2035 RTP is documented in SEWRPC Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035*, and SEWRPC Memorandum, *Review, Update, and Reaffirmation of the Year 2035 Regional Transportation Plan*. The RTP 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 RTP 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 RTP reaffirmation. The last RTP reaffirmation occurred in June 2010.

Also, the RTP has been developed to be fiscally constrained, pursuant to USDOT 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 SAFETEA-LU. In addition, the funding attendant to implementing the plan through the TIP is generally consistent with existing available Federal, State and local revenues.

Land Use Plan













The RTP 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.

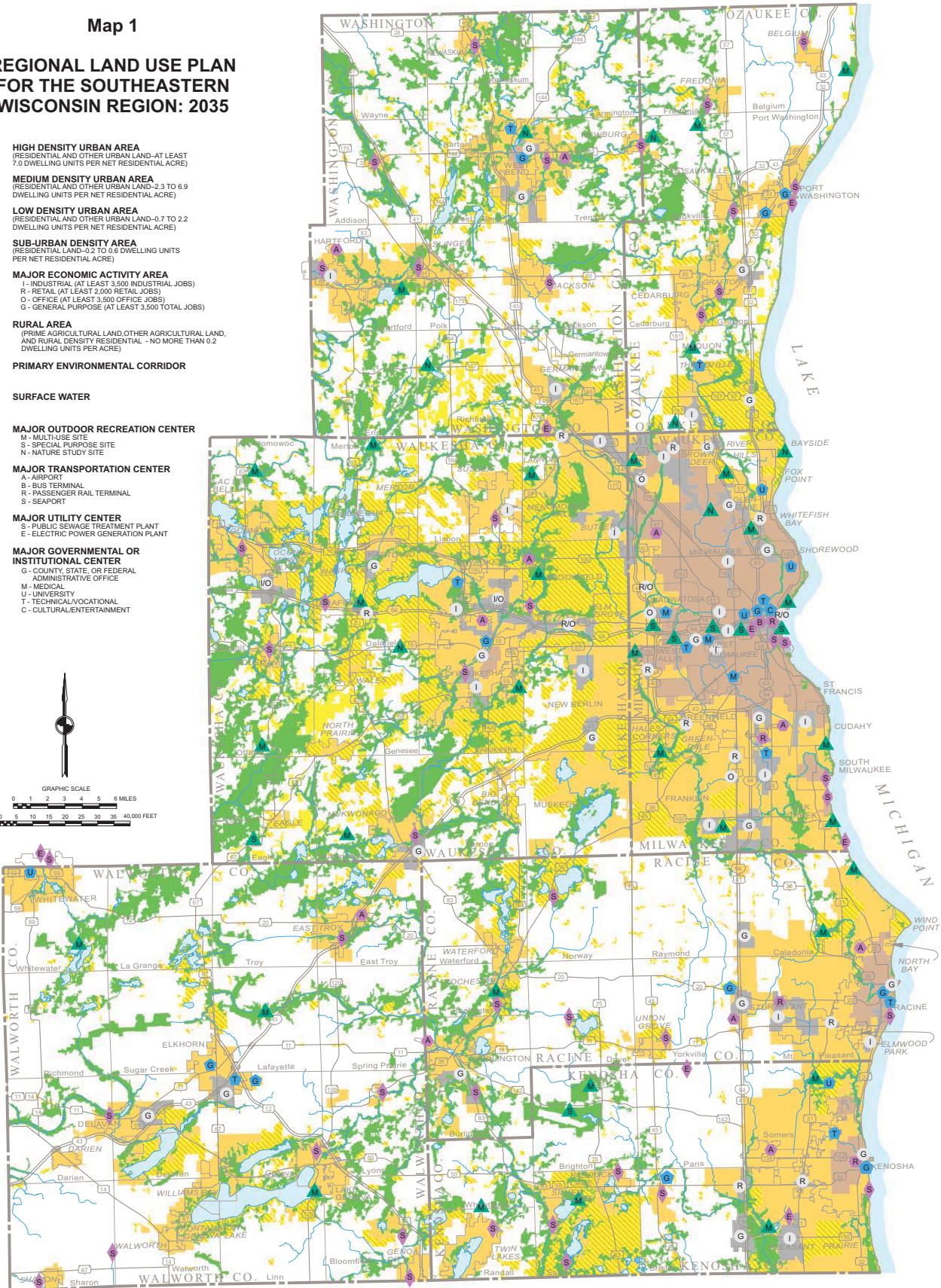
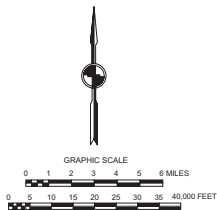
The year 2035 regional land use plan contains the following recommendations:

- 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

Map 1

REGIONAL LAND USE PLAN FOR THE SOUTHEASTERN WISCONSIN REGION: 2035

-  **HIGH DENSITY URBAN AREA**
(RESIDENTIAL AND OTHER URBAN LAND-AT LEAST 7.0 DWELLING UNITS PER NET RESIDENTIAL ACRE)
-  **MEDIUM DENSITY URBAN AREA**
(RESIDENTIAL AND OTHER URBAN LAND-2.3 TO 6.9 DWELLING UNITS PER NET RESIDENTIAL ACRE)
-  **LOW DENSITY URBAN AREA**
(RESIDENTIAL AND OTHER URBAN LAND-0.7 TO 2.2 DWELLING UNITS PER NET RESIDENTIAL ACRE)
-  **SUB-URBAN DENSITY AREA**
(RESIDENTIAL LAND-0.2 TO 0.6 DWELLING UNITS PER NET RESIDENTIAL ACRE)
-  **MAJOR ECONOMIC ACTIVITY AREA**
I - INDUSTRIAL (AT LEAST 3,500 INDUSTRIAL JOBS)
R - RETAIL (AT LEAST 2,000 RETAIL JOBS)
O - OFFICE (AT LEAST 3,500 OFFICE JOBS)
G - GENERAL PURPOSE (AT LEAST 3,500 TOTAL JOBS)
-  **RURAL AREA**
(PRIME AGRICULTURAL LAND, OTHER AGRICULTURAL LAND, AND RURAL DENSITY RESIDENTIAL - NO MORE THAN 0.2 DWELLING UNITS PER ACRE)
-  **PRIMARY ENVIRONMENTAL CORRIDOR**
-  **SURFACE WATER**
-  **MAJOR OUTDOOR RECREATION CENTER**
M - MULTI-USE SITE
S - SPECIAL PURPOSE SITE
N - NATURE STUDY SITE
-  **MAJOR TRANSPORTATION CENTER**
A - AIRPORT
B - BUS TERMINAL
R - PASSENGER RAIL TERMINAL
S - SEAPORT
-  **MAJOR UTILITY CENTER**
S - PUBLIC SEWAGE TREATMENT PLANT
E - ELECTRIC POWER GENERATION PLANT
-  **MAJOR GOVERNMENTAL OR INSTITUTIONAL CENTER**
G - COUNTY, STATE, OR FEDERAL ADMINISTRATIVE OFFICE
M - MEDICAL
U - UNIVERSITY
T - TECHNICAL/VOCATIONAL
C - CULTURAL/ENTERTAINMENT



Source: SEWRPC.

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 RTP is designed to serve the regional land use plan and not a projection of current land use development trends toward further decentralization of population, employment, and urban land uses. Thus, if transportation facilities and services do indeed shape land use development, implementation of the RTP 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 RTP has five elements: public transit, bicycle and pedestrian facilities, transportation systems management, travel demand management, and arterial streets and highways. These five elements 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. Updated 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 2011 by about 125 percent measured in terms of revenue transit vehicle-miles of service provided, from about 61,100 vehicle-miles of service on an average weekday in the year 2011 to 137,300 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.

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.

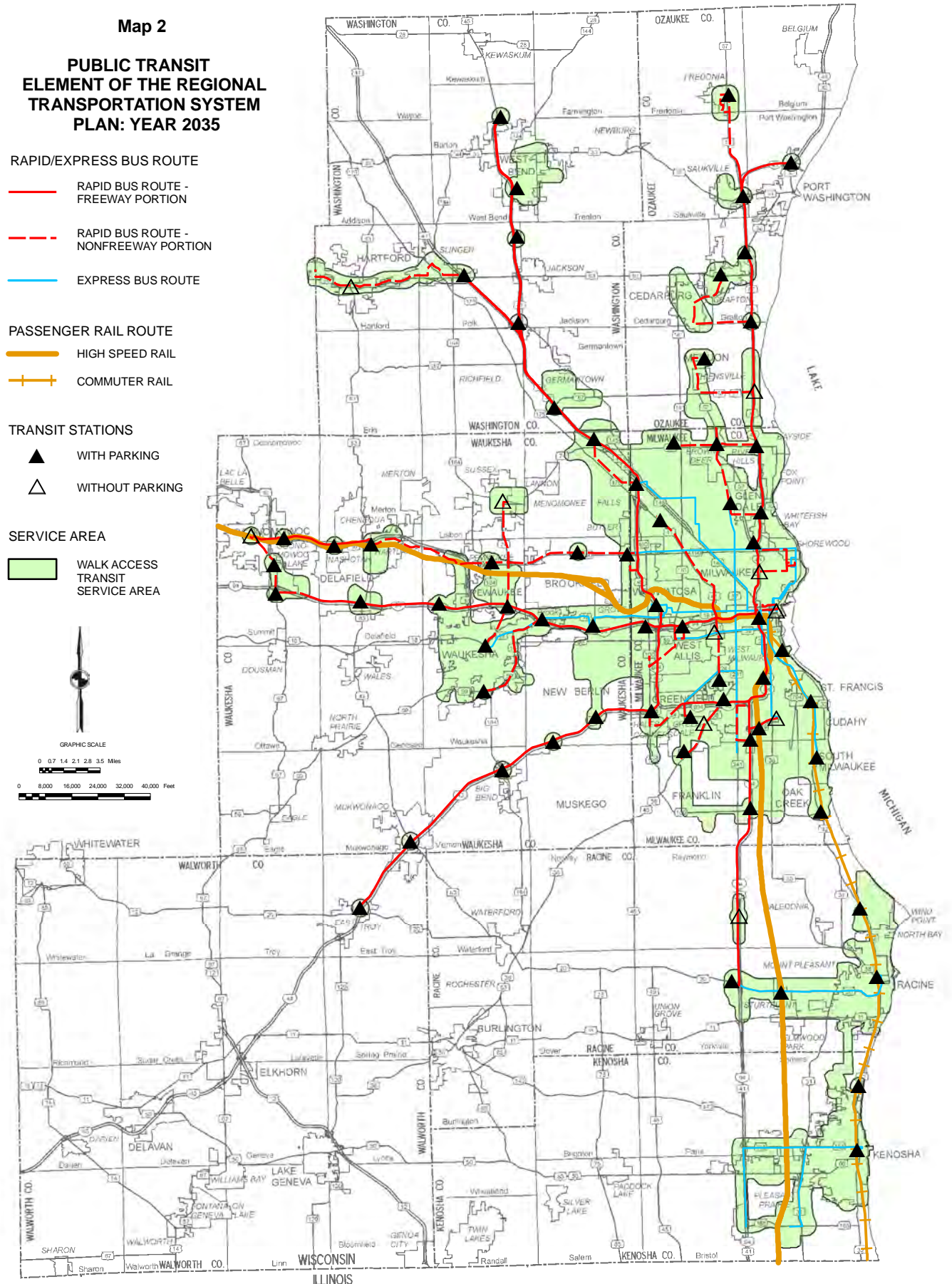


Table 1

**PUBLIC TRANSIT ELEMENT OF FINAL RECOMMENDED YEAR 2035 REGIONAL TRANSPORTATION PLAN
(AS AMENDED FOR KENOSHA-RACINE-MILWAUKEE COMMUTER RAIL SERVICE)**

Average Weekday Transit Service Characteristics	Existing 2011 ^a	Recommended Plan 2035	Planned Increment	
			Number	Percent Change
Revenue Vehicle-Miles				
Rapid				
Bus.....	7,300 ^b	21,100	13,800	189.0
Commuter Rail.....	--	2,200	2,200	--
Subtotal	7,300	23,300	16,000	219.2
Express.....	--	17,000	17,000	--
Local.....	53,800	97,000	43,200	80.3
Total	61,100	137,300	76,200	124.7
Revenue Vehicle-Hours				
Rapid				
Bus.....	360 ^b	1,000	640	177.8
Commuter Rail.....	--	100	100	--
Subtotal	360	1,100	740	205.6
Express.....	--	1,100	1,100	--
Local.....	4,300	8,900	4,600	107.0
Total	4,660	11,100	6,440	138.2

^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.

In January 2012, the Milwaukee County Transit System implemented express bus lines in three corridors in the County identified in the plan.

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 80 percent increase in local bus service is proposed from the 53,800 vehicle-miles of local bus service provided in 2011 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 is one effort currently underway in southeastern Wisconsin considering upgrading to fixed guideway transit. The City of Milwaukee is currently pursuing implementation of a downtown streetcar line. In addition, a corridor transit alternatives analysis study, conducted by the now dissolved Southeastern Regional Transit Authority, recommended the implementation of a rapid transit commuter rail line in the Milwaukee-Racine-Kenosha corridor.

Implementation Schedule: The implementation schedule for the RTP identifies the elements of the transit plan which should be available for use as of the years 2015, 2020/22, 2025, and 2035. The year 2035 transit plan element implementation schedule anticipates that the planned 125 percent increase in vehicle-miles of transit service over 2011 levels to the year 2035 may largely not be expected to be initiated until 2015 with an increase of service to about 80,000 vehicle-miles in 2020, 100,000 in 2025, and 137,300 in 2035. Also, under the plan, transit fares would remain at 2012 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-

Map 3

**POTENTIAL RAPID TRANSIT
COMMUTER RAIL AND EXPRESS
TRANSIT GUIDEWAYS UNDER
THE RECOMMENDED YEAR 2035
REGIONAL TRANSPORTATION PLAN**

- POTENTIAL STREETCAR--
CORRIDOR STUDY COMPLETED,
TO BE ADVANCED INTO
PRELIMINARY ENGINEERING
- POTENTIAL BUS GUIDEWAY OR
LIGHT RAIL FACILITY--
TO BE CONSIDERED
- EXISTING COMMUTER RAIL
- POTENTIAL COMMUTER RAIL--
CORRIDOR STUDY COMPLETED,
TO BE ADVANCED INTO
PRELIMINARY ENGINEERING
- POTENTIAL COMMUTER RAIL--
TO BE CONSIDERED IN
CORRIDOR STUDIES
- FREEWAY

NOTE: BUS GUIDEWAY OR LIGHT RAIL FACILITY ALIGNMENTS SHOWN ON MAP ARE CONCEPTUAL. CORRIDOR STUDIES WOULD BE CONDUCTED TO DETERMINE WHETHER TO IMPLEMENT GUIDEWAYS AND TO SELECT A PREFERRED ALIGNMENT. UPON COMPLETION OF EACH CORRIDOR STUDY, THE LOCAL GOVERNMENT SPONSOR WOULD DETERMINE WHETHER TO IMPLEMENT EXCLUSIVE FIXED GUIDEWAY TRANSIT AND WHETHER TO PROCEED TO PRELIMINARY ENGINEERING. AT THE REQUEST OF THE LOCAL GOVERNMENT SPONSOR AND TRANSIT OPERATOR, THE COMMISSION WOULD THEN FORMALLY AMEND THE REGIONAL PLAN TO INCLUDE THE FIXED GUIDEWAY.

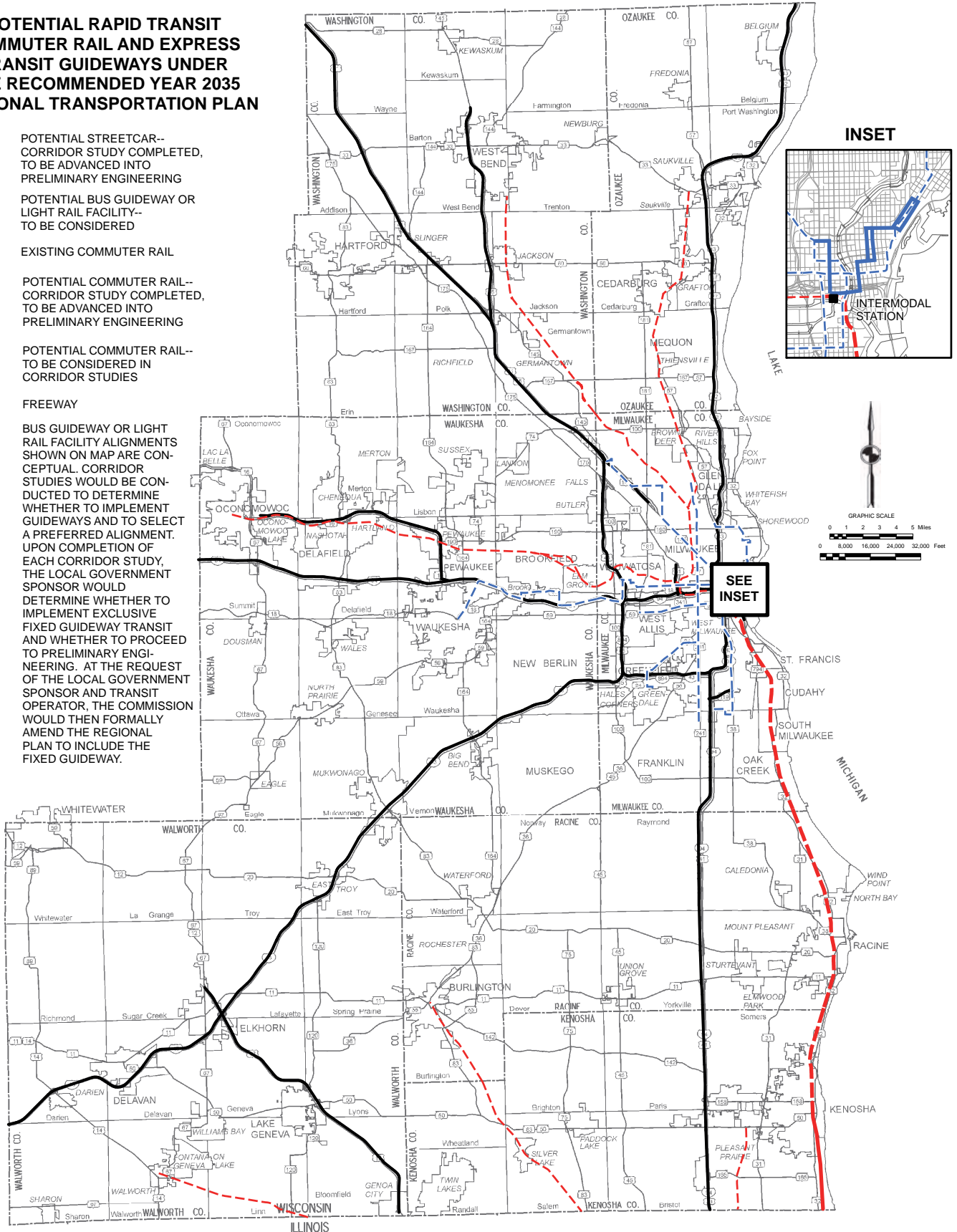


Table 2

POTENTIAL STAGES OF THE TRANSIT PLAN ELEMENT: 2015, 2020, 2022, 2025, AND 2035

Transit Service Element	Year	Description
Rapid Transit	2015	Continue operation of 2012 transit services
	2020/22	Restore rapid "freeway flyer" bus services in Milwaukee County to routes and service levels operated in 2001
	2025	<p>Add new rapid services to downtown Milwaukee 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, USH 18, and IH 94 <p>Modify other existing rapid bus services to downtown Milwaukee including:</p> <ul style="list-style-type: none"> Change the Oconomowoc/Hartland-Milwaukee route to operate via STH 16, Capitol Drive, USH 45 and IH 94 between Hartland and downtown Milwaukee Extend the Mukwonago-Milwaukee route to a park-ride lot at the East Troy municipal airport via IH 43 and STH 20 <p>Provide rapid bus 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 bus services in both travel directions on all routes in the Region</p>
	2035	<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>Initiate rapid commuter rail service between Kenosha, Racine, and Milwaukee using exiting Union Pacific and Canadian Pacific freight lines. Service provided in both directions during all time periods with 14 weekday trains in each direction.</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>
Express Transit	2015	Continue operation of 2012 transit services
	2020/22	Reinstate express UBUS service in Milwaukee County over Route Nos. 5U, Oklahoma Avenue UBUS, and 63U, Silver Spring Drive UBUS.
	2025	<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>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 Southridge Shopping Center and park-ride lot at Teutonia Avenue and Florist Avenue over 76th Street, Forest Home Avenue, and 27th Street Between a 27th Street and Sycamore Street and a park-ride lot at Teutonia Avenue and Florist Avenue over 27th Street Between 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>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>
	2035	<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>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 IH 94 and College Avenue park-ride lot and downtown Milwaukee over College Avenue, Howell Avenue, Chase Avenue, 6th Street and Wisconsin Avenue <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>

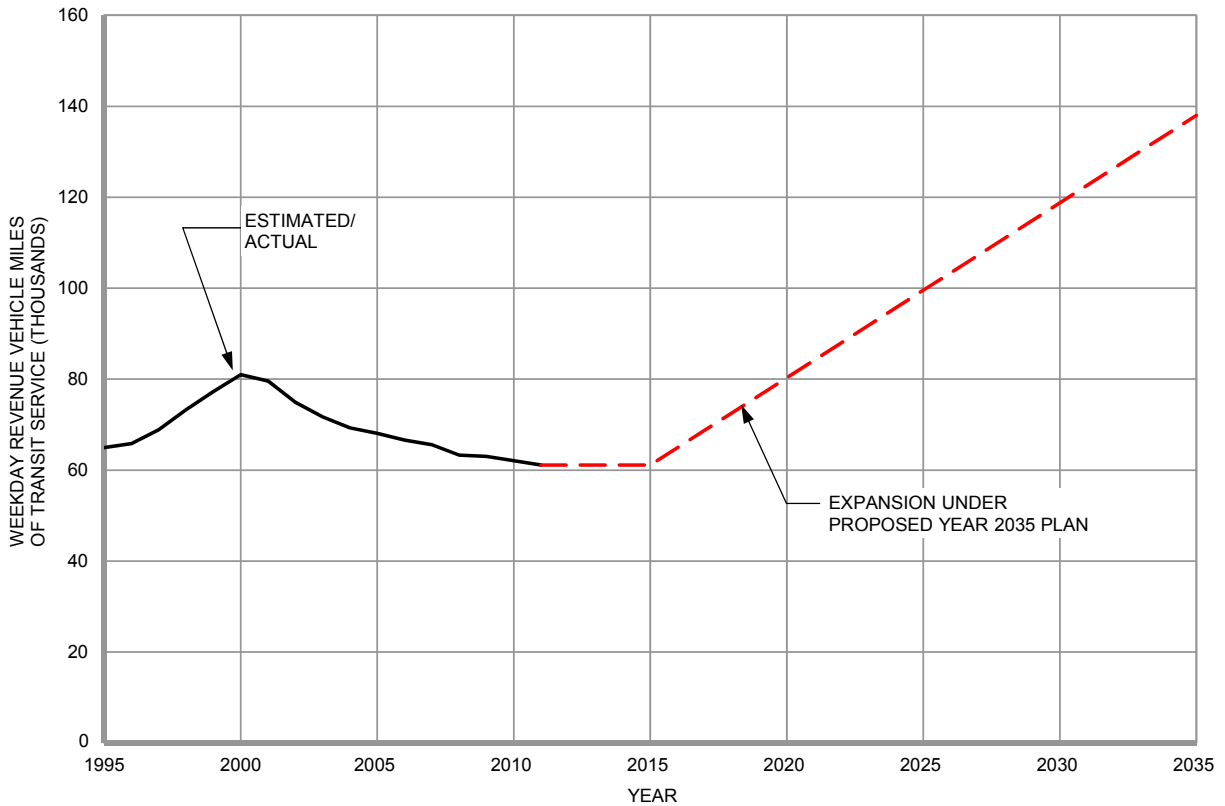
Table 2 (continued)

Transit Service Element	Year	Description
Local Transit	2015	Continue operation of 2012 transit services
	2020/22	Restore local bus services to include most routes operated in 2001 with 2001 service levels.
	2025	<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; restore remaining local bus services in Milwaukee County to the routes and service levels 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 • Add streetcar service in downtown Milwaukee and expand streetcar service in downtown Kenosha <p>Reduce midday headways on the local routes serving the Cities of Kenosha, Racine, and Waukesha from 60 minutes to 30 minutes, and restore headways on the local routes serving all three cities during the other service periods to those operated in 2001</p> <p>Extend service hours on the Kenosha transit system to include weekday and Saturday evenings</p>
	2035	<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 • 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 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 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> <p>Reduce headways on major routes in the Cities of Racine and Kenosha to provide 15-minute peak period service</p>

Source: SEWRPC.

Figure 1

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



Source: SEWRPC.

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 238 miles of the planned 575 miles of off-street bicycle paths currently exist. 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 Elements

The transportation systems and travel demand management elements of the recommended year 2035 RTP 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 WisDOT 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 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 RTP 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 RTP totals 3,656 route-miles. Approximately 89 percent, or 3,247 of these route-miles, are recommended to be resurfaced and reconstructed to their same capacity as shown in Table 3. Approximately 329 route-miles, or less than 9 percent of the total preliminary recommended year 2035 arterial street and highway system, are recommended for widening to provide additional through traffic lanes, including 122 miles of freeways. The remaining 80 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.

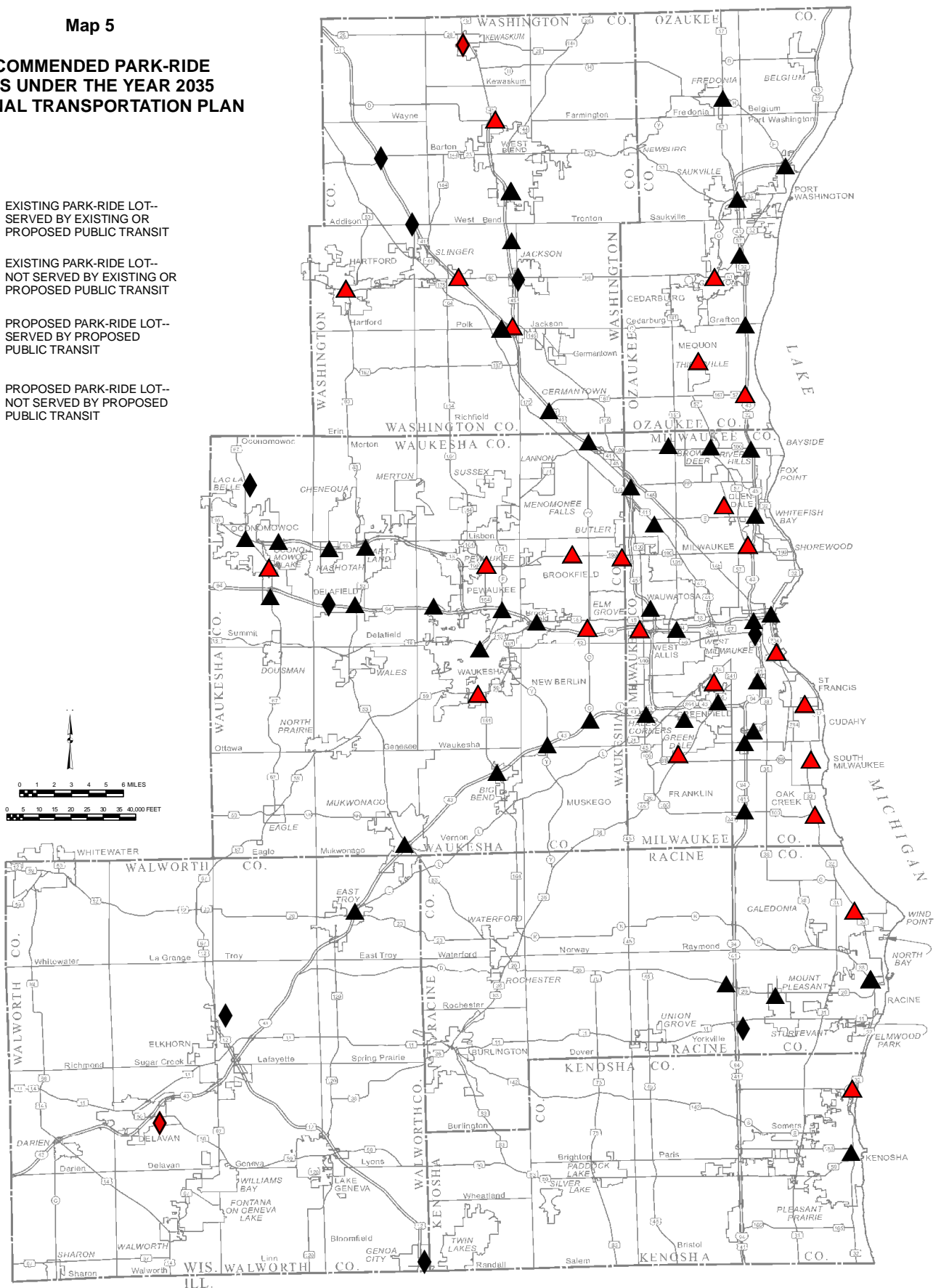
The recommended arterial street and highway system for the Region identifies the number of traffic lanes to be provided on each segment of arterial street. Arterial facilities are identified as having either two, four, six, or eight lanes. The number of lanes identified refers to through travel lanes; 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

Map 5

**RECOMMENDED PARK-RIDE
LOTS UNDER THE YEAR 2035
REGIONAL TRANSPORTATION PLAN**

-  EXISTING PARK-RIDE LOT--
SERVED BY EXISTING OR
PROPOSED PUBLIC TRANSIT
-  EXISTING PARK-RIDE LOT--
NOT SERVED BY EXISTING OR
PROPOSED PUBLIC TRANSIT
-  PROPOSED PARK-RIDE LOT--
SERVED BY PROPOSED
PUBLIC TRANSIT
-  PROPOSED PARK-RIDE LOT--
NOT SERVED BY PROPOSED
PUBLIC TRANSIT



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	4.6	7.4	0.0	12.0
Standard Arterial	313.3	33.2	2.8	349.3
Subtotal	317.9	40.6	2.8	361.3
Milwaukee				
Freeway	11.6	54.8	0.0	66.4
Standard Arterial	705.0	28.6	1.9	735.5
Subtotal	716.6	83.4	1.9	801.9
Ozaukee				
Freeway	12.6	14.8	0.0	27.4
Standard Arterial	263.3	17.6	3.0	283.9
Subtotal	275.9	32.4	3.0	311.3
Racine				
Freeway	0.0	12.0	0.0	12.0
Standard Arterial	398.4	20.1	13.9	432.4
Subtotal	398.4	32.1	13.9	444.4
Walworth				
Freeway	50.4	4.5 ^a	12.7	67.6 ^a
Standard Arterial	401.3	5.4	14.8	421.5
Subtotal	451.7	9.9	27.5	489.1
Washington				
Freeway	36.2	6.5	0.0	42.7
Standard Arterial	386.7	10.4	20.8	417.9
Subtotal	422.9	16.9	20.8	460.6
Waukesha				
Freeway	32.2	26.5	0.0	58.7
Standard Arterial	631.7	87.2	9.7	728.6
Subtotal	663.9	113.7	9.7	787.3
Region				
Freeway	147.6	126.5 ^b	12.7	286.8 ^b
Standard Arterial	3,099.7	202.5	66.9	3,369.1
Total	3,247.3	329.0	79.6	3,655.9

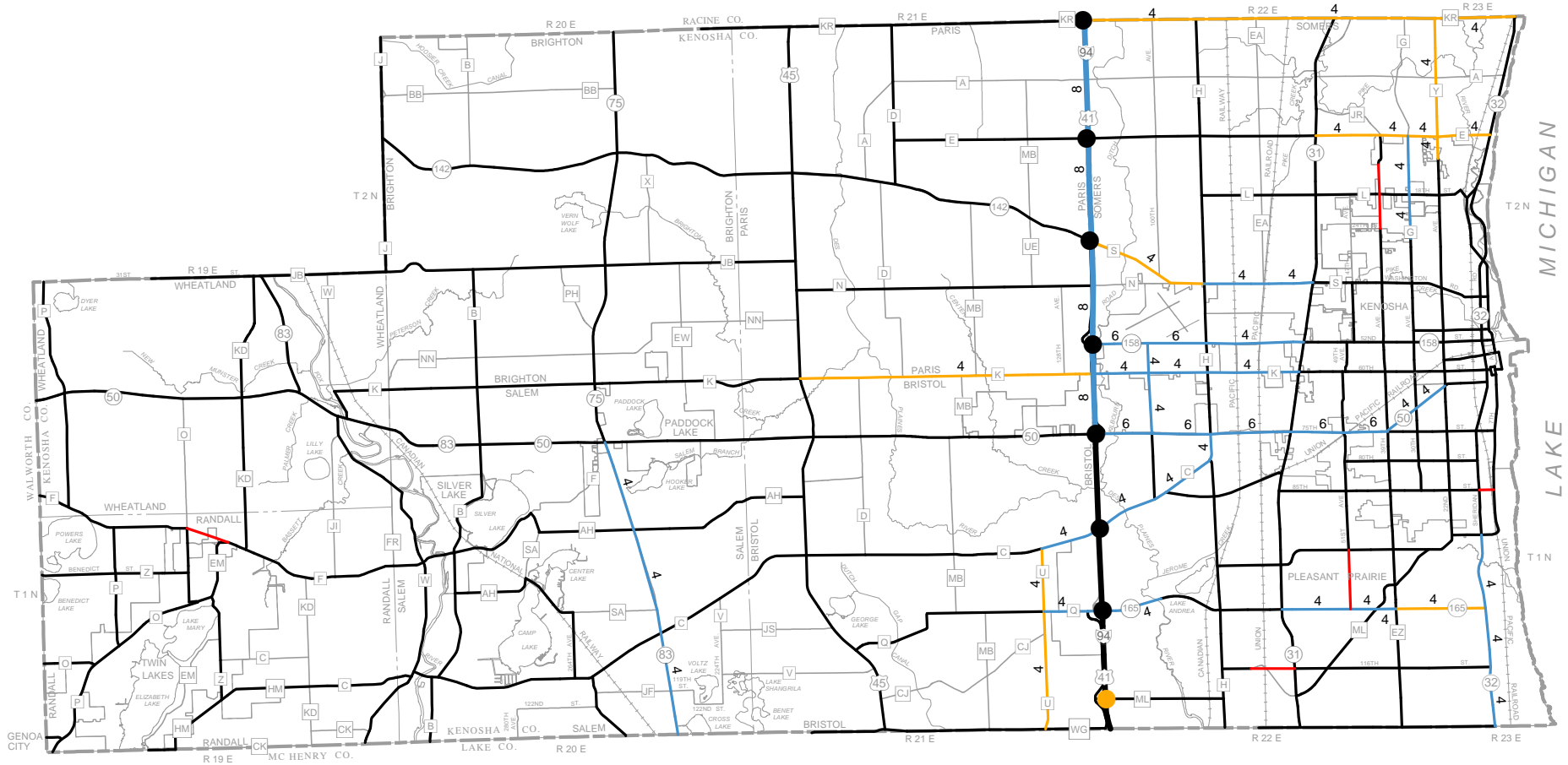
^a Includes the planned conversion of approximately 4.5 miles of the USH 12 Whitewater bypass, currently a two traffic lane surface arterial to a four traffic lane freeway.

^b Includes the planned widening of approximately 127.0 miles of the existing 2010 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

Map 6

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

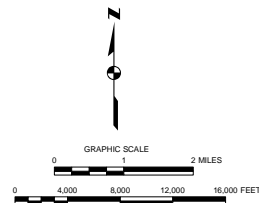


ARTERIAL STREET OR HIGHWAY

- 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)

FREEWAY 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, expansion, or 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.

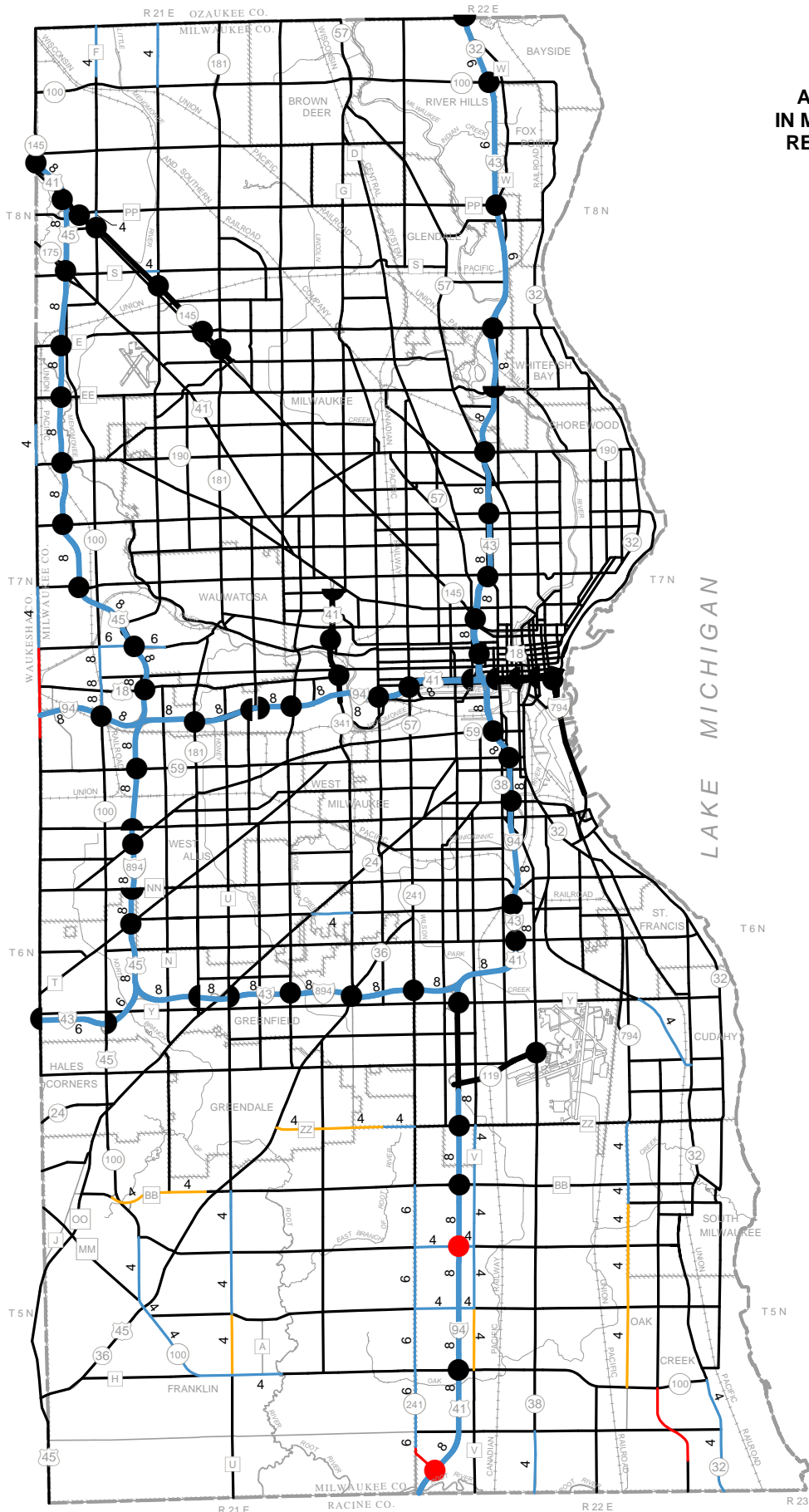
3. The plan recommends that the Wisconsin Department of Transportation during its preliminary engineering for IH 94 consider the provision of an interchange with CTH K in Kenosha County, including the alternative of collector-distributor roadways connecting CTH K, STH 50, and STH 158, and an additional potential new future freeway interchange at CTH ML with IH 94. Should the preliminary engineering study conclude with a recommendation to construct one or both of the interchanges, 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.

4. Sufficient right-of-way should be reserved along STH 158 from CTH H to STH 31 to accommodate its ultimate improvement to six travel lanes.

5. Sufficient right-of-ways should be reserved along CTH K from IH 94 to STH 31 to accommodate its ultimate improvement to six travel lanes.

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
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- NUMBER OF LANES (2 WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW
- HALF NEW
- EXISTING

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

- Each proposed arterial street and highway improvement, expansion, or 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.
- 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.
- The plan also provides further recommendations with respect to freeway half-interchanges. The plan recommends that the Wisconsin Department of Transportation, during the reconstruction of the freeway system:
 - Convert the S. 27th Street with IH 94 interchange to a full interchange;
 - Consider as an alternative (where conditions permit) combining selected half-interchanges into one full interchange. (For example, STH 100 and S. 124th Street with IH 43.)
 - Retain all other existing half-interchanges and examine during preliminary engineering the improvement of connection between adjacent interchanges.
- The plan also recommends that during preliminary engineering for the reconstruction of STH 100 from W. 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.



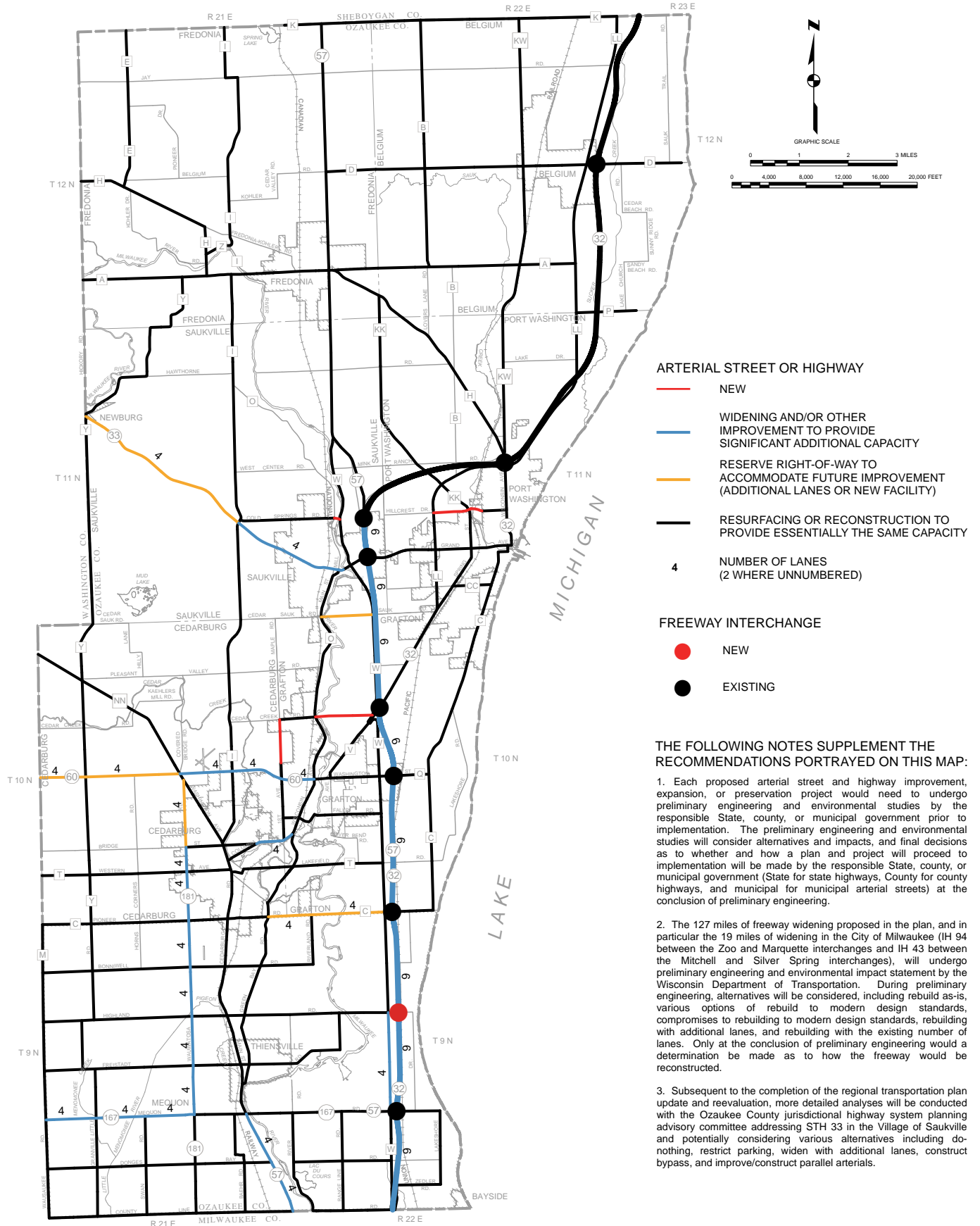
GRAPHIC SCALE

0 1 2 MILES

0 4,000 8,000 12,000 16,000 FEET

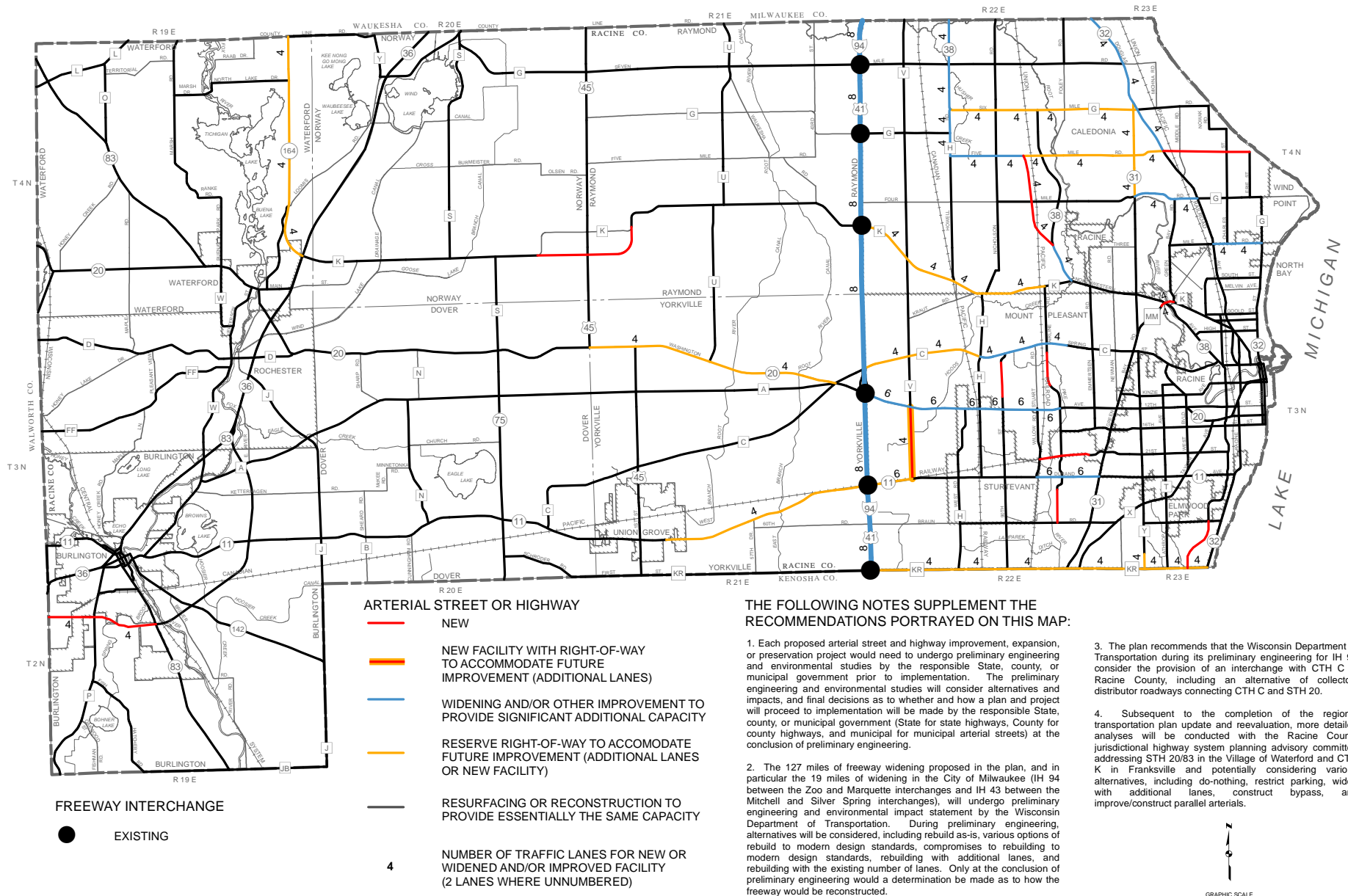
Map 8

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



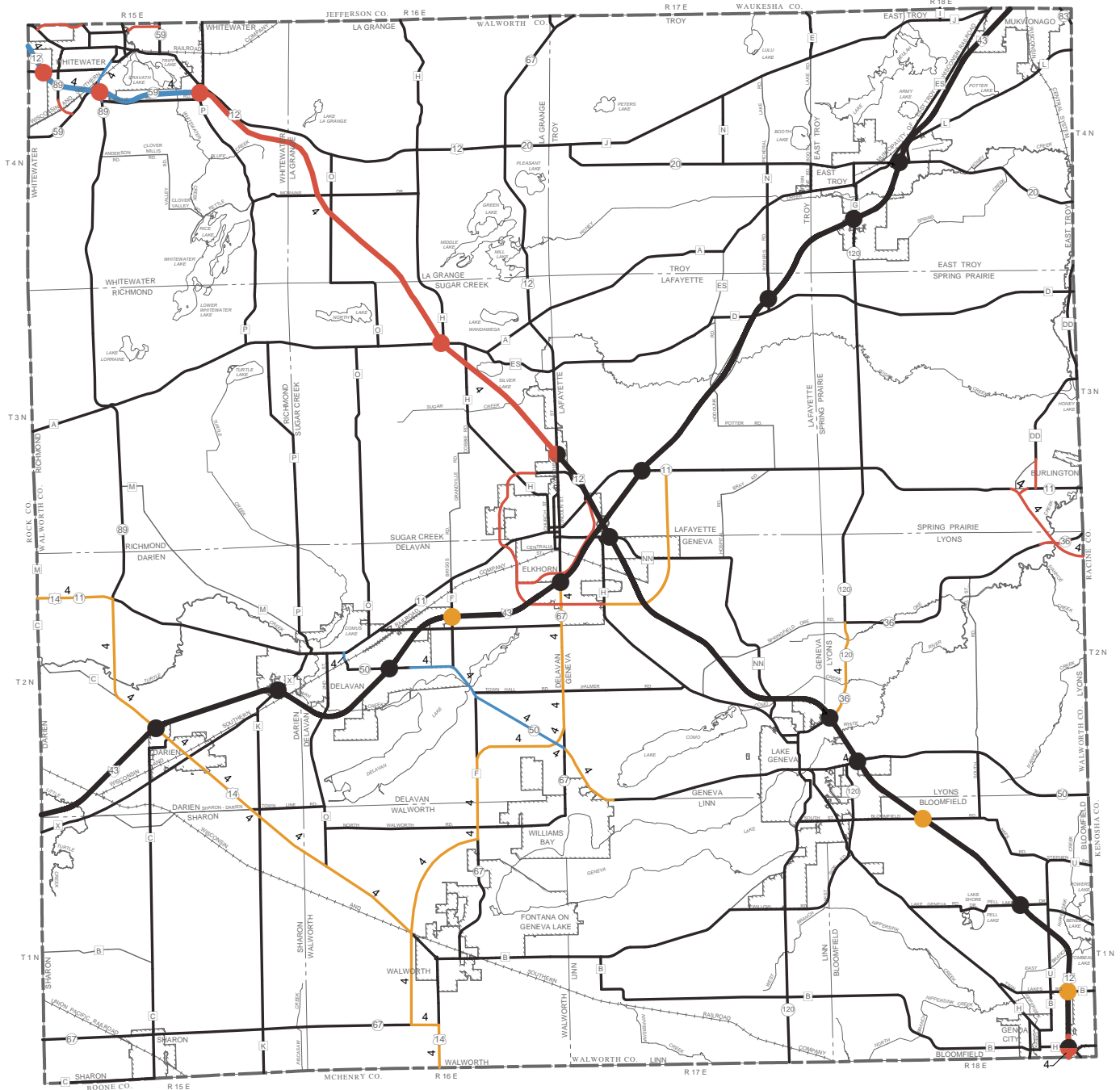
Map 9

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



Map 10

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



ARTERIAL STREET OR HIGHWAY

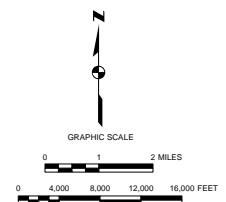
- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4** NUMBER OF LANES FOR NEW OR WIDENED AND/OR IMPROVED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

FREEWAY INTERCHANGE

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

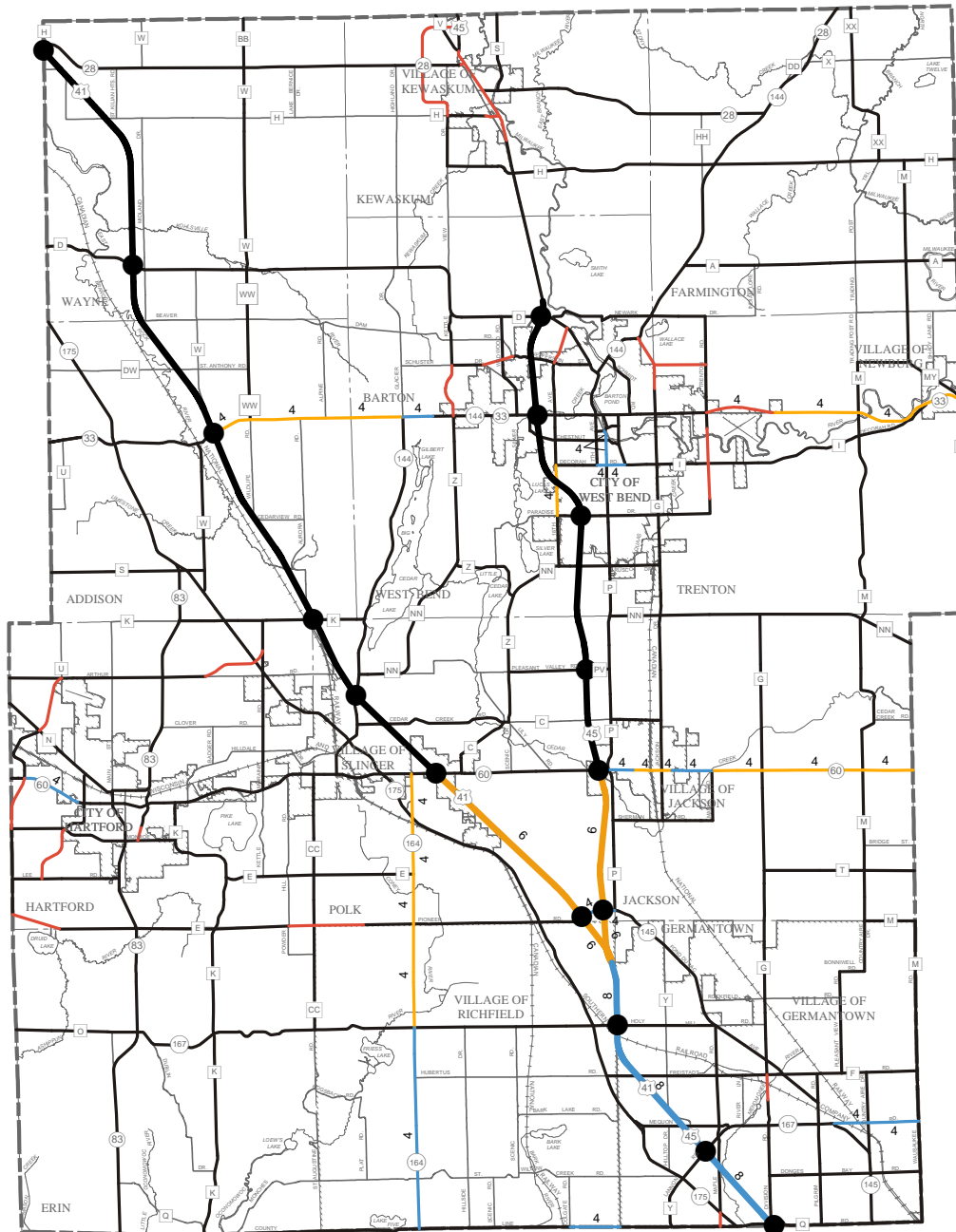
THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement, expansion, or 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 preliminary engineering would a determination be made as to how the freeway would be reconstructed.



Map 11

FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WASHINGTON COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION 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 LANES (2 WHERE UNNUMBERED)

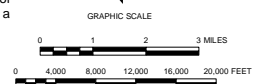
FREEWAY INTERCHANGE

- EXISTING

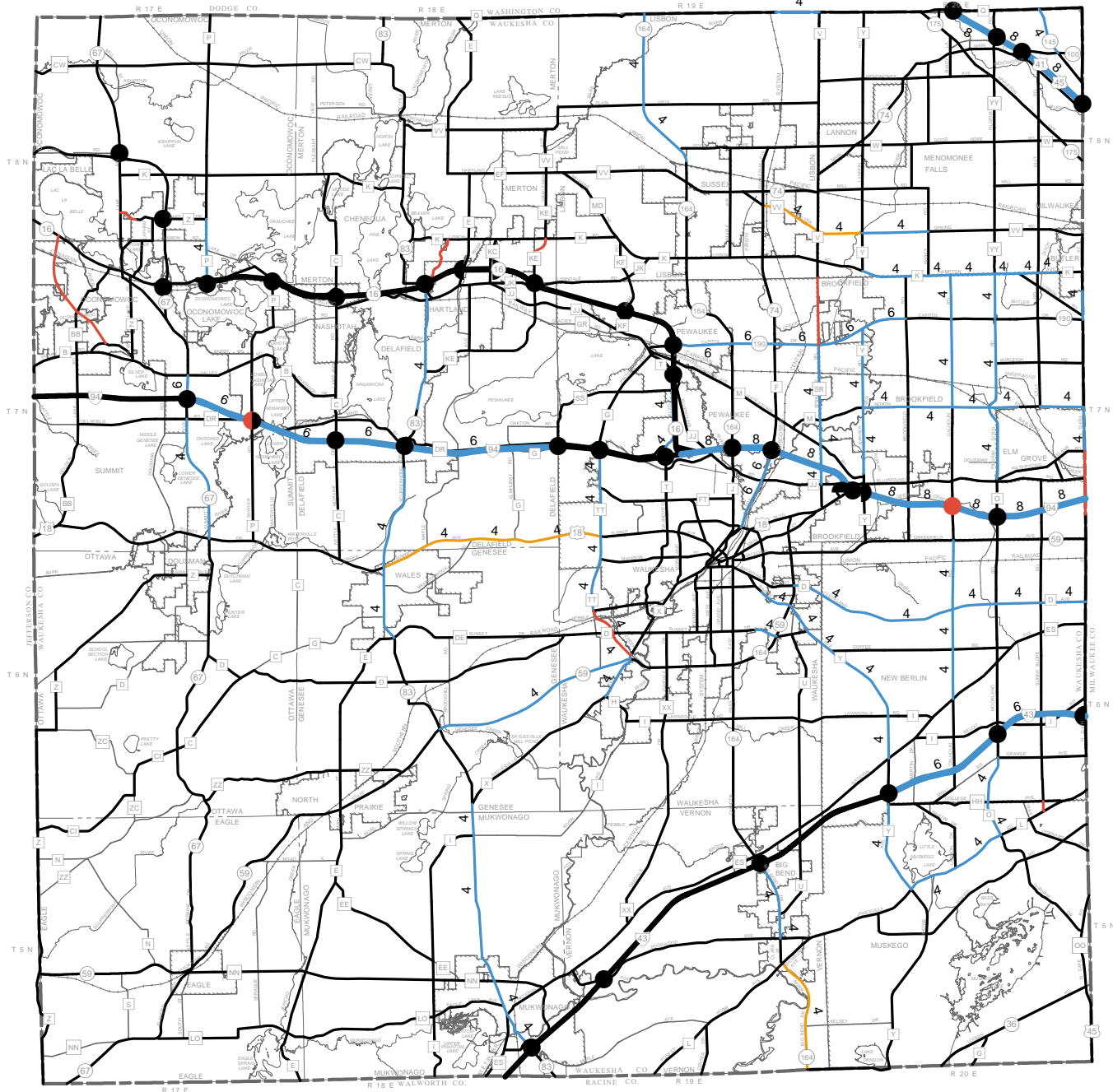
THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement, expansion, or 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.



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

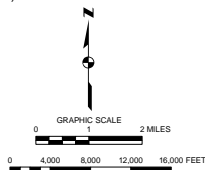


ARTERIAL STREET OR HIGHWAY

- 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 LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW
- ◐ NEW HALF
- EXISTING



THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement, expansion, or 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 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 freeway half-interchanges. The plan recommends that the Wisconsin Department of Transportation during the reconstruction of the freeway system:
 - Convert the CTH P 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; 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 analysis 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
2015 ^a 2015 ^a	Kenosha	Widening	CTH K IH 94	CTH H to Union Pacific Railway CTH C to STH 142	Widen from two to four traffic lanes Widen from six to eight traffic lanes
2015 ^a 2015 ^a 2015 2015 ^a 2015 ^a 2015 2015 ^a 2015 ^a 2015	Milwaukee	Expansion Widening	IH 94/USH 41 CTH U (76th Street) CTH ZZ (W College Avenue) IH 94/IH 894/USH 41/STH 119 Pennsylvania Avenue Puetz Road STH 100 (Mayfair Road) Watertown Plank Road Watertown Plank Road	Drexel Avenue Interchange Imperial Drive to Puetz Road 35th Street to 27th Street Mitchell & Airport Interchanges Rawson Avenue to College Avenue STH 241 to CTH V IH 94 to Watertown Plank Road STH 100 to USH 45 USH 45 to 92nd Street	Construct new interchange Widen from two to four traffic lanes Widen from two to four traffic lanes Interchange reconstruction and modernization Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from six to eight traffic lanes Widen from four to six traffic lanes Widen from four to six traffic lanes
2015 ^a	Ozaukee	Widening	STH 181	CTH T to Bridge Street	Widen from two to four traffic lanes
2015 ^a	Racine	Widening	CTH C	Airline Road to Sunnyslope Road	Widen from two to four traffic lanes
2015 ^a 2015 ^a 2015 ^a 2015 ^a 2015 ^a	Waukesha	Widening	CTH L CTH TT CTH TT (Meadowbrook Road) CTH TT (Meadowbrook Road) CTH VV (Silver Spring Drive)	CTH Y to CTH O Sunset Drive (CTH D) to USH 18 Northview Road to IH 94 Northview Road to USH 18 CTH Y (Lannon Road) to Jackson Drive	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
2020/22 2020/22 2020/22 2020/22 2020/22 2020/22 2020/22 ^a 2020/22 2020/22 ^a	Kenosha	Expansion Widening	51st Avenue extension CTH C CTH K CTH K CTH Q CTH S IH 94 STH 158 (52nd Street) STH 50	93rd Street to STH 165 CTH U to West Frontage Road 104th Street to CTH H IH 94 to 115th Street CTH U to IH 94 CTH H to STH 31 STH 142 to CTH KR STH 31 to 95th Avenue IH 94/USH 41 to 39th Avenue	Construct two lanes on new alignment 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 six to eight traffic lanes Widen from two/four to six traffic lanes Widen from four to six traffic lanes
2020/22 2020/22 ^a 2020/22 ^a 2020/22 2020/22 2020/22 ^a 2020/22 2020/22 ^a 2020/22 2020/22 ^a 2020/22 2020/22 2020/22 2020/22 ^a 2020/22 ^a 2020/22 ^a 2020/22 ^a 2020/22 ^a	Milwaukee	Expansion Widening	15th Avenue extension Elm Road extension IH 94/USH 41 107th Street 124th Street 91st Street CTH F (107th Street) CTH U CTH V IH 94 IH 94/IH 894/USH 45 Morgan Avenue Pennsylvania Avenue STH 100 (Ryan Road) STH 241 (27 th Street) STH 38 USH 45/STH 100	STH 100 to Elm Road 27th Street to IH 94 Elm Road Interchange Good Hope Road to STH 145 Lisbon Avenue to Ruby Avenue STH 100 to Ozaukee County Line STH 100 to Ozaukee County Line Rawson Avenue to Imperial Drive CTH ZZ to Puetz Road Waukesha County Line to Zoo Interchange Zoo Interchange Forest Home Avenue to 43rd Street Milwaukee Avenue to College Avenue STH 36 (Loomis Road) to 60th Street Drexel Avenue to Rawson Avenue County Line to Oakwood Road Drexel Avenue to STH 36	Construct two lanes on new alignment Construct two lanes on new alignment Construct new interchange 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 Widen from six to eight traffic lanes Interchange reconstruction and modernization Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from four to six traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2020/22 2020/22	Ozaukee	Widening	CTH W STH 57	Glen Oaks Lane to Highland Road Milwaukee County Line to STH 167	Widen from two to four traffic lanes Widen from two to four traffic lanes
2020/22 2020/22 2020/22 2020/22 2020/22 2020/22 ^a 2020/22 2020/22 ^a 2020/22 ^a 2020/22 ^a	Racine	Expansion Widening	21st Street extension CTH V extension Memorial Drive extension Oakes Road extension Oakes Road extension STH 11 STH 32 STH 38 STH 38	Loni Lane to Willow Road STH 20 to STH 11 Chicory Road to CTH KR Braun Road to Oakes Road Oakes Road to Airline Road Willow Road to STH 31 Five Mile Road to STH 31 Milwaukee County Line to CTH H Proposed STH 38 to CTH K	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 Widen from four to six traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2020/22 2020/22	Walworth	Expansion Widening	W Market Street extension STH 50	CTH H to Voss Road STH 11 to Washington Street	Construct two lanes on new alignment Widen from two to four traffic lanes
2020/22 2020/22 2020/22 2020/22	Washington	Expansion	18th Avenue extension Arthur Road extension Maple Road extension New Facility	Jefferson Street to CTH D CTH N to Arthur Road CTH Q to STH 175 Arthur Road to Kettle Moraine Road	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment

Table 4 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2020/22 2020/22 2020/22 2020/22	Washington	Widening	CTH Y STH 33 STH 60 USH 41	STH 175 to USH 41/45 Trenton Road to Oak Road USH 45 to Industrial Drive STH 60 Interchange	Widen from two to four traffic lanes Widen from two to four lanes lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2020/22 2020/22 2020/22 2020/22 ^a 2020/22 ^a 2020/22 2020/22	Waukesha	Expansion	CTH KE realignment Lake Drive extension Town Line Road extension Waukesha west bypass	CTH K to 800 feet north Blue Dalhia Road to STH 67 Weyer Road to STH 190 CTH X to Sunset Drive	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct four lanes on new alignment
2020/22 ^a 2020/22 2020/22		Widening	Calhoun Road Calhoun Road CTH F	North Avenue to CTH K CTH ES to Cleveland Avenue USH 18 (Moreland Boulevard) to IH 94	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from four to six traffic lanes
2020/22 ^a 2020/22 ^a 2020/22 2020/22 2020/22 2020/22 2020/22 2020/22 2020/22 2020/22 2020/22 2020/22 2020/22 2020/22 2020/22 2020/22 2020/22			CTH M (North Avenue) CTH M (North Avenue) CTH P CTH Q CTH X CTH Y CTH Y CTH Y CTH Y (Racine Avenue) Pilgrim Road Pilgrim Road Racine Avenue Springdale Road St. Paul Avenue	Pilgrim Road to 147th Street Lilly Road to 124th Street CTH Z to STH 16 Colgate Road to CTH V STH 59 to CTH H North Avenue to USH 18 STH 59/164 to CTH I North Avenue to STH 190 CTH L to College Avenue Hickory Trail to CTH I North Avenue to USH 18 Lisbon Road to North Avenue Downing Drive to STH 59/164 STH 190 (Capitol Drive) to CTH JJ Moreland Boulevard to Harris Highland Drive	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 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 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
2020/22			STH 164	Howard Lane to CTH Q (Washington County Line)	Widen from two to four traffic lanes
2020/22 ^a 2020/22 ^a 2020/22 2020/22 ^a			STH 164 STH 190 STH 67 STH 67	IH 43 to Edgewood Avenue CTH Y to Brookfield Road CTH DR to USH 18 CTH DR to CTH B	Widen from two to four traffic lanes Widen from four to six traffic lanes Widen from two to four traffic lanes Widen from two/four to four/six traffic lanes
2020/22 2020/22 ^a 2020/22 ^a 2020/22 ^a			STH 83 STH 83 STH 83 STH 83	Mariner Drive to STH 16 Bay View Road to CTH NN Point north of CTH NN to STH 59 USH 18 (High Meadow Lane) to CTH DE	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
2020/22			Sunset Drive	Tenny Avenue to STH 59/164	Widen from two to four traffic lanes
2020/22 ^a	Milwaukee	Widening	IH 94/USH 41	CTH G to College Avenue	Widen from six to eight traffic lanes
2020/22 ^a	Racine	Widening	IH 94	CTH KR to CTH K	Widen from six to eight traffic lanes
2025 2025 2025 2025	Kenosha	Widening	30th Avenue CTH C CTH H STH 158 (52nd Street)	27th Street to CTH E 104th Avenue to CTH H CTH C to STH 50 IH 94 to 95th Street	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two/four to six traffic lanes
2025 ^a 2025 2025	Milwaukee	Widening	IH 43 IH 43/IH 894 IH 43/IH 894/USH 45	Silver Spring Drive to STH 60 Hale Interchange to STH 241 Hale Interchange	Widen from four to six traffic lanes Widen from six to eight traffic lanes Interchange reconstruction and modernization
2025 2025 ^a 2025 ^a			IH 894/USH 45 IH 94 IH 94/USH 41/STH 341	Hale Interchange to Zoo Interchange 70th Street to 25th Street Stadium Interchange	Widen from six to eight traffic lanes Widen from six to eight traffic lanes Interchange reconstruction and modernization
2025 2025			STH 241 (27th Street) STH 241 (27th Street)	Rawson Avenue to Drexel Avenue Racine County Line to Drexel Avenue	Widen from four to six traffic lanes Widen from four to six traffic lanes
2025		Expansion	IH 43	Highland Road Interchange	Construct new interchange
2025			Maple Road extension	Cedar Creek to Rose Street	Construct two lanes on new alignment
2025 2025 ^a 2025 2025 2025		Widening	Columbia Road STH 181 STH 33 STH 33 STH 60	Bridge Street to Chateau Drive CTH C to CTH T Progress Drive to CTH O CTH I to Progress Drive STH 181 to 12th Avenue	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
2025 2025 2025 2025 ^a 2025	Racine	Expansion	90th Street extension Proposed STH 38 realignment	STH 20 to CTH C Five Mile Road to Existing STH 38	Construct two lanes on new alignment Construct four lanes on new alignment
2025 2025 2025 ^a 2025		Widening	CTH H Five Mile Road IH 94 STH 20	STH 38 to Five Mile Road CTH H to Proposed STH 38 CTH K to CTH G IH 94/USH 41 to Oakes Road	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from six to eight traffic lanes Widen from four to six traffic lanes
2025	Walworth	Expansion	Indian Mound Parkway extension	Indian Mound Parkway to STH 59	Construct two lanes on new alignment

Table 4 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2025	Walworth	Expansion	New Facility	STH 67 to STH 11	Construct two lanes on new alignment
2025			W Market Street extension	STH 11 to CTH H	Construct two lanes on new alignment
2025 ^a		Widening	STH 50	Lake Lawn Lodge Entrance to STH 67	Widen from two to four traffic lanes
2025	Washington	Expansion	Trenton Road extension	STH 33 to Maple Road	Construct two lanes on new alignment
2025			Wacker Drive extension	Lee Road to Monroe Avenue	Construct two lanes on new alignment
2025			Waterford Road extension	Powder Hill Road to Pioneer Road	Construct two lanes on new alignment
2025		Widening	Decorah Road	7th Avenue to Indiana Avenue	Widen from two to four traffic lanes
2025			STH 60	Independence Avenue to Existing four lane section	Widen from two to four traffic lanes
2025	Waukesha	Expansion	Campus Drive	STH 83 to CTH K	Construct two lanes on new alignment
2025			Oconomowoc Parkway	CTH BB (Concord Road) to Oconomowoc Parkway	Construct two lanes on new alignment
2025			Sunnyslope Road extension	CTH HH to CTH L	Construct two lanes on new alignment
2025		Widening	Calhoun Road	Cleveland Avenue to STH 59	Widen from two to four traffic lanes
2025			CTH D	Calhoun Road to Milwaukee County Line	Widen from two to four traffic lanes
2025 ^a			CTH M (North Avenue)	Calhoun Road to Pilgrim Road	Widen from two to four traffic lanes
2025			CTH M (North Avenue)	Barker Road to Calhoun Road	Widen from two to four traffic lanes
2025 ^a			STH 190	STH 16 to CTH Y (Brookfield Road)	Widen from four to six traffic lanes
2025	Kenosha	Expansion	85th Street extension	Sheridan Road to 7th Avenue	Construct two lanes on new alignment
2035			CTH F extension	CTH O to 89th Street	Construct two lanes on new alignment
2035			CTH ML extension	79th Avenue to STH 31	Construct two lanes on new alignment
2035		Widening	104th Avenue	STH 50 to STH 158	Widen from two to four traffic lanes
2035			CTH C	East Frontage Road to 104th Street	Widen from two to four traffic lanes
2035			Roosevelt Road	39th Avenue to 63rd Street	Widen from two to four traffic lanes
2035			STH 165	STH 31 to CTH EZ	Widen from two to four traffic lanes
2035			STH 165 (104th Street)	IH 94 to Prairie Springs Park	Widen from two to four traffic lanes
2035			STH 32	128th Street to CTH T	Widen from two to four traffic lanes
2035			STH 83	128th Street to STH 50	Widen from two to four traffic lanes
2035 ^a	Milwaukee	Expansion	Kenosha-Racine-Milwaukee Commuter Rail	Kenosha Metra Station to Milwaukee Intermodal Terminal	Construct commuter rail line
2035		Widening	124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes
2035			IH 43	Marquette Interchange to Silver Spring Drive	Widen from six to eight traffic lanes
2035			IH 43	Waukesha County Line to Hale Interchange	Widen from four to six traffic lanes
2035			IH 43/IH 94	Howard Avenue to Marquette Interchange	Widen from six to eight traffic lanes
2035			IH 43/IH 94	Marquette Interchange	Interchange reconstruction and widening
2035			Mill Road	Fond du Lac Avenue to 91st Street	Widen from two to four traffic lanes
2035			Port Washington Road	Bender Road to Daphne Road	Widen from two to four traffic lanes
2035			STH 32	County Line Road to STH 100	Widen from two to four traffic lanes
2035			USH 45	Burleigh Road to North Interchange	Widen from six to eight traffic lanes
2035			Whitnall Avenue	Nicholson Avenue to Packard Avenue	Widen from two to four traffic lanes
2035	Ozaukee	Expansion	Cedar Creek Road	CTH O to East Cedar Creek Road	Construct two lanes on new alignment
2035			Cold Springs Road extension	CTH O to CTH W	Construct two lanes on new alignment
2035			E. Cedar Creek Road	East River Road to CTH W	Construct two lanes on new alignment
2035			Walters Street extension	CTH LL to Grant Street	Construct two lanes on new alignment
2035		Widening	IH 43	STH 60 to STH 57	Widen from four to six traffic lanes
2035	Racine		STH 167	Washington County Line to Wauwatosa Road	Widen from two to four traffic lanes
2035			STH 181	STH 167 to CTH T	Widen from two to four traffic lanes
2035		Expansion	CTH K extension	Britton Road to 108th Street	Construct two lanes on new alignment
2035			CTH MM/Rapids Drive	Rivershore Drive to Rapids Court	Construct two lanes on new alignment
2035			Five Mile Road extension	Dublin Court to Sunshine Lane extended	Construct two lanes on new alignment
2035			Five Mile Road extension	North Point Drive to Erie Street	Construct two lanes on new alignment
2035		Widening	CTH C	CTH H to Airline 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	Walworth		STH 32	STH 31 to Milwaukee County Line	Widen from two to four traffic lanes
2035			Three Mile Road	STH 32 to CTH G	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		Expansion	CTH DD extension	CTH DD to STH 11	Construct two lanes on new alignment
2035			Deere Road extension	Deere Road to STH 11	Construct two lanes on new alignment
2035			E Market Street extension	STH 11 to STH 67	Construct two lanes on new alignment
2035	Walworth		New East-West Arterial	Main Street to Pratt Street	Construct two lanes on new alignment
2035			Outer Ring Road	CTH H to Inner Ring Road	Construct two lanes on new alignment
2035			Starin Road Extension	Fremont Street to Newcomb Street	Construct two lanes on new alignment

Table 4 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2035	Walworth	Expansion	USH 12	STH 89 Interchange	Construct new interchange
2035			USH 12	CTH P Interchange	Construct new interchange
2035			USH 12	CTH A Interchange	Construct new interchange
2035			USH 12	CTH S Interchange	Construct new interchange
2035			USH 12	Howard Road to STH 67 Interchange	Construct four lanes on new alignment
2035			USH 12	STH 67 Interchange	Construct new interchange
2035			USH 12	CTH H Interchange	Construct new interchange
2035			USH 12	CTH H to Illinois State Line	Construct four lanes on new alignment
2035		Widening	STH 59	STH 89 to Whitewater Street	Widen from two to four traffic lanes
2035			STH 89	Willis Ray Road to STH 59	Widen from two to four traffic lanes
2035			USH 12	Cold Spring Road to Howard Road	Widen from two to four traffic lanes
2035	Washington	Expansion	CTH H extension	USH 45 to relocated USH 45	Construct two lanes on new alignment
2035			Division Road extension	Main Street to Freistadt Road	Construct two lanes on new alignment
2035			Jefferson Street extension	North River Road to Trenton Road	Construct two lanes on new alignment
2035			Kettleview Road extension	STH 33 to Schuster Drive	Construct two lanes on new alignment
2035			Kettleview Road extension	CTH H to STH 28	Construct two lanes on new alignment
2035			Kettleview Road extension	STH 28 to USH 45	Construct two lanes on new alignment
2035			Monroe Avenue extension	Monroe Avenue to Pond Road	Construct two lanes on new alignment
2035			North River Road extension	North River Road to STH 144	Construct two lanes on new alignment
2035			Schuster Drive extension	Schuster Drive to Beaver Dam Road	Construct two lanes on new alignment
2035			STH 28 extension	USH 45 to relocated USH 45	Construct two lanes on new alignment
2035			Taylor Road extension	Pond Road to STH 60	Construct two lanes on new alignment
2035			USH 45 relocation	Sandy Ridge Road to STH 28	Construct two lanes on new alignment
2035			Waterford Road realignment	Taylor Road to North Shore Drive	Construct two lanes on new alignment
2035			Wilson Avenue extension	Monroe Avenue to Lincoln Avenue	Construct two lanes on new alignment
2035		Widening	Main Street	Decorah Street to Walnut Street	Widen from two to four traffic lanes
2035			STH 164	CTH Q to STH 167	Widen from two to four traffic lanes
2035			STH 167	Fond Du Lac Avenue to Ozaukee County Line	Widen from two to four traffic lanes
2035 ^a			STH 33	STH 144 to Meadowlark Ct.	Widen from two to four traffic lanes
2035			STH 60	Ridgeway Drive to Maple Road	Widen from two to four traffic lanes
2035			USH 41/USH 45	Waukesha County Line to Richfield Interchange	Widen from six to eight traffic lanes
2035					
2035	Waukesha	Expansion	124th Street extension	Watertown Plank Road to 124th Street (STH 59)	Construct two lanes on new alignment
2035			IH 94	Calhoun Road Interchange	Construct new interchange
2035			Oconomowoc Parkway	STH 16 to CTH BB	Construct two lanes on new alignment
2035		Widening	CTH D	STH 59/164 to Calhoun Road	Widen from two to four traffic lanes
2035			CTH K	CTH Y to Calhoun Road	Widen from two to four traffic lanes
2035			CTH K (Lisbon Road)	Calhoun Road to Hampton Road	Widen from two to four traffic lanes
2035			CTH T	Golf Road to CTH SS	Widen from two to four traffic lanes
2035			Hampton Road	Lisbon Road to 132nd Street	Widen from two to four traffic lanes
2035			IH 43	CTH Y (Racine Avenue) to Milwaukee County Line	Widen from four to six traffic lanes
2035			IH 94	STH 67 to CTH SS	Widen from four to six traffic lanes
2035			IH 94	STH 16 to Milwaukee County Line	Widen from six to eight traffic lanes
2035			Moorland Road	CTH L to Grange Avenue	Widen from two to four traffic lanes
2035			Old Orchard Road	Brown Deer Road to Washington County Line	Widen from two to four traffic lanes
2035			STH 59	STH 83 to St. Paul Avenue	Widen from two to four traffic lanes
2035			USH 41/USH 45	North Interchange to Washington County Line	Widen from six to eight traffic lanes

Source: SEWRPC

^a Project included in 2013 - 2016 Transportation Improvement Program

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 2015, 2020/22, 2025, and 2035 are identified. Table 5 summarizes the mileage of system improvement and expansion anticipated to be implemented by 2015, 2020/22, 2025, 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.

2013 THROUGH 2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR SOUTHEASTERN WISCONSIN

The 2013-2016 TIP for Southeastern Wisconsin is documented in the SEWRPC report entitled, *A Transportation Improvement Program for Southeastern Wisconsin: 2013-2016*. The TIP includes all Federally and otherwise funded arterial highway and public transit projects programmed within the seven-county Southeastern Wisconsin Region for the years 2013 through 2016. A listing of all projects in the TIP is referenced in Appendix B of this report.

The TIP includes projects for the entire seven-county Region both inside and outside the three urbanized areas within the Region of Milwaukee, Racine, Kenosha, and Round Lake Beach. The TIP 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 TIP 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 four urbanized areas within that Region. The TIP has included more than the Federally required listing of Federally assisted projects in the four 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 TIP for Southeastern Wisconsin permits a comprehensive evaluation of transportation improvements with respect to air quality impacts.

Transportation Improvement Program Projects

The 2013-2016 TIP includes 475 projects. The TIP for the seven-county Southeastern Wisconsin Region for the years 2013, 2014, 2015, and 2016 represents a total programmed investment in transportation improvements of about \$3.26 billion. Of this total, \$1.30 billion, or about 40 percent, is proposed to be provided in Federal aids; \$1.64 billion, or about 50 percent, in State funds; and \$311 million, or about 10 percent, in local monies. The first year of the TIP for the seven-county Southeastern Wisconsin Region represents a total programmed investment in transportation improvements of about \$1.05 billion. Of this total, about \$404 million, or about 39 percent, is proposed to be provided in Federal aids; \$548 million, or about 52 percent, in State aids; and \$94 million, or about nine percent, in local funds.

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

1. Highway Preservation

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

³All TIP projects with potential impact on air quality, that is, "nonexempt" projects, are listed later in this report in Table 9.

Table 5

**IMPELMENTATION SCHEDULE FOR THE ARTERIAL STREET AND HIGHWAY ELEMENT
CAPACITY IMPROVEMENT AND EXPANSION: 2015, 2020, 2022, 2025, and 2035**

Southeastern Wisconsin Region	Proposed Incremental Arterial System Improvement and Expansion Route Miles				
	2015	2020/22	2025	2035	Total
State Trunk Highway	15	58	71	116	260
County and Local Trunk Highway	9	61	31	48	149
Total Regional Arterial System	24	119	102	164	409

Source: SEWRPC.

incorporate modernization of the existing arterial facility to address safety and other concerns, by including intersection improvements, shoulder widening, and vertical and horizontal alignment improvements.

2. Highway Improvement

Projects which involve roadway reconstruction, and include in the reconstruction an increase in the traffic carrying capacity of the existing arterial highway system, typically through the 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 for the current year (2013) of the TIP by each of the nine project categories for Walworth County and for Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties combined. Certain expenditure patterns are apparent from an examination of Figure 2. These include the following:

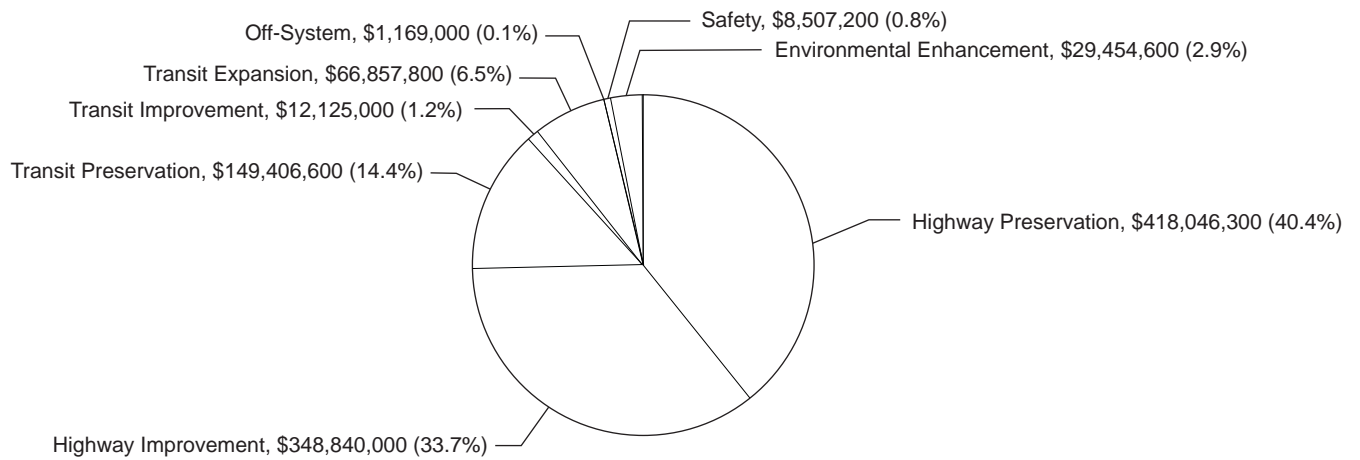
1. A significant proportion of financial resources are to be devoted to the preservation of the existing transportation facilities and services--about 55 percent in the Region. This allocation of resources is especially notable when it is considered that virtually none of the funding for routine highway maintenance activities--snowplowing, ice control, grass cutting, power for street lighting, and litter pickup--is included in the TIP.
2. No funds for highway expansion are programmed for 2013⁴. The expenditures for highway improvement in 2013 are approximately \$349 million, or 33 percent of total expenditures. (It should be noted that much of

⁴ While projects exclusively highway expansions are not programmed in the 2013-2016 TIP, some programmed highway improvement projects may include segments being considered or proposed to be realigned within new right-of-way. For example, a portion of the West Waukesha Bypass project between Genesee Road and Summit Avenue in Waukesha County,

Figure 2

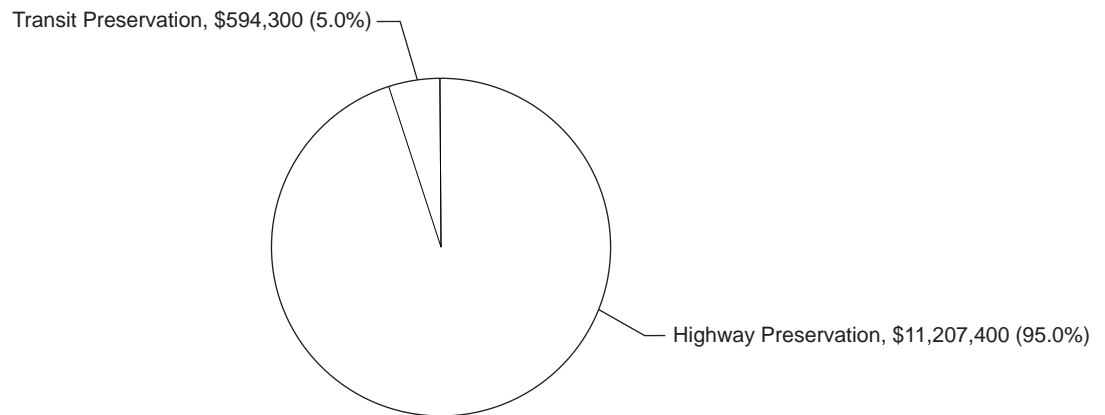
**DISTRIBUTION OF EXPENDITURES IN 2013 OF THE
2013 THROUGH 2016 TRANSPORTATION IMPROVEMENT PROGRAM BY PROJECT CATEGORY**

**Kenosha, Milwaukee, Ozaukee,
Racine, Washington and Waukesha Counties**



Total: \$1,034,406,500

Walworth County



Total: \$11,801,700

the cost of a highway improvement project is attendant to reconstruction of the existing highway facility. The cost of additional traffic lanes provided may only represent 10 to 20 percent of the total costs of a highway improvement project.) About \$429 million is programmed in 2013 for expenditures on highway preservation, or about 41 percent of total programmed expenditures.

3. A significant proportion of total financial resources are devoted to public transit projects, which account for about 22 percent of the programmed resources. Of the total programmed resources for public transit, 66 percent is for preservation, and five percent and 29 percent for service improvement and service expansion, respectively.

The TIP has been developed to be fiscally constrained, pursuant to USDOT metropolitan planning regulations (23CFR Part 450). The funding attendant to implementing the TIP 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 2013 THROUGH 2016 TRANSPORTATION IMPROVEMENT PROGRAM

This section of the report demonstrates the conformity of the year 2035 RTP and the 2013-2016 TIP 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 USEPA for such conformity assessment. This conformity demonstration is for the six-county 1997 ozone eight-hour maintenance area including Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties, the Wisconsin portion of the 2008 eight-hour marginal ozone nonattainment area consisting of Kenosha County east of IH 94, and the three-county PM_{2.5} nonattainment area including Milwaukee, Racine, and Waukesha Counties.

Conformity Determination Procedural Requirements

The procedures to determine conformity set forth in the *Federal Register* (40CFR Parts 51 and 93), as amended through March 14, 2012, 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 RTP 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.

SEWRPC is the gubernatorially designated MPO for the Kenosha, Milwaukee, Racine, and the Wisconsin portion of the Round Lake Beach urbanized areas within Southeastern Wisconsin and also the statutory official areawide planning agency for the seven-county Southeastern Wisconsin Region, which contains these four 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

currently under preliminary engineering and environmental impact study, is being considered to be constructed within a new right-of-way. In addition, some of the alternatives being considered for the reconstruction of STH 38 between CTH K and Oakwood Road in Racine and Milwaukee Counties include reconstructing a portion of STH 38 within a new right-of-way.

as well in support of air quality planning by WDNR. The maintenance plan for the 1997 ozone NAAQS includes motor vehicle emissions budgets (MVEBs) considered adequate for the purposes of transportation conformity. These MVEBs were predicated on a high growth scenario from the Commission's year 2035 planning with attendant growth in VMT of 1.8 percent per year to the year 2015, and 0.9 percent per year for 2015-2022 and 7.5 percent in 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 0.9 percent annual increase in vehicles miles travel from the year 2001 to the year 2015, a 0.8 percent annual increase from 2015 to 2025, and a 0.5 percent annual increase from 2025 to 2035.

USEPA on October 9, 2009 designated a three-county (Milwaukee, Racine, and Waukesha) PM_{2.5} nonattainment area within southeastern Wisconsin. As there is no approved state implementation plan and attendant MVEB, this conformity analysis will be conducted using a build no greater than baseline test consistent with 40 CFR 93.119. The attendant emissions estimate for the baseline will be for the year 2008 and will be based on traffic count data published annually by WisDOT. A redesignation request and maintenance plan was submitted to USEPA on June 5, 2012, which includes budgets for PM_{2.5}, NO_x, SO₂, and VOC for the years 2020 and 2025. This conformity analysis is intended to serve as the basis for a finding that the plan and TIP are in conformity with the 2006 24-hour PM_{2.5} NAAQS and the proposed maintenance plan when USEPA either makes a finding that the budgets are adequate for conformity or redesignates the three-county nonattainment area to attainment and would also fulfill the requirement to demonstrate conformity of the RTP and TIP within two years of a finding that budgets are adequate for conformity demonstrations.

The determination of conformity of the RTP and TIP requires specific travel and emission forecasts for the years 2015, 2020, 2022, 2025, and 2035. The population, household, and employment data at regional and subregional levels for the years 2015, 2020, 2022, and 2025 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 years 2015, 2020, 2022, and 2025 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 VMT. The different scenarios included intermediate- and high-growth scenarios for the Region as a whole, centralized and decentralized land use patterns, and alternative regional transportation systems ranging from a "no-build" option, to an alternative which would substantially increase the price of automobile transportation, to the recommended system plan. The results of analyses of these scenarios indicated that the future annual growth in VMT 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 VMT, 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 RTP 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

Table 6

**FORECAST POPULATION, HOUSEHOLD, AND EMPLOYMENT LEVELS
FOR SOUTHEASTERN WISCONSIN: 2015, 2020, 2022, 2025, AND 2035**

Characteristics	Forecast Year				
	2015	2020	2022	2025	2035
Southeastern Wisconsin					
Population	2,086,600	2,140,700	2,161,700	2,193,200	2,276,000
Households	837,700	865,000	874,800	889,500	925,800
Employment	1,284,400	1,308,300	1,314,200	1,323,100	1,368,100
Six County Area: Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties					
Population	1,974,400	2,021,400	2,039,600	2,066,900	2,136,000
Households	794,200	818,600	827,300	840,300	871,400
Employment	1,222,600	1,243,700	1,249,100	1,257,100	1,298,700
Three County Area: Milwaukee, Racine, and Waukesha Counties					
Population	1,569,900	1,598,400	1,609,700	1,626,600	1,667,500
Households	636,800	652,400	657,800	665,900	685,600
Employment	1,012,200	1,026,200	1,030,300	1,036,400	1,069,100
East of I-94 in Kenosha County					
Population	130,700	136,200	138,400	141,700	151,700
Households	50,700	53,300	54,300	55,700	60,100
Employment	64,900	66,300	66,600	67,100	69,300

Source: SEWRPC.

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 VMT data, but also model-estimated individual arterial street traffic volume within 10 percent of the actual average weekday vehicular traffic. These models were validated again for the year 2008 by applying the models with year 2008 estimates of households, population, and employment and 2008 transportation network data and comparing estimates of arterial VMT and transit ridership to model estimates derived from actual traffic and transit ridership. This revalidation is documented in Appendix E to this report.

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 September 2011 on the year 2035 RTP and the 2011-2014 TIP. That conformity determination was the fourth determination completed on the RTP for the year 2035, with the first conformity determination completed in June, 2006. The year 2035 RTP proposed that transit service levels measured in vehicle-miles of service double by the year 2035, with the increase in service levels beginning in 2007 and increasing approximately 2.5 percent annually to the year 2035. The plan also proposed that transit fare increases be held to general price inflation. Since 2005, the base year of the year 2035 plan, transit service levels have declined by approximately 11.4 percent. With respect to transit fares, the adult base fare on the Milwaukee County Transit System, which represents over 90 percent of the transit service provided in Southeastern Wisconsin, was \$1.75 in 2005, having last been increased in 2004. This adult base fare has been adjusted twice since 2005, an increase to \$2.00 in 2009, and an increase to \$2.25 in 2010, representing an increase of 29 percent. General price inflation is estimated to have experienced an increase of about 16 percent over the since 2005. The average fare per revenue passenger, which accounts for changes in the adult base fare and the price of passes and tickets, increased from \$0.81 in 2005 to \$1.10 in 2010, the last year revenue ridership and passenger revenue data are available, a 36 percent increase. Due to the lag in implementing the planned transit service expansion and the increase in average fare per revenue passenger, this conformity determination assumed the proposed 125 percent increase in transit service over current service levels would begin in the year 2015, with 4.1 percent annual increases to the year 2035. While transit fares have recently been increasing at a rate greater than inflation, it was assumed that this is a short term trend and that future fare increases will, over the long term, follow inflation.

The maintenance plan for the 1997 eight-hour ozone NAAQS assumes within the six-county area emissions consistent with a 1.8 percent annual increase in VMT to the year 2015, and 0.9 percent annually between 2015 and 2022. The official intermediate year 2035 RTP forecast is for approximately a 0.9 percent annual increase in VMT from the year 2001 to the year 2015, 0.8 percent annual increase from the year 2015 to 2025, and 0.5 percent annual increase from 2025 to the year 2035. The VMT forecasts in the maintenance plan and the RTP are consistent, with maintenance plan forecast being equal to, or greater than, the RTP forecasts. The higher rate of growth assumed in the maintenance plan provides latitude for potential VMT 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 VMT 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.

WisDOT has prepared an estimate of the actual growth in VMT for the years 2001 to 2010 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 VMT in Southeastern Wisconsin is estimated to have increased by about 1.1 percent annually from 2001 to 2010, or slightly less than incorporated in the maintenance plan.⁵

⁵ The traffic counts as taken by WisDOT are as follows: Kenosha County (8 percent of Region VMT in 2001), 1.67 percent annual growth from 2001 to 2008; Milwaukee County (43 percent of Region VMT in 2001) 1.05 percent annual reduction from 2001 to 2010; Ozaukee County (5 percent of Region VMT in 2001) 2.22 percent annual growth in VMT from 2001 to 2010;

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 USEPA MOVES2010b air pollutant emissions estimation model. The assumptions in the emissions estimation model for the years 2015, 2020, 2022, 2025, and 2035 in this conformity analysis, are presented in Table 7. This emissions estimation model is the same model used by WDNR in its development of the transportation conformity budgets for VOC and NO_x included in the redesignation and maintenance plan which served as the basis for USEPA's redesignation of the six-county southeastern Wisconsin eight-hour ozone nonattainment area to attainment. This conformity determination assumes implementation of, and 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 RTP 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 2013-2016 TIP directly implements the plan and is consistent with the plan schedule for implementation. In particular, WisDOT, WDNR, USDOT, 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 RTP. It should be noted, with respect to the latter, that the RTP 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 RTP of transportation control measures. In addition, there has been public consultation with respect to the RTP, 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 year 2035 RTP is documented 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. The public consultation on the quadrennial review, update, and reaffirmation of the year 2035 RTP includes the transmittal of a newsletter to approximately 2,000 individuals, and a public meeting and hearing. Comments received and the consideration and response are documented in Chapter 6 of SEWRPC Memorandum, *The Review, Update, and Reaffirmation of the Year 2035 Regional Transportation Plan*.

State and county and municipal governments have also been directly involved in the preparation of the 2013-2016 TIP through their submittal of projects for inclusion in the TIP and their consideration and approval of the TIP.

Racine County (9 percent of Region VMT in 2001) 0.46 percent annual growth in VMT from 2002 to 2008; Walworth County (6 percent of Region VMT in 2001) 1.53 percent annual growth in VMT from 2002 to 2008; Washington County (8 percent of Region VMT in 2001) 2.32 percent annual growth in VMT from 2001 to 2010; and Waukesha County (22 percent of Region VMT in 2001) 3.91 percent annual growth in VMT from 2000 to 2009. (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 2001 to 2008 was 1.2 percent annually, or about the same as the WisDOT estimate of 1.1 percent annually.

Table 7

**ASSUMPTIONS ASSOCIATED WITH MOVES2010b EMISSIONS
ESTIMATING MODEL: 2011, 2015, 2022, 2025, AND 2035**

Six-County Ozone Maintenance Area ^a and the Wisconsin Portion of the Chicago-Naperville, IL-IN-WI Marginal Ozone Nonattainment Area					
Category	2011	2015	2022	2025	2035
Fuel Inputs					
Gasoline Fuel					
Subtype	Gasohol (E10)	Gasohol (E10)	Gasohol (E10)	Gasohol (E10)	Gasohol (E10)
Ethanol Blends Market Share.....	100%	100%	100%	100%	100%
Ethanol Volume.....	9.59%	9.59%	9.59%	9.59%	9.59%
Reid Vapor Pressure (RVP)	7.08 psi	7.08 psi	7.08 psi	7.08 psi	7.08 psi
Sulfur Content	30 ppm	30 ppm	30 ppm	30 ppm	30 ppm
Aromatic Content	18.01%	18.01%	18.01%	18.01%	18.01%
Olefin Content	5.16%	5.16%	5.16%	5.16%	5.16%
Benzene Content	0.8%	0.7%	0.7%	0.7%	0.7%
E200	48.6%	48.6%	48.6%	48.6%	48.6%
E300	83.3%	83.3%	83.3%	83.3%	83.3%
T50 (degrees Fahrenheit)	203.8	203.8	203.8	203.8	203.8
T90 (degrees Fahrenheit)	336.0	336.0	336.0	336.0	336.0
Diesel Fuel					
Subtype	Conv. Diesel	Conv. Diesel	Conv. Diesel	Conv. Diesel	Conv. Diesel
Conventional Diesel Market Share.....	100%	100%	100%	100%	100%
Sulfur Content	11 ppm	11 ppm	11 ppm	11 ppm	11 ppm
Inspection/Maintenance Program Inputs					
Fuel Type Tested	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline
Inspection Frequency.....	Biennial	Biennial	Biennial	Biennial	Biennial
Tests Conducted.....	Exh. and Evp. OBD	Exh. and Evp. OBD	Exh. and Evp. OBD	Exh. and Evp. OBD	Exh. and Evp. OBD
Passenger Cars (All Model Years)					
Model Years Tested.....	1996 to 2008	1996 to 2012	1996 to 2019	1996 to 2022	1996 to 2032
Compliance Factor.....	95.04%	95.04%	95.04%	95.04%	95.04%
Passenger Trucks (pre-2007 Model Years)					
Model Years Tested.....	1996 to 2006	1996 to 2006	1996 to 2006	1996 to 2006	1996 to 2006
Compliance Factor.....	89.34%	89.34%	89.34%	89.34%	89.34%
Passenger Trucks (2007 and later Model Years)					
Model Years Tested.....	2007 to 2008	2007 to 2012	2007 to 2019	2007 to 2022	2007 to 2032
Compliance Factor.....	95.04%	95.04%	95.04%	95.04%	95.04%
Light Commercial Trucks (pre-2007 Model Years)					
Model Years Tested.....	1996 to 2006	1996 to 2006	1996 to 2006	1996 to 2006	1996 to 2006
Compliance Factor.....	83.64%	83.64%	83.64%	83.64%	83.64%
Light Commercial Trucks (2007 and later Model Years)					
Model Years Tested.....	2007 to 2008	2007 to 2012	2007 to 2019	2007 to 2022	2007 to 2032
Compliance Factor.....	93.14%	93.14%	93.14%	93.14%	93.14%
Other Inputs					
Meteorological Inputs					
Range of Hourly Temperature (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
Range of Hourly Relative Humidity.....	55.9% to 85.8%	55.8% to 87.2%	55.8% to 87.2%	55.8% to 87.2%	55.8% to 87.2%
Summer Weekday VMT	SEWRPC	SEWRPC	SEWRPC	SEWRPC	SEWRPC
VMT by Hour of the Day	MOVES Default	MOVES Default	MOVES Default	MOVES Default	MOVES Default
VMT by Vehicle Class.....	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR
Average Speed Distribution.....	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR
Vehicle Age Distribution					
Pass. Cars, Pass. Tks. and Light Commercial Tks.	WisDNR	WisDNR	WisDNR	WisDNR	WisDNR
All Other Vehicle Classes	MOVES Default	MOVES Default	MOVES Default	MOVES Default	MOVES Default
Vehicle Population	M. Def./WisDNR	M. Def./WisDNR	M. Def./WisDNR	M. Def./WisDNR	M. Def./WisDNR
Road Type Distribution	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR
Ramp Fraction.....	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR
Annual Mileage Accumulation	MOVES Default	MOVES Default	MOVES Default	MOVES Default	MOVES Default

NOTE: The following abbreviations have been used in this table: MOVES (or MOVES2010b) = United States Environmental Protection Agency's Motor Vehicle Emissions Simulator model (version 2010b); E10 = fuel blend of approximately 90% gasoline and 10% ethanol; psi = pounds per square inch; ppm = parts per million; E200 = percent of fuel evaporated at 200 degrees Fahrenheit; E300 = percent of fuel evaporated at 300 degrees Fahrenheit; T50 = temperature (degrees Fahrenheit) at which 50% of the fuel is evaporated; T90 = temperature (degrees Fahrenheit) at which 90% of the fuel is evaporated; Conv. = Conventional; Exh. and Evp. OBD = Exhaust and Evaporative On-Board Diagnostic Check; VMT = Vehicle-Miles of Travel; SEWRPC = Southeastern Wisconsin Regional Planning Commission; WisDNR = Wisconsin Department of Natural Resources; Pass. = Passenger; Tks. = Trucks; and M. Def. = MOVES Default.

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

Table 7 (continued)

**ASSUMPTIONS ASSOCIATED WITH MOVES2010b EMISSIONS
ESTIMATING MODEL: 2015, 2020, 2025, AND 2035**

Three-County Fine Particulate Nonattainment Area ^a				
Category	2015	2020	2025	2035
Fuel Inputs				
Gasoline Fuel				
Subtype.....	Gasohol (E10)	Gasohol (E10)	Gasohol (E10)	Gasohol (E10)
Ethanol Blends Market Share.....	100%	100%	100%	100%
Ethanol Volume.....	9.70%	9.70%	9.70%	9.70%
Reid Vapor Pressure (RVP).....	13.4 psi	13.4 psi	13.4 psi	13.4 psi
Sulfur Content.....	30 ppm	30 ppm	30 ppm	30 ppm
Aromatic Content.....	15.96%	15.96%	15.96%	15.96%
Olefin Content.....	5.49%	5.49%	5.49%	5.49%
Benzene Content.....	0.7%	0.7%	0.7%	0.7%
E200.....	59.5%	59.5%	59.5%	59.5%
E300.....	85.4%	85.4%	85.4%	85.4%
T50 (degrees Fahrenheit).....	158.7	158.7	158.7	158.7
T90 (degrees Fahrenheit).....	326.8	326.8	326.8	326.8
Diesel Fuel				
Subtype.....	Conv. Diesel	Conv. Diesel	Conv. Diesel	Conv. Diesel
Conventional Diesel Market Share.....	100%	100%	100%	100%
Sulfur Content.....	11 ppm	11 ppm	11 ppm	11 ppm
Inspection/Maintenance Program Inputs				
Fuel Type Tested.....	Gasoline	Gasoline	Gasoline	Gasoline
Inspection Frequency.....	Biennial	Biennial	Biennial	Biennial
Tests Conducted.....	Exh. and Evp. OBD	Exh. and Evp. OBD	Exh. and Evp. OBD	Exh. and Evp. OBD
Passenger Cars (All Model Years)				
Model Years Tested.....	1996 to 2012	1996 to 2017	1996 to 2022	1996 to 2032
Compliance Factor.....	95.04%	95.04%	95.04%	95.04%
Passenger Trucks (pre-2007 Model Years)				
Model Years Tested.....	1996 to 2006	1996 to 2006	1996 to 2006	1996 to 2006
Compliance Factor.....	89.34%	89.34%	89.34%	89.34%
Passenger Trucks (2007 and later Model Years)				
Model Years Tested.....	2007 to 2012	2007 to 2017	2007 to 2022	2007 to 2032
Compliance Factor.....	95.04%	95.04%	95.04%	95.04%
Light Commercial Trucks (pre-2007 Model Years)				
Model Years Tested.....	1996 to 2006	1996 to 2006	1996 to 2006	1996 to 2006
Compliance Factor.....	83.64%	83.64%	83.64%	83.64%
Light Commercial Trucks (2007 and later Model Years)				
Model Years Tested.....	2007 to 2012	2007 to 2017	2007 to 2022	2007 to 2032
Compliance Factor.....	93.14%	93.14%	93.14%	93.14%
Other Inputs				
Meteorological Inputs				
Range of Hourly Temperature (degrees Fahrenheit).....	10.6 to 27.7	10.6 to 27.7	10.6 to 27.7	10.6 to 27.7
Range of Hourly Relative Humidity.....	67.5% to 78.1%	67.5% to 78.1%	67.5% to 78.1%	67.5% to 78.1%
January Weekday VMT.....	SEWRPC	SEWRPC	SEWRPC	SEWRPC
VMT by Hour of the Day.....	MOVES Default	MOVES Default	MOVES Default	MOVES Default
VMT by Vehicle Class.....	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR
Average Speed Distribution.....	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR
Vehicle Age Distribution				
Pass. Cars, Pass. Tks. and Light Commercial Tks.	WisDNR	WisDNR	WisDNR	WisDNR
All Other Vehicle Classes.....	MOVES Default	MOVES Default	MOVES Default	MOVES Default
Vehicle Population.....	M. Def./WisDNR	M. Def./WisDNR	M. Def./WisDNR	M. Def./WisDNR
Road Type Distribution.....	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR
Ramp Fraction.....	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR	SEWRPC/WisDNR
Annual Mileage Accumulation.....	MOVES Default	MOVES Default	MOVES Default	MOVES Default

NOTE: The following abbreviations have been used in this table: MOVES (or MOVES2010b) = United States Environmental Protection Agency's Motor Vehicle Emissions Simulator model (version 2010b); E10 = fuel blend of approximately 90% gasoline and 10% ethanol; psi = pounds per square inch; ppm = parts per million; E200 = percent of fuel evaporated at 200 degrees Fahrenheit; E300 = percent of fuel evaporated at 300 degrees Fahrenheit; T50 = temperature (degrees Fahrenheit) at which 50% of the fuel is evaporated; T90 = temperature (degrees Fahrenheit) at which 90% of the fuel is evaporated; Conv. = Conventional; Exh. and Evp. OBD = Exhaust and Evaporative On-Board Diagnostic Check; VMT = Vehicle-Miles of Travel; SEWRPC = Southeastern Wisconsin Regional Planning Commission; WisDNR = Wisconsin Department of Natural Resources; Pass. = Passenger; Tks. = Trucks; and M. Def. = MOVES Default.

^aMilwaukee, Racine, and Waukesha Counties.

Source: Wisconsin Department of Natural Resources and SEWRPC.

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 RTP and TIP must provide for timely implementation of all transportation control measures in the maintenance plan for air quality for the six-county area for the 1997 eight-hour ozone NAAQS and in the proposed redesignation request and maintenance plan for the three-county nonattainment area for the 2006 24-hour PM_{2.5} NAAQS, 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 maintenance plans. The State plan submitted in November 1993 by WDNR 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. WDNR formally withdrew its Employee Commute Options program State Implementation Plan in May 1996 (after USEPA approval of the Wisconsin 15 percent State Implementation Plan in March 1996). WDNR 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 RTP and TIP would in no way interfere with the implementation of the Partners program and would assist in its implementation. The RTP 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 2013-2016 TIP 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 RTP and for the preparation of the maintenance plans. 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 RTP 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 RTP 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 RTP relative to a "no-build" plan, to the land use plan.

Transportation Emissions and Travel Modeling Procedures

The procedures for estimating the RTP and program emissions also fully meet the emission and travel modeling requirements, (40CFR 93.122).⁶ Specifically, the travel simulation modeling analysis for this conformity determination incorporates in the analysis all planned highway capacity improvements and expansion, for all arterial facilities, including major collectors in rural areas, and for all transit improvements and expansion. The travel simulation modeling analysis does not assume emission reductions for any transportation control measures or control programs external to the transportation system, as, for example, changes in motor fuel volatility or vehicle inspection and maintenance programs, except with respect to such programs incorporated in the maintenance plan.

The Federal requirements for determination of conformity after January 1, 1997, (40 CFR 93.122(d)), 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 models were revalidated against year 2008 by applying the models with year 2008 estimates of households, population, and employment and year 2008 transportation network data and comparing estimates of arterial VMT and transit ridership to estimates derived from actual traffic and transit ridership. This revalidation is documented in Appendix E to this report.

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.

⁶A 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.*

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 RTP 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 VMT estimated by the models in the base year of its validation (2008) have been compared to estimates prepared with the Highway Performance Monitoring System (HPMS), and it has been determined that the 2008 model estimate is consistent with the 2008 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 RTP 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 RTP and TIP conformity requires that the transportation system emissions forecasts under the RTP and TIP must be consistent with, that is, equal to, or less than, the transportation systems emissions budget, or "motor vehicle emissions budget," in the maintenance plan for the six-county maintenance area for the 1997 eight-hour ozone NAAQS.

With respect to the six-county area, the maintenance plan for the eight-hour ozone NAAQS for this conformity analysis is the attainment demonstration submitted to USEPA in October 2011 with VOC and NO_x emission budgets for 2015 and 2022.

With regard to the three-county PM_{2.5} nonattainment area, the test for RTP and TIP conformity is that forecast year emission estimates must be less than the baseline year 2008 emissions estimated for PM_{2.5}, NO_x, and VOC (40 CFR 93.119). The estimate of year 2008 emissions is based on traffic count data published annually by WisDOT. In anticipation of USEPA making a determination of adequacy for conformity of emission budgets included in the proposed redesignation and maintenance plan submitted in June 2012, a budget test will also be performed against the VOC, NO_x, PM_{2.5}, and SO₂ budgets. This will fulfill the requirement to determine conformity of the RTP and TIP within two years of a maintenance plan approval or budget adequacy determination when either action is taken by USEPA.

With regard to the Wisconsin portion of the Chicago-Naperville, IL-IN-WI marginal nonattainment area, the test for RTP and TIP conformity is that forecast year emission estimates must be less than the baseline year 2011 emissions estimated for VOC and NO_x. The estimate of year 2011 emissions is based on traffic count data published annually by WisDOT.

The transportation system emissions attendant to the RTP and 2013-2016 TIP through the year 2035 were forecast through application of the Commission travel and traffic simulation models under the year 2035 population, households, and employment forecasts and regional land use plan. Table 8 presents the forecast VMT attendant to the forecast years of 2015, 2020, 2022, 2025, 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 2013-2016 TIP is consistent with the year 2035 RTP and the plan's implementation schedule. All TIP projects, that is, projects with air quality impacts, are included in the plan. Also, the TIP includes all projects essential to implement the plan on schedule. The satisfaction of these two tests is demonstrated in Tables 4 and 9.

Table 4 lists all projects with air quality impact proposed in the RTSP, along with the plan-recommended implementation schedule, and identifies the plan projects which are included in the year 2013-2016 TIP. Table 9 lists all projects with air quality impact, so-called "nonexempt" projects in the year 2013-2016 TIP and confirms that they are included in the RTP and confirms that their schedule in the improvement program is consistent with their schedule for project completion proposed in the RTP.⁷

Table 10 presents for the years 2015, 2022, 2025, and 2035 forecast VOC and NO_x emissions from the transportation system within the six-county ozone maintenance area under the RTP and TIP, and compares those forecast emissions to the year 2015 and 2022 transportation system emission budgets included in the WDNR maintenance plan for the 1997 eight-hour ozone NAAQS. In all cases, the RTP and TIP forecast emissions are less than the emissions budgets in the plan; thus, this conformity criterion is fully met for the 1997 eight-hour ozone NAAQS standards by the RTSP and 2013-2016 TIP.

Table 10 presents for the years 2015, 2020, 2025, and 2035 forecast VOC, NO_x and PM_{2.5} emissions from the transportation system within the three-county PM_{2.5} nonattainment area under the RTP and TIP, and compares the forecast emissions to the base year 2008 estimated emissions. In all cases, the RTP and TIP forecast emissions are less than the estimated year 2008 emissions utilized in the build no greater than baseline emissions test (40 CFR 93.119); thus, this conformity criterion is fully met for the 2006 24-hour PM_{2.5} NAAQS by the RTP and TIP.

Table 10 presents for the years 2015, 2020, 2025, and 2035 forecast VOC, NO_x, SO₂, and PM_{2.5} emissions from

⁷All 2013-2016 TIP projects are listed in Appendix B of this report.

Table 8

**AVERAGE WEEKDAY VEHICLE MILES OF TRAVEL WITHIN SOUTHEASTERN
WISCONSIN: FORECAST YEAR 2015, 2020, 2022, 2025 and 2035^a**

Facility Type	Speed Range	2015	2020	2022	2025	2035
Standard Arterials Six County Area	0 to 10	11,703	12,003	12,322	12,104	10,553
	10 to 15	405,064	423,223	452,956	434,418	435,661
	15 to 20	2,362,665	2,382,005	2,456,451	2,377,848	2,396,756
	20 to 25	3,492,925	3,523,399	3,677,840	3,514,096	3,571,432
	25 to 30	4,818,152	4,981,239	5,160,459	5,027,259	5,103,414
	30 to 35	3,036,237	3,061,919	3,181,484	3,126,827	3,196,723
	35 to 40	2,685,994	2,906,275	3,014,183	2,961,890	3,223,277
	40 to 45	3,222,635	3,401,560	3,510,525	3,471,361	3,728,223
	45 to 50	4,283,118	4,662,098	4,763,585	4,823,037	5,101,239
	50 to 55	1,494,208	1,607,148	1,644,946	1,705,371	1,819,209
	55 to 60	2,271	2,822	2,881	2,972	3,552
	60+	--	--	--	--	--
Subtotal	--	25,814,976	26,963,690	27,877,633	27,457,182	28,590,039
Freeways Six County Area	0 to 10	15,865	13,724	15,057	10,856	11,020
	10 to 15	27,251	11,030	11,544	12,005	4,414
	15 to 20	279,369	265,696	216,311	220,261	259,732
	20 to 25	399,200	438,043	544,145	431,311	337,352
	25 to 30	279,564	349,951	351,859	259,268	213,953
	30 to 35	297,929	294,355	268,685	257,754	233,310
	35 to 40	460,303	442,449	472,809	475,398	432,710
	40 to 45	517,347	523,544	468,094	496,587	598,940
	45 to 50	1,633,622	1,576,576	1,569,087	1,656,690	1,736,401
	50 to 55	3,105,339	3,745,245	3,680,361	4,074,852	4,391,539
	55 to 60	1,375,037	1,331,828	1,300,093	1,307,238	1,537,582
	60+	8,339,654	8,541,499	9,040,556	9,418,974	10,501,706
Subtotal	--	16,730,480	17,533,939	17,938,601	18,621,195	20,258,658
Six County Area Total	--	42,545,455	44,497,630	45,816,233	46,078,377	48,848,697
Standard Arterials Three County Area	0 to 10	11,420	11,703	12,027	11,815	10,188
	10 to 15	392,389	409,194	438,769	416,774	421,609
	15 to 20	2,213,385	2,231,569	2,304,940	2,226,401	2,243,648
	20 to 25	3,089,400	3,111,459	3,253,741	3,090,365	3,149,383
	25 to 30	4,218,569	4,358,997	4,512,053	4,393,644	4,418,694
	30 to 35	2,294,904	2,278,653	2,372,842	2,326,763	2,335,721
	35 to 40	2,135,115	2,316,891	2,360,194	2,320,814	2,485,116
	40 to 45	1,922,548	2,033,814	2,108,109	2,072,322	2,220,031
	45 to 50	2,447,982	2,688,364	2,706,667	2,733,345	2,879,927
	50 to 55	587,455	621,854	634,080	678,437	726,363
	55 to 60	--	--	--	--	--
	60+	--	--	--	--	--
Subtotal	--	19,313,167	20,062,497	20,703,422	20,270,679	20,890,681
Freeways Three County Area	0 to 10	15,865	13,724	15,057	10,856	11,020
	10 to 15	27,251	11,030	11,544	12,005	4,414
	15 to 20	279,369	265,696	216,311	220,261	259,732
	20 to 25	392,233	431,145	523,541	431,052	337,352
	25 to 30	272,889	329,913	309,596	243,916	213,953
	30 to 35	265,963	253,046	219,990	235,968	215,472
	35 to 40	407,649	393,054	457,571	445,400	415,572
	40 to 45	498,332	517,808	455,213	474,930	598,940
	45 to 50	1,589,468	1,543,771	1,535,837	1,656,480	1,736,401
	50 to 55	3,070,616	3,662,509	3,609,975	3,991,071	4,366,043
	55 to 60	1,110,600	1,123,656	1,043,209	1,097,493	1,220,545
	60+	4,457,620	4,396,266	4,849,793	4,959,115	5,677,773
Subtotal	--	12,387,855	12,941,619	13,247,638	13,778,547	15,057,215
Three County Area Total	--	31,701,021	33,004,116	33,951,061	34,049,226	35,947,897

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

Source: SEWRPC

Table 9

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY 2013-2016

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	Total	
STATE OF WISCONSIN	57 (63)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF IH-94 FROM THE ILLINOIS STATE LINE TO THE MITCHELL INTERCHANGE IN MILWAUKEE, RACINE, AND KENOSHA COUNTIES (32.50 MI)	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0		
					CONST	75,115.8	63,709.1	0.0	30,324.6	169,149.5	
					OTHER	1,273.5	0.0	0.0	0.0	1,273.5	
				TOTAL	76,389.3	63,709.1	0.0	30,324.6	170,423.0		
				SOURCE OF FUNDS COMB	LOCAL	62.7	0.0	0.0	0.0	62.7	
STATE	44,834.0	49,998.8	0.0		13,680.6	108,513.4					
		FEDERAL	31,492.6	13,710.3	0.0	16,644.0	61,846.9				
		TOTAL	76,389.3	63,709.1	0.0	30,324.6	170,423.0				
	58 (17)	RECONSTRUCTION OF THE ZOO INTERCHANGE AND APPROACHES ON IH-94, IH 894 AND USH 45 IN MILWAUKEE COUNTY	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	4,225.0	0.0	0.0	4,225.0	
					CONST	215,138.7	353,820.0	271,247.0	138,098.5	978,304.2	
					OTHER	12,307.0	3,090.0	0.0	0.0	15,397.0	
				TOTAL	227,445.7	361,135.0	271,247.0	138,098.5	997,926.2		
				SOURCE OF FUNDS NHS	LOCAL	0.0	0.0	0.0	0.0	0.0	
STATE	124,695.5	273,986.5	203,435.2		56,086.9	658,204.1					
		FEDERAL	102,750.2	87,148.5	67,811.8	82,011.6	339,722.1				
		TOTAL	227,445.7	361,135.0	271,247.0	138,098.5	997,926.2				
	59 (64)	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 45/STH 100 FROM ST. MARTINS RD TO COLLEGE AVE IN THE CITY OF FRANKLIN (2.98 MI)	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	0.0	0.0	24,882.0	24,882.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	0.0	0.0	0.0	24,882.0	24,882.0		
				SOURCE OF FUNDS NHS	LOCAL	0.0	0.0	0.0	23.2	23.2	
STATE	0.0	0.0	0.0		4,971.8	4,971.8					
		FEDERAL	0.0	0.0	0.0	19,887.0	19,887.0				
		TOTAL	0.0	0.0	0.0	24,882.0	24,882.0				
	60 (66)	RECONSTRUCTION WITH ADDITIONAL LANES OF 27TH ST (STH 241) FROM W DREXEL AVE TO COLLEGE AVE (CTH ZZ) IN THE CITIES OF FRANKLIN AND OAK CREEK (2.0 MI)	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	0.0	0.0	24,695.0	24,695.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	0.0	0.0	0.0	24,695.0	24,695.0		
				SOURCE OF FUNDS STP-O	LOCAL	0.0	0.0	0.0	1,250.0	1,250.0	
STATE	0.0	0.0	0.0		4,689.0	4,689.0					
		FEDERAL	0.0	0.0	0.0	18,756.0	18,756.0				
		TOTAL	0.0	0.0	0.0	24,695.0	24,695.0				
MILWAUKEE COUNTY	91 (106)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF S 76TH ST (CTH U) FROM 600' N OF HIGH ST TO CARTER BLVD IN THE CITY OF FRANKLIN (2.0 MI)	HI	DETAIL COSTS	PE	1,150.0	0.0	0.0	0.0	1,150.0	NON-EXEMPT
					ROW	420.0	0.0	0.0	0.0	420.0	
					CONST	0.0	8,633.4	0.0	0.0	8,633.4	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	1,570.0	8,633.4	0.0	0.0	10,203.4		
				SOURCE OF FUNDS STP-M	LOCAL	314.0	1,766.6	0.0	0.0	2,080.6	
STATE	0.0	0.0	0.0		0.0	0.0					
		FEDERAL	1,256.0	6,866.8	0.0	0.0	8,122.8				
		TOTAL	1,570.0	8,633.4	0.0	0.0	10,203.4				

Table 9

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY 2013-2016

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	Total	
STATE OF WISCONSIN	233 (314)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 181 (WAUWATOSA RD) FROM BRIDGE ST TO CTH T (WESTERN AVE) IN THE CITY AND TOWN OF CEDARBURG 8009990 2140-10-70	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	3,410.0	0.0	0.0	0.0	3,410.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL		3,410.0	0.0	0.0	0.0	3,410.0	
				SOURCE OF FUNDS STP-O	LOCAL	38.2	0.0	0.0	0.0	38.2	
					STATE	796.5	0.0	0.0	0.0	796.5	
					FEDERAL	2,575.3	0.0	0.0	0.0	2,575.3	
				TOTAL		3,410.0	0.0	0.0	0.0	3,410.0	

Table 9

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY 2013-2016

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	Total	
STATE OF WISCONSIN	310 (434)	CONSTRUCTION OF THE WAUKESHA BYPASS WITH ADDITIONAL LANES FROM SUMMIT AVE TO GENESEE RD IN THE CITY AND TOWN OF WAUKESHA (3.80 MI) 80097812788-00-71	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	2,800.0	0.0	0.0	0.0	2,800.0	
					CONST	0.0	0.0	28,750.0	0.0	28,750.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	2,800.0	0.0	28,750.0	0.0	31,550.0		
				SOURCE OF FUNDS	LOCAL	0.0	0.0	0.0	0.0	0.0	
STATE	2,800.0	0.0	5,750.0		0.0	8,550.0					
	311 (435)	RECONSTRUCTION WITH ADDITIONAL LANES OF SUMMIT AVE (STH 67) FROM CTH DR (DELAFIELD RD) TO SUMMIT AVE IN THE CITY OF OCONOMOWOC (2.49 MI) 80099263030-08-70	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	21,165.0	0.0	0.0	21,165.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	0.0	21,165.0	0.0	0.0	21,165.0		
				SOURCE OF FUNDS	LOCAL	0.0	0.0	0.0	0.0	0.0	
STATE	0.0	4,233.0	0.0		0.0	4,233.0					
	312 (436)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM PERKINS RD TO GLACIER PASS (NORTH OF USH 18) IN THE VILLAGE OF WALES AND THE TOWN OF GENESEE (2.76 MI) 80000631330-18-70	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	9,430.0	0.0	0.0	0.0	9,430.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	9,430.0	0.0	0.0	0.0	9,430.0		
				SOURCE OF FUNDS	LOCAL	0.0	0.0	0.0	0.0	0.0	
STATE	1,886.0	0.0	0.0		0.0	1,886.0					
	328 (455)	RECONSTRUCTION OF WEST WAUKESHA BYPASS WITH ADDITIONAL LANES FROM USH 18 TO NORTHVIEW RD IN THE TOWN AND CITY OF WAUKESHA (5.30 MI) 70099912788-02-00	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	500.0	0.0	0.0	0.0	500.0	
					CONST	0.0	3,600.0	0.0	0.0	3,600.0	
					OTHER	0.0	50.0	0.0	0.0	50.0	
				TOTAL	500.0	3,650.0	0.0	0.0	4,150.0		
				SOURCE OF FUNDS	LOCAL	500.0	730.0	0.0	0.0	1,230.0	
STATE	0.0	0.0	0.0		0.0	0.0					
	329 (456)	RECONSTRUCTION WITH ADDITIONAL LANES OF JANESVILLE RD (CTH L) FROM RACINE AVE (CTH Y) TO MOORLAND RD (CTH O) IN THE CITY OF MUSKEGO (2.30 MI) 70000102380-00-73	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	8,954.0	0.0	0.0	0.0	8,954.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	8,954.0	0.0	0.0	0.0	8,954.0		
				SOURCE OF FUNDS	LOCAL	3,401.0	0.0	0.0	0.0	3,401.0	
STATE	0.0	0.0	0.0		0.0	0.0					
	330	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH M (NORTH AVE) FROM CALHOUN RD TO PILGRIM RD IN THE CITY OF BROOKFIELD (1.0 MI) 7009988	HI	DETAIL COSTS	PE	0.0	0.0	0.0	550.0	550.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	0.0	0.0	0.0	0.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	0.0	0.0	0.0	550.0	550.0		
				SOURCE OF FUNDS	LOCAL	0.0	0.0	0.0	550.0	550.0	
STATE	0.0	0.0	0.0		0.0	0.0					
	331 (448)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH M (NORTH AVE) FROM PILGRIM RD TO EAST COUNTY LINE IN THE CITY OF BROOKFIELD (2.0 MI) 7000012	HI	DETAIL COSTS	PE	0.0	890.0	0.0	0.0	890.0	NON-EXEMPT
					ROW	0.0	0.0	2,400.0	400.0	2,800.0	
					CONST	0.0	0.0	0.0	0.0	0.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	0.0	890.0	2,400.0	400.0	3,690.0		
				SOURCE OF FUNDS	LOCAL	0.0	890.0	2,400.0	400.0	3,690.0	
STATE	0.0	0.0	0.0		0.0	0.0					
	332 (458)	RECONSTRUCTION WITH ADDITIONAL LANES OF SILVER SPRING DR (CTH VV) FROM CTH Y (LANNON RD) TO JACKSON DR IN THE VILLAGE OF MEMONONEE FALLS (1.50 MI) 70000222753-06-01	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	10,181.0	0.0	0.0	0.0	10,181.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	10,181.0	0.0	0.0	0.0	10,181.0		
				SOURCE OF FUNDS	LOCAL	2,036.0	0.0	0.0	0.0	2,036.0	
STATE	0.0	0.0	0.0		0.0	0.0					
	332 (458)	RECONSTRUCTION WITH ADDITIONAL LANES OF SILVER SPRING DR (CTH VV) FROM CTH Y (LANNON RD) TO JACKSON DR IN THE VILLAGE OF MEMONONEE FALLS (1.50 MI) 70000222753-06-01	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	10,181.0	0.0	0.0	0.0	10,181.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	10,181.0	0.0	0.0	0.0	10,181.0		
				SOURCE OF FUNDS	LOCAL	2,036.0	0.0	0.0	0.0	2,036.0	
STATE	0.0	0.0	0.0		0.0	0.0					
	332 (458)	RECONSTRUCTION WITH ADDITIONAL LANES OF SILVER SPRING DR (CTH VV) FROM CTH Y (LANNON RD) TO JACKSON DR IN THE VILLAGE OF MEMONONEE FALLS (1.50 MI) 70000222753-06-01	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	10,181.0	0.0	0.0	0.0	10,181.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	10,181.0	0.0	0.0	0.0	10,181.0		
				SOURCE OF FUNDS	LOCAL	2,036.0	0.0	0.0	0.0	2,036.0	
STATE	0.0	0.0	0.0		0.0	0.0					
	332 (458)	RECONSTRUCTION WITH ADDITIONAL LANES OF SILVER SPRING DR (CTH VV) FROM CTH Y (LANNON RD) TO JACKSON DR IN THE VILLAGE OF MEMONONEE FALLS (1.50 MI) 70000222753-06-01	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	10,181.0	0.0	0.0	0.0	10,181.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	10,181.0	0.0	0.0	0.0	10,181.0		
				SOURCE OF FUNDS	LOCAL	2,036.0	0.0	0.0	0.0	2,036.0	
STATE	0.0	0.0	0.0		0.0	0.0					
	332 (458)	RECONSTRUCTION WITH ADDITIONAL LANES OF SILVER SPRING DR (CTH VV) FROM CTH Y (LANNON RD) TO JACKSON DR IN THE VILLAGE OF MEMONONEE FALLS (1.50 MI) 70000222753-06-01	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	10,181.0	0.0	0.0	0.0	10,181.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	10,181.0	0.0	0.0	0.0	10,181.0		
				SOURCE OF FUNDS	LOCAL	2,036.0	0.0	0.0	0.0	2,036.0	
STATE	0.0	0.0	0.0		0.0	0.0					
	332 (458)	RECONSTRUCTION WITH ADDITIONAL LANES OF SILVER SPRING DR (CTH VV) FROM CTH Y (LANNON RD) TO JACKSON DR IN THE VILLAGE OF MEMONONEE FALLS (1.50 MI) 70000222753-06-01	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	10,181.0	0.0	0.0	0.0	10,181.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	10,181.0	0.0	0.0	0.0	10,181.0		
				SOURCE OF FUNDS	LOCAL	2,036.0	0.0	0.0	0.0	2,036.0	
STATE	0.0	0.0	0.0		0.0	0.0					

Table 9

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY 2013-2016

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	Total	
WAUKESHA (CITY)	358 (492)	RECONSTRUCTION WITH ADDITIONAL LANES OF MEADOWBROOK RD (WEST WAUKESHA BYPASS) FROM NORTHVIEW RD TO ROLLING RIDGE DR IN THE CITY OF WAUKESHA (0.53 MI) 7370015	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	2,000.0	0.0	0.0	2,000.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
					TOTAL	0.0	2,000.0	0.0	0.0	2,000.0	
				SOURCE OF FUNDS	LOCAL	0.0	2,000.0	0.0	0.0	2,000.0	
					STATE	0.0	0.0	0.0	0.0	0.0	
					FEDERAL	0.0	0.0	0.0	0.0	0.0	
					TOTAL	0.0	2,000.0	0.0	0.0	2,000.0	

Table 9

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT
AREA -- KENOSHA COUNTY 2013-2016

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	Total	
STATE OF WISCONSIN	391 (538)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 50 (75TH ST) FROM IH 94 TO 43RD AVE IN THE CITY OF KENOSHA AND VILLAGE OF PLEASANT PRAIRIE (4.45 MI)	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON- EXEMPT
					ROW	0.0	6,000.0	0.0	0.0	6,000.0	
					CONST	0.0	0.0	0.0	0.0	0.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
					TOTAL	0.0	6,000.0	0.0	0.0	6,000.0	
				SOURCE OF FUNDS	LOCAL	0.0	0.0	0.0	0.0	0.0	
					STATE	0.0	6,000.0	0.0	0.0	6,000.0	
					FEDERAL	0.0	0.0	0.0	0.0	0.0	
			TOTAL	0.0	6,000.0	0.0	0.0	6,000.0			
	8001026	1310-10-70									
KENOSHA COUNTY	396 (545)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH K (60TH ST) FROM CTH H (88TH AVE) TO UP RAILROAD IN KENOSHA COUNTY (0.92 MI)	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON- EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	3,700.0	0.0	0.0	0.0	3,700.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
					TOTAL	3,700.0	0.0	0.0	0.0	3,700.0	
				SOURCE OF FUNDS	LOCAL	3,700.0	0.0	0.0	0.0	3,700.0	
					STATE	0.0	0.0	0.0	0.0	0.0	
					FEDERAL	0.0	0.0	0.0	0.0	0.0	
			TOTAL	3,700.0	0.0	0.0	0.0	3,700.0			
	1009996										

Table 9

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY 2013-2016

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	Total	
STATE OF WISCONSIN	429 (735)	RECONSTRUCTION AND REALIGNMENT WITH ADDITIONAL TRAFFIC LANES OF STH 38 FROM CTH K TO OAKWOOD RD IN RACINE AND MILWAUKEE COUNTIES (8.90 MILES)	HI	DETAIL COSTS	PE	2,000.0	5,000.0	0.0	0.0	7,000.0	NON-EXEMPT
					ROW	0.0	31,650.0	0.0	0.0	31,650.0	
					CONST	0.0	0.0	0.0	0.0	0.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				SOURCE OF FUNDS	TOTAL	2,000.0	36,650.0	0.0	0.0	38,650.0	
					LOCAL	0.0	0.0	0.0	0.0	0.0	
					STATE	2,000.0	36,650.0	0.0	0.0	38,650.0	
					FEDERAL	0.0	0.0	0.0	0.0	0.0	
8009719	2290-20-00		TOTAL	2,000.0	36,650.0	0.0	0.0	38,650.0			
RACINE COUNTY	432 (600)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH C FROM AIRLINE RD TO SUNNYSLOPE DR IN THE VILLAGE OF MOUNT PLEASANT (0.7 MI)	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	2,460.0	0.0	0.0	0.0	2,460.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				SOURCE OF FUNDS STP-O	TOTAL	2,460.0	0.0	0.0	0.0	2,460.0	
					LOCAL	540.0	0.0	0.0	0.0	540.0	
					STATE	0.0	0.0	0.0	0.0	0.0	
					FEDERAL	1,920.0	0.0	0.0	0.0	1,920.0	
3009998	2806-09-70		TOTAL	2,460.0	0.0	0.0	0.0	2,460.0			

Table 9

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT
AREA -- WALWORTH COUNTY 2013-2016

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	Total	
STATE OF WISCONSIN	468 (679)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM NORTH SHORE DR TO STH 67 IN WALWORTH COUNTY (4.20 MI) 8000138 3170-01-70	HI	DETAIL COSTS	PE	0.0	0.0	2,000.0	0.0	2,000.0	NON- EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	0.0	0.0	0.0	0.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
					TOTAL	0.0	0.0	2,000.0	0.0	2,000.0	
				SOURCE OF FUNDS STP-O	LOCAL	0.0	0.0	0.0	0.0	0.0	
					STATE	0.0	0.0	400.0	0.0	400.0	
					FEDERAL	0.0	0.0	1,600.0	0.0	1,600.0	
					TOTAL	0.0	0.0	2,000.0	0.0	2,000.0	

Table 10

CONFORMITY TESTS OF THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN AND 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM

Area	Conformity Analysis			Forecast Pollutant Emissions Tests (Tons)							
				Volatile Organic Compounds		Nitrogen Oxides		Fine Particulate		Sulfur Dioxide	
	Test	Year	Month	Test Value (Not to be Exceeded)	Forecast Emissions	Test Value (Not to be Exceeded)	Forecast Emissions	Test Value (Not to be Exceeded)	Forecast Emissions	Test Value (Not to be Exceeded)	Forecast Emissions
Six-County Ozone Maintenance Area (1997 Eight-Hour Ozone NAAQS) ^a	Budget Test	2015	July	21.080	17.589	51.220	42.127	--	--	--	--
		2022	July	15.980	12.910	31.910	26.349	--	--	--	--
		2025	July	15.980	11.706	31.910	23.987	--	--	--	--
		2035	July	15.980	10.568	31.910	22.543	--	--	--	--
Three-County Fine Particulate Nonattainment Area (2006 24-Hour Fine Particulate NAAQS) ^b	Budget Test ^d	2015	January	--	21.434	--	37.527	--	2.320	--	0.335
		2020	January	15.890	12.925	32.620	26.218	2.330	1.903	0.390	0.315
		2025	January	11.980	9.321	28.690	22.567	2.160	1.731	0.380	0.304
		2035	January	11.980	7.871	28.690	21.281	2.160	1.675	0.380	0.310
	Build No Greater than Baseline 2008 Emissions (40 CFR 93.119)	2015	January	37.240	21.434	65.700	37.527	3.450	2.320	--	--
		2020	January	37.240	12.925	65.700	26.218	3.450	1.903	--	--
		2025	January	37.240	9.321	65.700	22.567	3.450	1.731	--	--
		2035	January	37.240	7.871	65.700	21.281	3.450	1.675	--	--
Wisconsin Portion of the Chicago-Naperville, IL-IN-WI Marginal Ozone Nonattainment Area (2008 Eight-Hour Ozone NAAQS) ^c	Build No Greater than Baseline 2011 Emissions (40 CFR 93.119)	2015	July	1.389	1.109	3.622	2.632	--	--	--	--
		2025	July	1.389	0.769	3.622	1.560	--	--	--	--
		2035	July	1.389	0.715	3.622	1.507	--	--	--	--

Source: SEWRPC and Wisconsin Department of Natural Resources.

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

^b Milwaukee, Racine, and Waukesha Counties.

^c That portion of Kenosha County east of IH 94

^d Year 2020 and 2025 budgets for Volatile Organic Compounds, Nitrogen Oxides, Fine Particulates, and Sulfur Dioxide are included in a redesignation request and maintenance plan submitted by the Wisconsin Department of Natural Resources to USEPA on June 5, 2012. No adequacy determination of the budgets has been made by US EPA.

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the transportation system within the three-county PM_{2.5} nonattainment area under the RTP and TIP, and compares the forecast emissions to the year 2020 and 2025 transportation system emission budgets included in the proposed redesignation and maintenance plan for the 2006 24-hour PM_{2.5} NAAQS submitted to USEPA on June 5, 2012. In all cases, the RTP and TIP forecast emissions are less than the emissions budgets in the maintenance plan. Thus, once USEPA makes a determination that the budgets included in the maintenance plan are adequate for conformity demonstrations, this conformity criterion is shown to be fully met for the 2006 24-hour PM_{2.5} NAAQS by the RTP and TIP.

Table 10 presents for the years 2015, 2025, and 2035 forecast VOC and NO_x emissions from the transportation system within the Wisconsin portion of the Chicago-Naperville, IL-IN-WI moderate nonattainment area for the 2008 eight-hour ozone NAAQS under the RTP and the TIP, and compares the forecast emissions to the base year 2011 estimated emissions. In all cases, the forecast emissions are less than the estimated year 2011 emissions utilized in the build no greater than baseline emissions test (40 CFR 93.119); thus this conformity criterion is fully met for the 2008 eight-hour ozone NAAQS by the RTP and TIP.

As described earlier in this report, the year 2013-2016 TIP is consistent with the RTP and the plan's implementation schedule. All TIP projects, that is, projects with air quality impacts, are included in the plan. Also, the TIP includes all projects essential to implement the RTP on schedule. The satisfaction of these two tests has been demonstrated in Tables 4 and 9.

In anticipation of an upcoming amendment to the year 2035 RTP, Appendix F documents the necessary assessment of conformity of the year 2035 RTP as it is proposed to be amended to include proposed extension of the Lake Parkway south from its current terminus at Edgerton Avenue to STH 100 and a proposed widening of STH 100 between Rawson Avenue and Drexel Avenue from four to six lanes and year 2013-2016 TIP. As shown in Table F-2, the RTP and TIP forecast emissions are less than the emissions budgets and baseline emissions; thus, the conformity criteria are fully met for the 1997 and 2008 eight hour ozone NAAQS and 2006 24-hour PM_{2.5} NAAQS by the RTP as amended and the 2013-2016 TIP.

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APPENDICES

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Appendix A

PROPOSED CONFORMITY ANALYSIS OF THE YEAR 2035 REGIONAL TRANSPORTATION PLAN AND YEAR 2013-2016 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 2015, 2020, 2022, 2025, 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 current travel simulation models—developed with 2000-2001 data and have been validated to the years 2008 estimated actual vehicle miles of travel.
- Emission Budget Tests for Conformity
 - Six-County Ozone (O₃) maintenance area
 - MOVES2010a based Budgets included in the 2011 update to the 8-hour ozone nonattainment area attainment demonstration and redesignation request submitted to US EPA in September 2009
 - 2015, 2022, 2025, and 2035 TIP/RTP VOC and NO_x emission forecasts must not exceed the 2015 and 2022 VOC and NO_x Budgets
 - MOVES2010b model will be used
 - Emission estimates will be compared to the NO_x and VOC emission budgets included in the 8-hour ozone maintenance plan.
 - Nitrogen Oxides (NO_x) – 51.22 tons for 2015 and 31.91 tons for 2022
 - Volatile Organic Compounds (VOC) –21.08 tons for 2015 and 15.98 tons for 2022
 - Proposed Three-County 24-Hour Fine Particulate (PM_{2.5}) maintenance area
 - MOVES2010a based budgets included in the 24-hour fine particulate redesignation request and maintenance plan submitted to US EPA in June of 2012
 - 2015, 2020, 2025, and 2035 TIP/RTP PM_{2.5}, VOC, SO₂, and NO_x emission forecasts must not exceed the 2020 and 2025 PM_{2.5}, VOC, and NO_x Budgets
 - MOVES2010b model will be used
 - Emission estimates will be compared to the proposed PM_{2.5}, NO_x, SO₂, and VOC budgets included in 24-hour fine particulate redesignation request and maintenance plan submitted to US EPA in June of 2012.
 - Fine Particulate (PM_{2.5})—2.33 tons for 2020 and 2.16 for 2025
 - Nitrogen Oxides (NO_x)—32.62 tons for 2020 and 28.69 tons for 2025
 - Sulfur Dioxide (SO₂)—0.39 tons for 2020 and 0.38 tons for 2025
 - Volatile Organic Compounds (VOC)—15.89 tons for 2020 and 11.98 tons for 2025

- Build No Greater than Baseline Year Tests for Conformity
 - Three county Fine Particle (PM_{2.5}) nonattainment area (Milwaukee, Racine, and Waukesha Counties)
 - Baseline Year will be 2008
 - Emission model will be MOVES201b
 - PM_{2.5} – Year 2008 baseline estimate is 3.45 tons
 - NO_x – Year 2008 baseline estimate is 65.70 tons
 - VOC – Year 2008 baseline estimate is 37.24 tons
 - 2015, 2020, 2025, and 2035 TIP/RTP PM_{2.5}, NO_x, and VOC emission forecasts must not exceed the year 2008 PM_{2.5}, NO_x, and VOC baseline emission estimates
 - Partial Kenosha County 2008 Ozone NAAQS nonattainment area comprised of Pleasant Prairie and Somers Townships
 - Baseline year will be 2011
 - Emission model will be MOVES2010b localized inputs will be provided by WDNR for years 2011, 2015, 2025, and 2035
 - NO_x —Year 2011 baseline estimate is 3.62 tons
 - VOC—Year 2011 baseline estimate is 1.39 tons
 - 2015, 2025, and 2035 TIP/RTP NO_x, and VOC emission forecasts must not exceed the year 2011 NO_x, and VOC baseline emission estimates
- The four above conformity demonstrations will be run under the current amended year 2035 regional transportation system plan, as amended in 2010 during the review, update, and reaffirmation of the year 2035 regional transportation system plan and subsequently in 2011 to include the improvement of STH 100 to 8 lanes between IH 94 and Watertown Plan Road, and under a proposed amended regional transportation system plan to include the extension of the Lake Parkway (STH 794) south from its terminus at Edgerton Avenue to STH 100 and the widening from four- to six-lanes, of STH 100 between West Rawson Avenue (CTH BB) and West Drexel Avenue.
- The conformity analysis will include a comparison of the projected growth in vehicle-miles of travel (VMT) in the SIP to estimates of actual growth in VMT through 2010 in Southeastern Wisconsin prepared by WisDOT and based on actual traffic counts (HPMS universe counts)
- Emission model will be MOVES2010b
 - National defaults will be used with the exception of the following localized input data:
 - Age Distribution (2008, 2011, 2015, 2020, 2022, 2025, 2035) to be provided by WDNR
 - Average Speed Distribution (2008, 2011, 2015, 2020, 2022, 2025, 2035) to be provided by SEWRPC
 - Fuels (2008, 2011, 2015, 2020, 2022, 2025, 2035) to be provided by WDNR
 - Inspection and Maintenance Program (2008, 2011, 2015, 2020, 2022, 2025, 2035) to be provided by WDNR
 - Meteorology (2008, 2011, 2015, 2020, 2022, 2025, 2035) to be provided by WDNR
 - Ramp (2008, 2011, 2015, 2020, 2022, 2025, 2035) to be provided by SEWRPC
 - Road Type (2008, 2011, 2015, 2020, 2022, 2025, 2035) to be provided by SEWRPC
 - Source Type Population (2008, 2011, 2015, 2020, 2022, 2025, 2035) to be provided by WDNR and updated by SEWRPC based on VMT Estimates
 - Vehicle Type VMT (2008, 2011, 2015, 2020, 2022, 2025, 2035) to be provided by WDNR and updated by SEWRPC based on VMT Estimates
 - Month VMT Fraction (2008, 2011, 2015, 2020, 2022, 2025, 2035) to be provided by WDNR
 - Day VMT Fraction (2008, 2011, 2015, 2020, 2022, 2025, 2035) to be provided by WDNR

- Hour VMT Fraction (2008, 2011, 2015, 2020, 2022, 2025, 2035) to be provided by WDNR and Freeway Data updated by SEWRPC
- SEWRPC will run the MOVES2010b model to develop emission estimates and will provide WDNR copies of the MOVES run specifications, input files, and MOVES outputs with the draft conformity demonstration.

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APPENDIX B

2013 THROUGH 2016 TRANSPORTATION IMPROVEMENT PROGRAM
FOR SOUTHEASTERN WISCONSIN

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

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

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

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

An explanation of the abbreviations used in the Appendix follows:

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
FED REC	Federal American Recovery and Reinvestment Act of 2009 Funds
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
FTA JARC	FTA Section 5316 Funds--Job Access and Reverse Commute
FTA NF	FTA Section 5317 Funds--New Freedom Program
GCM	Gary, Chicago, Milwaukee Corridor Intelligent Transportation System Funds
HSIP	Highway Safety Improvement Program
HSR	High Speed Rail Funds (Crossing Hazard Elimination)
ICE	Interstate Cost Estimate 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)
SGR	FTA Section 5309-- State of Good Repair Funds
SIB	State Investment Bank Funds
SRTS	Safe Routes to School 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)
TEA	Transportation Economic Assistance

Project No.

1 Project number for project in 2013-2016 TIP
 (1) 2011-2014 TIP project number for project contained in 2013-2016 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

Cost

PE Preliminary engineering
 ROW Right-of-way
 CONST Construction
 OTHER Purchase and/or installation of equipment
 REMAINING The remaining estimated project costs expected to occur beyond the four years of the TIP.
 (Does not include estimated costs for annual expenditures, such as operating costs.)

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 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.

NEUTRAL

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.

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	1	TRAFFIC OPERATIONS CENTER; MONITOR OPERATION AND MAINTENANCE 8000021	HP	DETAIL COSTS	PE	1,400.0	1,400.0	1,400.0	1,400.0	--	EXEMPT
	ROW				--	--	--	--			
	CONST				--	--	--	--			
	OTHER				--	--	--	--			
	TOTAL			1,400.0	1,400.0	1,400.0	1,400.0	--			
(1)				SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	1,400.0	1,400.0	1,400.0	1,400.0		
					FEDERAL	--	--	--	--		
					TOTAL	1,400.0	1,400.0	1,400.0	1,400.0		

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	9 (8)	PRELIMINARY DESIGN FOR PROJECTS THAT HAVE MINOR ENVIRONMENTAL ACTIONS (A PROJECT LIST IS AVAILABLE UPON REQUEST) 8009959	HP	DETAIL COSTS	PE	100.0	100.0	100.0	100.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL		100.0	100.0	100.0	100.0	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	20.0	20.0	20.0	20.0		
					FEDERAL	80.0	80.0	80.0	80.0		
				TOTAL		100.0	100.0	100.0	100.0		
	10 (10)	PAVEMENT MARKING AND SIGNING WITHIN SOUTHEASTERN WISCONSIN 8009778	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	500.0	500.0	500.0	500.0	--	
					OTHER	--	--	--	--	--	
				TOTAL		500.0	500.0	500.0	500.0	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	100.0	100.0	100.0	100.0		
					FEDERAL	400.0	400.0	400.0	400.0		
				TOTAL		500.0	500.0	500.0	500.0		
	11 (11)	PAVEMENT REPAIR ON VARIOUS FREEWAYS WITHIN SOUTHEASTERN WISCONSIN 8009777	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	5,000.0	5,000.0	5,000.0	5,000.0	--	
					OTHER	--	--	--	--	--	
				TOTAL		5,000.0	5,000.0	5,000.0	5,000.0	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	5,000.0	5,000.0	5,000.0	5,000.0		
					FEDERAL	--	--	--	--		
				TOTAL		5,000.0	5,000.0	5,000.0	5,000.0		
	12 (13)	RESURFACING OF IH-43 FROM SILVER SPRING DR TO NORTH MILWAUKEE COUNTY LINE (4.4 MI) 8009951 1228-18-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	22,302.5	--	
					OTHER	--	--	--	--	--	
				TOTAL		--	--	--	22,302.5	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	--	--	--	16,726.9		
					FEDERAL	--	--	--	5,575.6		
				TOTAL		--	--	--	22,302.5		
	13	REHABILITATION OF THE IH 43 HALE INTERCHANGE BRIDGE IN MILWAUKEE COUNTY (B40-300-305) 8009481 1090-33-60	HP	DETAIL COSTS	PE	35.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	805.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL		35.0	805.0	--	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	35.0	805.0	--	--		
					FEDERAL	--	--	--	--		
				TOTAL		35.0	805.0	--	--		
	14	REHABILITATION OF BRIDGES ALONG IH 43 FROM 84TH ST TO 35TH ST IN THE CITY OF GREENFIELD (3.09 MI) 8009493 1090-31-00	HP	DETAIL COSTS	PE	--	--	--	230.0	--	EXEMPT
					ROW	--	--	--	--	5,005.0	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL		--	--	--	230.0	5,005.0	
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	--	--	--	23.0		
					FEDERAL	--	--	--	207.0		
				TOTAL		--	--	--	230.0		
	15	REHABILITATION OF BRIDGES ALONG IH 43 FROM W WISCONSIN AVE TO W WALNUT ST IN THE CITY OF MILWAUKEE (0.97 MI) 8009489 1228-28-00	HP	DETAIL COSTS	PE	--	--	--	82.6	--	EXEMPT
					ROW	--	--	--	--	1,897.5	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL		--	--	--	82.6	1,897.5	
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	--	--	--	8.3		
					FEDERAL	--	--	--	74.3		
				TOTAL		--	--	--	82.6		
	16 (752)	DECK OVERLAY OF THE VALLEY BRIDGE (IH-43) FROM NATIONAL AVE TO THE MENOMONEE RIVER IN MILWAUKEE COUNTY (0.65 MI) 8009714 1228-25-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	44,715.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL		44,715.0	--	--	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	4,471.5	--	--	--		
					FEDERAL	40,243.5	--	--	--		
				TOTAL		44,715.0	--	--	--		

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	17 (753)	DECK OVERLAY OF THE BRIDGES ON THE NORTH-SOUTH FREEWAY (IH-43) FROM HOWARD AVE TO THE VALLEY BRIDGE IN MILWAUKEE COUNTY (3.23 MI) 80097151228-26-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	46,640.0	--	--	--	
					OTHER	--	500.0	--	--	--	
				TOTAL	--	47,140.0	--	--	--		
				SOURCE OF FUNDS IH-M	LOCAL	--	--	--	--	--	
					STATE	--	4,714.0	--	--	--	
					FEDERAL	--	42,426.0	--	--	--	
					TOTAL	--	47,140.0	--	--	--	
					18 (779)	PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF IH 94 FROM 70TH ST TO 25TH ST IN THE CITY OF MILWAUKEE (2.91 MI) 80096981060-27-02	HP	DETAIL COSTS	PE	5,000.0	
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	--	--	--						--	--	
TOTAL	5,000.0	--	--					--	--		
				SOURCE OF FUNDS IH-M	LOCAL	--	--	--	--	--	
					STATE	4,250.0	--	--	--	--	
					FEDERAL	750.0	--	--	--	--	
					TOTAL	5,000.0	--	--	--	--	
					19 (770)	BRIDGE DECK REPLACEMENT OF THE IH 94 BRIDGES AT UNDERWOOD CREEK PARKWAY (B-40-143 & B-40-144) AND 121ST ST (B-40-113) IN MILWAUKEE COUNTY 80096991060-23-70	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	8,100.0	--						--	--	
OTHER	--	--	--						--	--	
TOTAL	--	8,100.0	--					--	--		
				SOURCE OF FUNDS IH-M	LOCAL	--	--	--	--	--	
					STATE	--	810.0	--	--	--	
					FEDERAL	--	7,290.0	--	--	--	
					TOTAL	--	8,100.0	--	--	--	
					20	REHABILITATION OF BRIDGES ALONG IH 94 IN THE MARQUETTE INTERCHANGE 80094851060-28-00	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	4,400.0	
OTHER	--	--	--						--	--	
TOTAL	--	--	--					200.0	4,400.0		
				SOURCE OF FUNDS IH-M	LOCAL	--	--	--	--	--	
					STATE	--	--	--	20.0	--	
					FEDERAL	--	--	--	180.0	--	
					TOTAL	--	--	--	200.0	--	
					21 (19)	REHABILITATION OF THE HOAN BRIDGE (IH-794) FROM CAR FERRY DR TO LAKE INTERCHANGE, AND RECONSTRUCTION OF IH-794 FROM LAKE INTERCHANGE TO MILWAUKEE RIVER, INCLUDING LAKE INTERCHANGE IN THE CITY OF MILWAUKEE 80000431300-13-70	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	236,000.0	--	42,000.0						--	--	
OTHER	--	--	--						--	--	
TOTAL	236,000.0	--	42,000.0					--	--		
				SOURCE OF FUNDS IH-M	LOCAL	--	--	--	--	--	
					STATE	236,000.0	--	42,000.0	--	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	236,000.0	--	42,000.0	--	--	
					22	REHABILITATION OF THE HALE INTERCHANGE BRIDGES IN MILWAUKEE COUNTY 80094901090-32-00	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	13,860.0	
OTHER	--	--	--						--	--	
TOTAL	--	--	--					1,512.0	13,860.0		
				SOURCE OF FUNDS IH-M	LOCAL	--	--	--	--	--	
					STATE	--	--	--	151.2	--	
					FEDERAL	--	--	--	1,360.8	--	
					TOTAL	--	--	--	1,512.0	--	
					23 (25)	BRIDGE REPLACEMENT OF THE DAKOTA ST PEDESTRIAN BRIDGE (B-40-0121) OVER IH 894/USH 45 IN THE CITY OF WEST ALLIS 80097621100-03-79	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	2,242.5	--	--						--	--	
OTHER	--	--	--						--	--	
TOTAL	2,242.5	--	--					--	--		
				SOURCE OF FUNDS IH-M	LOCAL	--	--	--	--	--	
					STATE	448.5	--	--	--	--	
					FEDERAL	1,794.0	--	--	--	--	
					TOTAL	2,242.5	--	--	--	--	
					24 (758)	RESURFACING OF HIGHLAND BLVD (USH 18) FROM 27TH ST TO 12TH ST IN THE CITY OF MILWAUKEE (1.06 MI) 80097042200-13-70	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						2,845.0	--	
OTHER	--	--	--						200.0	--	
TOTAL	--	--	--					3,045.0	--		
				SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--	158.8	
					STATE	--	--	--	--	473.2	
					FEDERAL	--	--	--	--	2,413.0	
					TOTAL	--	--	--	3,045.0	--	

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	25 (771)	RESURFACING OF THE USH 41 AND GOOD HOPE RD INTERCHANGE IN MILWAUKEE COUNTY 80097001100-33-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	305.9	--	--	--	--	
				SOURCE OF FUNDS NHS	OTHER	--	--	--	--	--	
					TOTAL	305.9	--	--	--	--	
					LOCAL	--	--	--	--	--	
	26 (27)	USH 41 INTERSTATE CONVERSION PLAN 80099761113-00-00	HP	DETAIL COSTS	STATE	250.0	--	--	--	--	EXEMPT
					FEDERAL	--	--	--	--	--	
					TOTAL	250.0	--	--	--	--	
				SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--	--	
					STATE	50.0	--	--	--	--	
					FEDERAL	200.0	--	--	--	--	
	27 (28)	RESURFACING OF W APPLETON AVE (USH 41) FROM W CAPITOL DR (STH 190) TO N 107TH ST IN THE CITY OF MILWAUKEE (3.6 MI) 80001852010-10-70	HP	DETAIL COSTS	TOTAL	250.0	--	--	--	--	EXEMPT
					LOCAL	--	--	--	--	--	
					STATE	543.3	--	--	--	--	
				SOURCE OF FUNDS NHS	FEDERAL	1,082.4	--	--	--	--	
					FEDERAL	6,404.3	--	--	--	--	
					TOTAL	8,030.0	--	--	--	--	
	28 (695)	CORRIDOR STUDY OF USH 41 FROM STH 181 TO MILWAUKEE COUNTY LINE IN MILWAUKEE (5.71 MI) 80097392010-00-02	HP	DETAIL COSTS	PE	--	--	--	250.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
				SOURCE OF FUNDS NHS	OTHER	--	--	--	--	--	
					TOTAL	--	--	--	250.0	--	
					LOCAL	--	--	--	250.0	--	
	29 (29)	REHABILITATION OF USH 41 FROM IH-94 TO LISBON AVE IN THE CITY OF MILWAUKEE (3.8 MI) 80001841350-09-70	HP	DETAIL COSTS	STATE	--	--	--	--	--	EXEMPT
					FEDERAL	--	--	--	--	--	
					TOTAL	--	11,997.7	--	--	--	
				SOURCE OF FUNDS NHS	LOCAL	--	--	--	--	--	
					STATE	--	2,399.5	--	--	--	
					FEDERAL	--	9,598.2	--	--	--	
	30 (30)	DECK OVERLAY OF THE BRIDGES ALONG USH 45 BETWEEN BURLEIGH ST AND STH 175 (3.72 MI) 80094951100-01-07	HP	DETAIL COSTS	TOTAL	--	11,997.7	--	--	--	EXEMPT
					LOCAL	--	--	--	--	--	
					STATE	--	2,399.5	--	--	--	
				SOURCE OF FUNDS NHS	FEDERAL	--	9,598.2	--	--	--	
					TOTAL	--	11,997.7	--	--	--	
					LOCAL	--	--	--	--	--	
	31 (30)	RESURFACING OF USH 45 FROM BURLEIGH ST TO GOOD HOPE RD (CTH PP) IN MILWAUKEE COUNTY (6.10 MI) 80001831100-20-70	HP	DETAIL COSTS	STATE	--	--	--	75.0	--	EXEMPT
					FEDERAL	--	--	--	--	1,670.0	
					TOTAL	--	--	--	75.0	1,670.0	
				SOURCE OF FUNDS NHS	LOCAL	--	--	--	--	--	
					STATE	--	--	--	15.0	--	
					FEDERAL	--	--	--	60.0	--	
	32 (31)	RECONSTRUCTION OF USH 45/STH 100 (108TH ST) FROM W COLLEGE AVE TO LAYTON AVE IN THE VILLAGE OF HALES CORNERS (2.0 MI) 80000022040-11-70	HP	DETAIL COSTS	TOTAL	--	--	--	75.0	--	EXEMPT
					LOCAL	--	--	--	--	--	
					STATE	--	--	--	--	--	
				SOURCE OF FUNDS NHS	FEDERAL	--	3,585.0	--	--	--	
					TOTAL	--	3,585.0	--	--	--	
					LOCAL	--	--	--	--	--	
	32 (31)	RECONSTRUCTION OF USH 45/STH 100 (108TH ST) FROM W COLLEGE AVE TO LAYTON AVE IN THE VILLAGE OF HALES CORNERS (2.0 MI) 80000022040-11-70	HP	DETAIL COSTS	STATE	--	--	--	--	--	EXEMPT
					FEDERAL	5,100.0	--	--	--	--	
					TOTAL	--	--	--	--	--	
				SOURCE OF FUNDS NHS	LOCAL	--	--	--	--	--	
					STATE	5,100.0	--	--	--	--	
					FEDERAL	--	--	--	--	--	
	32 (31)	RECONSTRUCTION OF USH 45/STH 100 (108TH ST) FROM W COLLEGE AVE TO LAYTON AVE IN THE VILLAGE OF HALES CORNERS (2.0 MI) 80000022040-11-70	HP	DETAIL COSTS	TOTAL	--	--	--	--	--	EXEMPT
					LOCAL	--	--	--	--	--	
					STATE	5,100.0	--	--	--	--	
				SOURCE OF FUNDS NHS	FEDERAL	--	--	--	--	--	
					TOTAL	5,100.0	--	--	--	--	
					LOCAL	--	--	--	--	--	

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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	33 (696)	CORRIDOR STUDY OF STH 24 FROM STH 100 TO OKLAHOMA AVE IN MILWAUKEE COUNTY (5.4 MI) 80097342120-00-00	HP	DETAIL COSTS	PE	--	--	--	250.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	--	--	250.0	--		
34 (35)	RESURFACING OF JANESVILLE RD (STH 24) FROM WAUKESHA COUNTY LINE TO 108TH ST IN MILWAUKEE COUNTY (1.10 MI) 80099072380-02-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
				CONST	--	--	--	3,045.0	--		
			OTHER	--	--	--	--	--			
			TOTAL	--	--	--	3,045.0	--			
35 (36)	RECONSTRUCTION OF W LOOMIS RD (STH 36) FROM S 51ST ST IN THE CITY OF GREENFIELD TO W FARDALE AVE IN THE CITY OF MILWAUKEE (2.00 MI) 80000302240-14-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	1,127.5	--		
				CONST	--	--	--	--	10,959.7		
			OTHER	--	--	--	--	--			
			TOTAL	--	--	--	1,127.5	10,959.7			
36 (697)	CORRIDOR STUDY OF STH 38 FROM MILWAUKEE COUNTY LINE TO STH 119 IN MILWAUKEE COUNTY (7.25 MI) 80097352060-00-05	HP	DETAIL COSTS	PE	--	300.0	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
				CONST	--	--	--	--	--		
			OTHER	--	--	--	--	--			
			TOTAL	--	300.0	--	--	--			
37 (38)	REHABILITATION OF S HOWELL AVE (STH 38) FROM LAYTON AVE (CTH Y) TO E HOWARD AVE IN THE CITY OF MILWAUKEE (1.00 MI) 80001732060-11-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
				CONST	--	--	3,182.6	--	--		
			OTHER	--	76.9	--	--	--			
			TOTAL	--	76.9	3,182.6	--	--			
38 (39)	RECONSTRUCTION OF STH 38 (S CHASE AVE) FROM OKLAHOMA AVE TO LINCOLN AVE IN THE CITY OF MILWAUKEE (1.14 MI) 80097472060-00-76	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	268.0	--		
				CONST	--	--	--	--	9,637.5		
			OTHER	--	--	--	--	340.9			
			TOTAL	--	--	--	268.0	9,978.4			
39 (40)	REHABILITATION OF S HOWELL AVE (STH 38) FROM LAYTON AVE (CTH Y) TO W GRANGE AVE IN THE CITY OF MILWAUKEE (0.80 MI) 80001722060-10-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
				CONST	--	--	4,840.0	--	--		
			OTHER	--	--	--	--	--			
			TOTAL	--	--	4,840.0	--	--			
40 (41)	RESURFACING OF STH 38 FROM OAKWOOD ROAD IN THE CITY OF OAK CREEK TO GRANGE AVE IN THE CITY OF MILWAUKEE (5.24 MI) 80098592060-15-71	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
				CONST	--	8,910.0	--	--	--		
			OTHER	--	--	--	--	--			
			TOTAL	--	8,910.0	--	--	--			
41 (42)	RESURFACING OF STH 38 FROM OAKWOOD ROAD IN THE CITY OF OAK CREEK TO GRANGE AVE IN THE CITY OF MILWAUKEE (5.24 MI) 80098592060-15-71	HP	SOURCE OF FUNDS STP-0	LOCAL	--	132.0	--	--	--	EXEMPT	
				STATE	--	1,674.0	--	--	--		
				FEDERAL	--	7,104.0	--	--	--		
			TOTAL	--	8,910.0	--	--	--			

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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	41	REHABILITATION OF STH 57 FROM TEUTONIA AVE TO MEQUON RD (STH 57/167) IN THE VILLAGE OF BROWN DEER AND CITY OF MEQUON (3.6 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				300.0	--	--	--	--		
	CONST				--	--	--	--	9,484.0		
	OTHER				--	--	--	--	--		
	TOTAL			300.0	--	--	--	9,484.0			
(42)			SOURCE OF FUNDS	LOCAL	--	--	--	--			
		STATE		300.0	--	--	--				
		FEDERAL		--	--	--	--				
	8000201	2270-04-70		TOTAL	300.0	--	--	--	--		
	42	REHABILITATION OF STH 57 FROM W ST PAUL AVE TO W HIGHLAND BOULEVARD (USH 18) IN THE CITY OF MILWAUKEE (0.60 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				2,081.1	--	--	--	--		
	OTHER				25.9	--	--	--	--		
	TOTAL			2,107.0	--	--	--	--	--		
(43)			SOURCE OF FUNDS STP-0	LOCAL	323.4	--	--	--			
		STATE		178.4	--	--	--				
		FEDERAL		1,605.2	--	--	--	--			
	8000199	2265-09-70		TOTAL	2,107.0	--	--	--	--		
	43	RECONSTRUCTION OF GREENFIELD AVE (STH 59) FROM 106TH ST TO IH-894 IN THE CITY OF WEST ALLIS (0.41 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				3,093.7	--	--	--	--		
	OTHER				--	--	--	--	--		
	TOTAL			3,093.7	--	--	--	--	--		
(807)			SOURCE OF FUNDS	LOCAL	0.7	--	--	--			
		STATE		3,093.0	--	--	--				
		FEDERAL		--	--	--	--				
	8009687	2230-15-70		TOTAL	3,093.7	--	--	--	--		
	44	RESURFACING OF STH 100 (BROWN DEER RD) FROM 91ST ST TO STH 57 IN MILWAUKEE COUNTY (3.17 MI)	HP	DETAIL COSTS	PE	--	--	--	50.0	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	--	--	--	--		
	OTHER				--	--	--	--	--		
	TOTAL			--	--	--	50.0	5,175.0			
(46)			SOURCE OF FUNDS NHS	LOCAL	--	--	--	--			
		STATE		--	--	--	10.0				
		FEDERAL		--	--	--	40.0				
	8001029	2150-00-71		TOTAL	--	--	--	50.0			
	45	RESURFACING OF MAYFAIR RD (STH 100) FROM BURLEIGH ST TO SILVER SPRING DR (CTH E) AND SILVER SPRING DR FROM 118TH CT TO MAYFAIR RD IN THE CITIES OF WAUWATOSA AND MILWAUKEE (6.01 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	9,700.0	--	--	--		
	OTHER				--	--	--	--	--		
	TOTAL			--	9,700.0	--	--	--	--		
(47)			SOURCE OF FUNDS STP-0	LOCAL	--	98.0	--	--			
		STATE		--	1,902.0	--	--				
		FEDERAL		--	7,700.0	--	--	--			
	8009933	2030-09-70		TOTAL	--	9,700.0	--	--	--		
	46	REHABILITATION OF STH 100 (RYAN ROAD) FROM S 27TH ST (USH241) TO STH 38 IN THE CITY OF OAK CREEK (1.96 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	--	--	9,295.0	--		
	OTHER				--	--	--	--	--		
	TOTAL			--	--	--	9,295.0	--	--		
(50)			SOURCE OF FUNDS NHS	LOCAL	--	--	--	114.0			
		STATE		--	--	--	1,836.2				
		FEDERAL		--	--	--	7,344.8				
	8000169	2040-16-70		TOTAL	--	--	--	9,295.0			
	47	RECONSTRUCTION OF STH 145 FROM W CAPITOL DR TO N 68TH ST IN THE CITY OF MILWAUKEE (1.50 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	268.0	--	--	--		
	CONST				--	--	12,091.4	--	--		
	OTHER				--	--	--	382.0	--		
	TOTAL			--	268.0	12,091.4	382.0	--	--		
(52)			SOURCE OF FUNDS NHS	LOCAL	--	--	616.0	--			
		STATE		--	268.0	1,802.2	76.4				
		FEDERAL		--	--	9,673.2	305.6				
	8009746	1360-00-75		TOTAL	--	268.0	12,091.4	382.0			
	48	CORRIDOR STUDY OF STH 181 FROM W HAMPTON AVE TO MILWAUKEE COUNTY LINE IN MILWAUKEE COUNTY (6.05 MI)	HP	DETAIL COSTS	PE	--	--	--	250.0	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	--	--	--	--		
	OTHER				--	--	--	--	--		
	TOTAL			--	--	--	250.0	--	--		
(698)			SOURCE OF FUNDS	LOCAL	--	--	--	--			
		STATE		--	--	--	250.0				
		FEDERAL		--	--	--	--				
	8009733	2140-00-01		TOTAL	--	--	--	250.0			

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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT	
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING		
STATE OF WISCONSIN	49 (53)	RECONSTRUCTION OF STH 181 (GLENVIEW AVE) FROM DANA ST TO BLUEMOUND RD IN THE CITY OF MILWAUKEE (0.38 MI) 80097452165-00-70	HP	DETAIL COSTS	PE	--	--	--	314.0	--	EXEMPT	
					ROW	--	--	--	--	268.0		
					CONST	--	--	--	--	2,628.0		
				OTHER	--	--	--	--	--			
				TOTAL	--	--	--	314.0	2,896.0			
				SOURCE OF FUNDS	LOCAL	--	--	--	78.5			
					STATE	--	--	--	235.5			
					FEDERAL	--	--	--	--			
				TOTAL	--	--	--	314.0				
	50 (54)	RESURFACING AND BRIDGE REHABILITATION OF 76TH ST (STH 181) FROM GRANTOSA DR TO FLORIST AVE IN THE CITY OF MILWAUKEE (1.14 MI) 80099402140-13-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
					ROW	55.0	--	--	--	--		--
					CONST	--	--	--	--	--		4,777.8
				OTHER	--	--	--	--	--			
				TOTAL	55.0	--	--	--	4,777.8			
				SOURCE OF FUNDS	LOCAL	--	--	--	--			
					STATE	55.0	--	--	--	--		
					FEDERAL	--	--	--	--			
				TOTAL	55.0	--	--	--				
	51 (55)	RECONSTRUCTION OF W CAPITOL DR (STH 190) FROM MAYFAIR RD TO N 84TH ST IN THE CITY OF MILWAUKEE (1.50 MI) 80001902025-11-71	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
					ROW		--	--	--	--		--
					CONST	5,216.9	--	--	--	--		--
				OTHER	596.5	--	--	--	--	--		
				TOTAL	5,813.4	--	--	--	--	--		
				SOURCE OF FUNDS	LOCAL	266.8	--	--	--			
					STATE	1,176.8	--	--	--	--		
					FEDERAL	4,369.8	--	--	--	--		
				TOTAL	5,813.4	--	--	--	--			
	52 (57)	RECONSTRUCTION OF THE WEST CAPITOL DR (STH 190) BRIDGE (B-40-059) OVER MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.01 MI) 80005102025-16-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
					ROW	--	--	--	--	--		--
					CONST	2,085.9	--	--	--	--		--
				OTHER	--	--	--	--	--	--		
				TOTAL	2,085.9	--	--	--	--	--		
				SOURCE OF FUNDS	LOCAL	3.4	--	--	--			
					STATE	416.5	--	--	--	--		
					FEDERAL	1,666.0	--	--	--	--		
				TOTAL	2,085.9	--	--	--	--			
	53 (58)	REHABILITATION OF S 27TH ST (STH 241) FROM HOWARD AVE TO UNION PACIFIC RAILROAD IN THE CITY OF MILWAUKEE (1.38 MI) 80001972265-08-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
					ROW	55.0	--	--	--	--		--
					CONST		9,775.0	--	--	--		--
				OTHER	451.0	200.0	--	--	--	--		
				TOTAL	506.0	9,975.0	--	--	--	--		
				SOURCE OF FUNDS	LOCAL	--	406.3	--	--			
					STATE	506.0	1,792.3	--	--	--		
					FEDERAL	--	7,776.4	--	--	--		
				TOTAL	506.0	9,975.0	--	--	--			
	54 (60)	RESURFACING OF LAKE PARKWAY (STH 794) FROM CARFERRY DR TO LAYTON AVE (CTH Y) IN MILWAUKEE COUNTY (3.1 MI) 80002481300-03-72	HP	DETAIL COSTS	PE	--	--	--	400.0	--	EXEMPT	
					ROW	--	--	--	--	--		--
					CONST	--	--	--	--	--		4,600.0
				OTHER	--	--	--	--	--	--		
				TOTAL	--	--	--	400.0	4,600.0			
				SOURCE OF FUNDS	LOCAL	--	--	--	--			
					STATE	--	--	--	400.0	--		
					FEDERAL	--	--	--	--	--		
				TOTAL	--	--	--	400.0				
	55 (760)	BRIDGE REPLACEMENT OF THE CLEVELAND AVE BRIDGE (B-40-122) OVER IH 894 AND REMOVAL OF THE CLEVELAND AVE WATER MAIN IN THE CITY OF WEST ALLIS 80097171090-07-73	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
					ROW	3,021.1	--	--	--	--		--
					CONST	--	--	--	--	--		--
				OTHER	--	--	--	--	--	--		
				TOTAL	3,021.1	--	--	--	--	--		
				SOURCE OF FUNDS	LOCAL	47.8	--	--	--			
					STATE	683.9	--	--	--	--		
					FEDERAL	2,289.4	--	--	--	--		
				TOTAL	3,021.1	--	--	--	--			
	56 (62)	REDECK OF WATERTOWN PLANK ROAD BRIDGE OVER UNDERWOOD CREEK IN THE CITY OF WAUWATOSA (0.1 MI) 80097922035-06-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
					ROW	--	--	--	--	--		--
					CONST	--	--	--	5,060.0	--		--
				OTHER	--	--	--	--	--	--		
				TOTAL	--	--	--	5,060.0	--	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--			
					STATE	--	--	--	1,012.0	--		
					FEDERAL	--	--	--	4,048.0	--		
				TOTAL	--	--	--	5,060.0				

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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	57 ^b (63)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF IH-94 FROM THE ILLINOIS STATE LINE TO THE MITCHELL INTERCHANGE IN MILWAUKEE, RACINE, AND KENOSHA COUNTIES (32.50 MI)	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	--	--	--	--	--	
					CONST	75,115.8	63,709.1	--	30,324.6	393,063.7	
				OTHER	1,273.5	--	--	--	36.0		
				TOTAL	76,389.3	63,709.1	--	30,324.6	393,099.7		
SOURCE OF FUNDS COMB	LOCAL	62.7	--	--	--	--	--	--			
	STATE	44,834.0	49,998.8	--	13,680.6	--	--				
	FEDERAL	31,492.6	13,710.3	--	16,644.0	--	--				
	TOTAL	76,389.3	63,709.1	--	30,324.6	--	--				
	8000076										
	58 (17)	RECONSTRUCTION OF THE ZOO INTERCHANGE AND APPROACHES ON IH-94, IH 894 AND USH 45 IN MILWAUKEE COUNTY	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	--	4,225.0	--	--	--	
					CONST	215,138.7	353,820.0	271,247.0	138,098.5	12,206.0	
				OTHER	12,307.0	3,090.0	--	--	350.0		
				TOTAL	227,445.7	361,135.0	271,247.0	138,098.5	12,556.0		
SOURCE OF FUNDS NHS	LOCAL	--	--	--	--	--	--	--			
	STATE	124,695.5	273,986.5	203,435.2	56,086.9	--	--				
	FEDERAL	102,750.2	87,148.5	67,811.8	82,011.6	--	--				
	TOTAL	227,445.7	361,135.0	271,247.0	138,098.5	--	--				
	8000205	1060-33-00									
	59 ^c (64)	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 45/STH 100 FROM ST. MARTINS RD TO COLLEGE AVE IN THE CITY OF FRANKLIN (2.98 MI)	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	24,882.0	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	--	--	24,882.0	--		
SOURCE OF FUNDS NHS	LOCAL	--	--	--	23.2	--	--				
	STATE	--	--	--	4,971.8	--	--				
	FEDERAL	--	--	--	19,887.0	--	--				
	TOTAL	--	--	--	24,882.0	--	--				
	8000135	2040-14-70									
	60 (66)	RECONSTRUCTION WITH ADDITIONAL LANES OF 27TH ST (STH 241) FROM W DREXEL AVE TO COLLEGE AVE (CTH ZZ) IN THE CITIES OF FRANKLIN AND OAK CREEK (2.0 MI)	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	24,695.0	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	--	--	24,695.0	--		
SOURCE OF FUNDS STP-0	LOCAL	--	--	--	1,250.0	--	--				
	STATE	--	--	--	4,689.0	--	--				
	FEDERAL	--	--	--	18,756.0	--	--				
	TOTAL	--	--	--	24,695.0	--	--				
	8009941	2265-16-70									
	61 (67)	MARKETING AMTRAK'S HIAWATHA SERVICE FROM MILWAUKEE AND CHICAGO INCLUDING RADIO AND NEWSPAPER ADVERTISEMENTS IN MILWAUKEE AND CHICAGO-PHASE IV	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
				OTHER	150.0	--	--	--	--		
				TOTAL	150.0	--	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	--	--	--	--	--	--				
	STATE	30.0	--	--	--	--	--				
	FEDERAL	120.0	--	--	--	--	--				
	TOTAL	150.0	--	--	--	--	--				
	8009753	1693-33-14									
	62 (68)	REDEVELOPMENT OF THE DOWNTOWN MILWAUKEE INTERMODAL STATION	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	2,100.0	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	2,100.0	--	--	--	--		
SOURCE OF FUNDS FTA 5309	LOCAL	--	--	--	--	--	--				
	STATE	420.0	--	--	--	--	--				
	FEDERAL	1,680.0	--	--	--	--	--				
	TOTAL	2,100.0	--	--	--	--	--				
	8000509	0417-00-41									
	63 ^d (69)	REHABILITATION OF TRAIN SHED AND PLATFORMS AT THE MILWAUKEE INTERMODAL PASSENGER STATION (AMTRAK STATION)	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	17,325.1	--	--	--	
				OTHER	--	1,555.4	--	--	--		
				TOTAL	--	18,880.5	--	--	--		
SOURCE OF FUNDS COMB	LOCAL	--	--	--	--	--	--				
	STATE	--	9,575.5	--	--	--	--				
	FEDERAL	--	9,305.0	--	--	--	--				
	TOTAL	--	18,880.5	--	--	--	--				
	8000080	1693-29-77									
	64 (71)	CONTINUATION AND IMPROVED OPERATION OF THE "HIAWATHA" INTERCITY FROM MILWAUKEE TO CHICAGO FOR CY 2013-2016	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
				OTHER	8,400.0	8,400.0	8,400.0	8,400.0	--		
				TOTAL	8,400.0	8,400.0	8,400.0	8,400.0	--		
SOURCE OF FUNDS IH-M	LOCAL	--	--	--	--	--	--				
	STATE	840.0	840.0	840.0	840.0	--	--				
	FEDERAL	7,560.0	7,560.0	7,560.0	7,560.0	--	--				
	TOTAL	8,400.0	8,400.0	8,400.0	8,400.0	--	--				
	8000176	1693-33-10									

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	65 (73)	OCR RAILROAD SAFETY IMPROVEMENT PROJECTS IN SE REGION (LIST AVAILABLE UPON REQUEST) 8009962	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	1,500.0	1,500.0	1,500.0	1,500.0	--	
				SOURCE OF FUNDS HSIP	OTHER	--	--	--	--	--	
					TOTAL	1,500.0	1,500.0	1,500.0	1,500.0	--	
					LOCAL	--	--	--	--	--	
	66 (74)	CONSTRUCTION OF VARIOUS SMALL HAZARD ELIMINATION MEASURES WITHIN SOUTHEASTERN WISCONSIN 8000272	HS	DETAIL COSTS	STATE	525.0	525.0	525.0	525.0	--	EXEMPT
					FEDERAL	975.0	975.0	975.0	975.0	--	
					TOTAL	1,500.0	1,500.0	1,500.0	1,500.0	--	
				SOURCE OF FUNDS HSIP	LOCAL	--	--	--	--	--	
					STATE	5.0	5.0	5.0	5.0	--	
					FEDERAL	45.0	45.0	45.0	45.0	--	
	67 (75)	IMPROVEMENT AND MODERNIZATION OF LIGHTING SYSTEMS ON VARIOUS INTERSTATE HIGHWAYS WITHIN SOUTHEASTERN WISCONSIN 8000218	HS	DETAIL COSTS	TOTAL	50.0	50.0	50.0	50.0	--	EXEMPT
					LOCAL	--	--	--	--	--	
					STATE	500.0	500.0	500.0	500.0	--	
				SOURCE OF FUNDS HSIP	OTHER	--	--	--	--	--	
					FEDERAL	500.0	500.0	500.0	500.0	--	
					TOTAL	500.0	500.0	500.0	500.0	--	
	68 (76)	IMPROVEMENT OF HAZARDOUS LOCATIONS ALONG THE STATE HIGHWAY SYSTEM WITHIN SOUTHEASTERN WISCONSIN 8000167	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	1,500.0	1,500.0	1,500.0	1,500.0	--	
				SOURCE OF FUNDS HSIP	OTHER	--	--	--	--	--	
					TOTAL	1,500.0	1,500.0	1,500.0	1,500.0	--	
					LOCAL	--	--	--	--	--	
	69 (727)	ELIMINATION OF RAILROAD CROSSINGS AT HAZARDOUS LOCATIONS WITHIN THE SE REGION 8009720	HS	DETAIL COSTS	STATE	150.0	150.0	150.0	150.0	--	EXEMPT
					FEDERAL	1,350.0	1,350.0	1,350.0	1,350.0	--	
					TOTAL	1,500.0	1,500.0	1,500.0	1,500.0	--	
				SOURCE OF FUNDS HSIP	LOCAL	--	--	--	--	--	
					STATE	30.0	30.0	30.0	30.0	--	
					FEDERAL	30.0	30.0	30.0	30.0	--	
	70 (77)	BEAM GUARD END TREATMENT UPGRADES IN VARIOUS LOCATIONS IN SOUTHEASTERN WISCONSIN 8009789	HS	DETAIL COSTS	OTHER	--	--	--	--	--	EXEMPT
					TOTAL	1,050.0	1,000.0	1,000.0	1,000.0	--	
				SOURCE OF FUNDS HSIP	LOCAL	--	--	--	--	--	
					STATE	105.0	100.0	100.0	100.0	--	
					FEDERAL	945.0	900.0	900.0	900.0	--	
					TOTAL	1,050.0	1,000.0	1,000.0	1,000.0	--	
	71 (791)	SAFETY IMPROVEMENTS AT STH 100 AND COLDSPRING RD IN THE CITY OF GREENFIELD 8009696 2030-11-00	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	595.0	--	--	--	
				SOURCE OF FUNDS HSIP	OTHER	--	--	--	--	--	
					TOTAL	--	595.0	--	--	--	
					LOCAL	--	--	--	--	--	
	72 (81)	ESTABLISHMENT OF AN EMERGENCY RIDE REIMBURSEMENT PROGRAM TO REIMBURSE EMPLOYER PROGRAM PARTICIPANTS IN SOUTHEASTERN WISCONSIN 8000148 0604-02-15	EE	DETAIL COSTS	STATE	--	59.5	--	--	--	EXEMPT
					FEDERAL	--	535.5	--	--	--	
					TOTAL	--	595.0	--	--	--	
				SOURCE OF FUNDS STP-M	LOCAL	--	--	--	--	--	
					STATE	0.1	0.1	0.1	0.1	--	
					FEDERAL	0.4	0.4	0.4	0.4	--	
					TOTAL	0.5	0.5	0.5	0.5	--	

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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	73 ^e (82)	VARIOUS IMPROVEMENTS ON RUSSELL, KINNICKINNIC, WATER, PITTSBURGH, AND BROADWAY ST FOR THE BAYVIEW BIKEWAY IN THE CITY OF MILWAUKEE 80001011302-00-71	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	1,249.5	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	1,249.5	--	--	--	--		
SOURCE OF FUNDS COMB	LOCAL	249.9	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	999.6	--	--	--						
	TOTAL	1,249.5	--	--	--						
WISCONSIN DNR	74 (86)	CONSTRUCTION OF THE HANK AARON STATE TRAIL 6TH ST BICYCLE RAMP IN THE CITY OF MILWAUKEE 80100011693-25-72	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	1,024.4	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	1,024.4	--	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	374.9	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	649.5	--	--	--						
	TOTAL	1,024.4	--	--	--						
MILWAUKEE COUNTY	75 (93)	RECONSTRUCTION OF N 107TH ST (CTH F) FROM W BROWN DEER RD (STH 100) TO THE NORTH MILWAUKEE COUNTY LINE IN THE CITY OF MILWAUKEE (1.00 MI) 4000033	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	5,115.0	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	5,115.0	--	--	--	--		
SOURCE OF FUNDS LRIP	LOCAL	2,557.5	--	--	--						
	STATE	2,557.5	--	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	5,115.0	--	--	--						
	76	REHABILITATION OF W ST MARTINS RD (CTH MM) FROM S NORTH CAPE RD TO S LOVERS LANE IN THE CITY OF FRANKLIN (1.50 MI) 4009891	HP	DETAIL COSTS	PE	--	71.5	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	1,100.0	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	71.5	1,100.0	--	--		
SOURCE OF FUNDS LRIP	LOCAL	--	56.0	619.8	--						
	STATE	--	15.5	480.2	--						
	FEDERAL	--	--	--	--						
	TOTAL	--	71.5	1,100.0	--						
	77	RECONSTRUCTION OF S 92ND ST (CTH N) FROM W FOREST HOME AVE TO W HOWARD AVE IN THE CITY OF GREENFIELD (1.5 MI) 4009886	HP	DETAIL COSTS	PE	--	--	--	740.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	6,000.0	
				OTHER	--	--	--	--	--		
				TOTAL	--	--	--	740.0	6,000.0		
SOURCE OF FUNDS	LOCAL	--	--	--	740.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	--	--	--	740.0						
	78 (96)	RECONSTRUCTION OF W MILL RD (CTH S) FROM N 43RD ST TO N SYDNEY PLACE IN THE CITY OF MILWAUKEE (1.15 MI) 40000192216-01-00	HP	DETAIL COSTS	PE	262.5	262.5	--	--	--	EXEMPT
					ROW	--	75.0	--	--	--	
					CONST	--	--	5,500.0	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	262.5	337.5	5,500.0	--	--		
SOURCE OF FUNDS STP-M	LOCAL	52.5	67.5	1,100.0	--						
	STATE	--	--	--	--						
	FEDERAL	210.0	270.0	4,400.0	--						
	TOTAL	262.5	337.5	5,500.0	--						
	79 (97)	RECONSTRUCTION OF W BELOIT RD (CTH T) FROM S 124TH ST TO STH 100 IN MILWAUKEE COUNTY (1.10 MI) 4009953	HP	DETAIL COSTS	PE	--	--	400.0	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	3,100.0	
				OTHER	--	--	--	--	--		
				TOTAL	--	--	400.0	--	3,100.0		
SOURCE OF FUNDS	LOCAL	--	--	400.0	--						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	--	--	400.0	--						
	80 (98)	RECONSTRUCTION OF S 76TH ST (CTH U) FROM THE SOUTH MILWAUKEE COUNTY LINE TO PUETZ RD IN THE CITY OF FRANKLIN (3.00 MI) 4000029	HP	DETAIL COSTS	PE	--	--	--	1,650.0	--	EXEMPT
					ROW	--	--	--	--	1,000.0	
					CONST	--	--	--	--	11,270.0	
				OTHER	--	--	--	--	--		
				TOTAL	--	--	--	1,650.0	12,270.0		
SOURCE OF FUNDS	LOCAL	--	--	--	1,650.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	--	--	--	1,650.0						

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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
MILWAUKEE COUNTY	81 (99)	RECONSTRUCTION OF S 13TH ST (CTH V) FROM SOUTH MILWAUKEE COUNTY LINE TO RYAN RD (STH 100) IN THE CITY OF OAK CREEK (2.0 MI) 4000027	HP	DETAIL COSTS	PE	--	--	--	880.0	--	EXEMPT
					ROW	--	--	--	--	800.0	
					CONST	--	--	--	--	4,000.0	
				OTHER	--	--	--	--	--		
				TOTAL	--	--	--	880.0	4,800.0		
				SOURCE OF FUNDS	LOCAL	--	--	--	880.0	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	--	--	--	
				TOTAL	--	--	--	880.0	--		
					82 (100)	RECONSTRUCTION OF S 13TH ST (CTH V) FROM RYAN RD (STH 100) TO W RAWSON AVE (CTH BB) IN THE CITY OF OAK CREEK (3.00 MI) 4000032	HP	DETAIL COSTS	PE	--	
ROW	--	--	500.0						500.0	--	
CONST	--	--	--						4,000.0	8,000.0	
OTHER	--	--	--					--	--		
TOTAL	--	800.0	1,500.0					4,500.0	8,000.0		
				SOURCE OF FUNDS	LOCAL	--	800.0	1,500.0	4,500.0	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	--	--	--	
				TOTAL	--	800.0	1,500.0	4,500.0	--		
					83 (102)	RECONSTRUCTION OF N PORT WASHINGTON RD (CTH W) FROM W DAPHNE ST TO W GOOD HOPE RD (CTH PP) IN MILWAUKEE COUNTY (0.70 MI) 4000016	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	2,700.0	
OTHER	--	--	--					--	--		
TOTAL	--	--	750.0					--	2,700.0		
				SOURCE OF FUNDS	LOCAL	--	--	750.0	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	--	--	--	
				TOTAL	--	--	750.0	--	--		
					84	REHABILITATION OF W LAYTON AVE (CTH Y) FROM S 76TH ST TO S 60TH ST IN THE CITY OF GREENFIELD (1.0 MI) 4009888	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	1,600.0						--	--	
OTHER	--	--	--					--	--		
TOTAL	--	80.0	1,680.0					--	--		
				SOURCE OF FUNDS LRIP	LOCAL	--	60.0	860.0	--	--	
					STATE	--	20.0	820.0	--	--	
					FEDERAL	--	--	--	--	--	
				TOTAL	--	80.0	1,680.0	--	--		
					85	REHABILITATION OF W LAYTON AVE (CTH Y) FROM S 60TH ST TO W LOOMIS RD IN THE CITY OF GREENFIELD (1.0 MI) 4009887	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	1,600.0	
OTHER	--	--	--					--	--		
TOTAL	--	--	--					160.0	1,600.0		
				SOURCE OF FUNDS LRIP	LOCAL	--	--	--	120.0	--	
					STATE	--	--	--	40.0	--	
					FEDERAL	--	--	--	--	--	
				TOTAL	--	--	--	160.0	--		
					86 (103)	RECONSTRUCTION OF W LAYTON AVE (CTH Y) FROM S 27TH ST (STH 241) TO W LOOMIS RD (STH 36) IN THE CITY OF GREENFIELD (1.20 MI) 4000021	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						500.0	--	
CONST	--	--	--						--	5,350.0	
OTHER	--	--	--					--	--		
TOTAL	--	--	740.0					500.0	5,350.0		
				SOURCE OF FUNDS	LOCAL	--	--	740.0	500.0	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	--	--	--	
				TOTAL	--	--	740.0	500.0	--		
					87	REHABILITATION OF E LAYTON AVE (CTH Y) FROM S HOWELL AVE TO S PENNSYLVANIA AVE IN THE CITIES OF MILWAUKEE, ST. FRANCIS, AND CUDAHY (1.40 MI) 4009889	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	1,800.0						--	--	
OTHER	--	--	--					--	--		
TOTAL	--	90.0	1,890.0					--	--		
				SOURCE OF FUNDS LRIP	LOCAL	--	70.0	1,070.0	--	--	
					STATE	--	20.0	820.0	--	--	
					FEDERAL	--	--	--	--	--	
				TOTAL	--	90.0	1,890.0	--	--		
					88	REHABILITATION OF THE W HAMPTON AVE BRIDGE OVER THE MILWAUKEE RIVER (LINCOLN PARK) (B-40-0750) IN MILWAUKEE COUNTY 4009882	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	1,000.0	
OTHER	--	--	--					--	--		
TOTAL	--	--	--					200.0	1,000.0		
				SOURCE OF FUNDS BRF	LOCAL	--	--	--	40.0	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	--	160.0	--	
				TOTAL	--	--	--	200.0	--		

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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
MILWAUKEE COUNTY	89	REHABILITATION OF THE SWAN BLVD BRIDGE OVER MENOMONEE RIVER (B-40-0511) IN MILWAUKEE COUNTY	HP	DETAIL COSTS	PE	--	--	--	200.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	1,000.0	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	200.0	1,000.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	40.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	160.0						
	TOTAL	--	--	--	200.0						
4009881			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	800.0	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	120.0						
	TOTAL	--	--	--	150.0						
4009879			HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--</		

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
MILWAUKEE COUNTY	97	REAL TIME INFORMATION SOFTWARE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM 4009878	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	300.0	--	--	--	--	
				TOTAL	300.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	60.0	--	--	--	--	
STATE	240.0	--	--		--	--					
	98	REPLACEMENT OF FIVE UNDERGROUND STORAGE TANKS AT MCTS FLEET MAINTENANCE FACILITY 4009877	TP	DETAIL COSTS	PE	25.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	250.0	--	--	--	--	
				TOTAL	275.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	55.0	--	--	--	--	
STATE	220.0	--	--		--	--					
	99	REPLACE ROOF FLASHING AT MCTS FLEET MAINTENANCE FACILITY 4009876	TP	DETAIL COSTS	PE	20.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	100.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	120.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	24.0	--	--	--	--	
STATE	96.0	--	--		--	--					
	100	REPLACE ASPHALT PARKING LOT AT MCTS FIEBRANTZ GARAGE 4009875	TP	DETAIL COSTS	PE	10.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	90.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	100.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	20.0	--	--	--	--	
STATE	80.0	--	--		--	--					
	101	REPLACE/REPAIR STEEL COLUMNS AT MCTS FOND DU LAC STORAGE BUILDING 4009874	TP	DETAIL COSTS	PE	--	20.0	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	100.0	--	--	--	
				TOTAL	--	120.0	--	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	--	24.0	--	--	--	
STATE	--	--	--		--	--					
	102	LIGHTING UPGRADES AT MCTS ADMINISTRATION BUILDING 4009873	TP	DETAIL COSTS	PE	--	20.0	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	120.0	--	--	--	
				TOTAL	--	140.0	--	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	--	28.0	--	--	--	
STATE	--	--	--		--	--					
	103	REPLACE FIRE SUPPRESSION SYSTEM AT MCTS ADMINISTRATION BUILDING 4009872	TP	DETAIL COSTS	PE	--	20.0	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	120.0	--	--	--	
				TOTAL	--	140.0	--	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	--	28.0	--	--	--	
STATE	--	--	--		--	--					
	104	LIGHTING UPGRADES AT THE MCTS FIEBRANTZ GARAGE 4009871	TP	DETAIL COSTS	PE	--	--	10.0	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	90.0	--	--	
				TOTAL	--	--	100.0	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	--	--	20.0	--	--	
STATE	--	--	--		--	--					
	104	LIGHTING UPGRADES AT THE MCTS FIEBRANTZ GARAGE 4009871	TP	DETAIL COSTS	PE	--	--	10.0	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	90.0	--	--	
				TOTAL	--	--	100.0	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	--	--	20.0	--	--	
STATE	--	--	--		--	--					
	104	LIGHTING UPGRADES AT THE MCTS FIEBRANTZ GARAGE 4009871	TP	DETAIL COSTS	PE	--	--	10.0	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	90.0	--	--	
				TOTAL	--	--	100.0	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	--	--	20.0	--	--	
STATE	--	--	--		--	--					
	104	LIGHTING UPGRADES AT THE MCTS FIEBRANTZ GARAGE 4009871	TP	DETAIL COSTS	PE	--	--	10.0	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	90.0	--	--	
				TOTAL	--	--	100.0	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	--	--	20.0	--	--	
STATE	--	--	--		--	--					
	104	LIGHTING UPGRADES AT THE MCTS FIEBRANTZ GARAGE 4009871	TP	DETAIL COSTS	PE	--	--	10.0	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	90.0	--	--	
				TOTAL	--	--	100.0	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	--	--	20.0	--	--	
STATE	--	--	--		--	--					
	104	LIGHTING UPGRADES AT THE MCTS FIEBRANTZ GARAGE 4009871	TP	DETAIL COSTS	PE	--	--	10.0	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	90.0	--	--	
				TOTAL	--	--	100.0	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	--	--	20.0	--	--	
STATE	--	--	--		--	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
MILWAUKEE COUNTY	105	REPLACE/REPAIR STEEL COLUMNS AT MCTS FIEBRANTZ GARAGE 4009870	TP	DETAIL COSTS	PE	--	--	25.0	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	225.0	--	--	
				TOTAL	--	--	250.0	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	--	--	50.0	--	--	
STATE	--	--	--		--	--					
	106 (118)	PURCHASE OF MISCELLANEOUS SUPPORT SERVICE AND MAINTENANCE EQUIPMENT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM 4000047	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	270.0	600.0	600.0	600.0	--	
				TOTAL	270.0	600.0	600.0	600.0	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	54.0	120.0	120.0	120.0	--	
STATE	--	--	--		--	--					
	107 (119)	TRANSIT VEHICLE TIRE LEASING SERVICES 4000050	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	490.0	500.0	520.0	540.0	--	
				TOTAL	490.0	500.0	520.0	540.0	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	98.0	100.0	104.0	108.0	--	
STATE	--	--	--		--	--					
	108 (120)	REPLACEMENT OF MCTS DATA PROCESSING EQUIPMENT/BUS RADIO SOFTWARE 4009933	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	965.0	--	--	--	
				TOTAL	--	965.0	--	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	--	193.0	--	--	--	
STATE	--	--	--		--	--					
	109 (737)	REPLACEMENT OF BUS VACUUM SYSTEM AT THE MCTS FIEBRANTZ GARAGE 4009915	TP	DETAIL COSTS	PE	50.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	200.0	--	--	--	--	
				TOTAL	250.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	50.0	--	--	--	--	
STATE	--	--	--		--	--					
	110 (738)	REPLACEMENT OF BUS WASHING SYSTEM AT THE MCTS FIEBRANTZ GARAGE 4009914	TP	DETAIL COSTS	PE	40.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	375.0	--	--	--	--	
				TOTAL	415.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	83.0	--	--	--	--	
STATE	--	--	--		--	--					
	111 (127)	PURCHASE OF SPARE PARTS FOR 40-FOOT MCTS BUSES: ENGINE, REAR AXLE ASSEMBLY, ELECTRONIC DESTINATION SIGN AND AIR CONDITIONING COMPRESSOR 4009946	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	100.0	--	--	--	--	
				TOTAL	100.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	20.0	--	--	--	--	
STATE	--	--	--		--	--					
	112 (739)	FAÇADE AND FOUNDATION REPAIRS AT THE MCTS FOND DU LAC GARAGE FACILITIES 4009913	TP	DETAIL COSTS	PE	30.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	230.0	--	--	--	--	
				TOTAL	260.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	52.0	--	--	--	--	
STATE	--	--	--		--	--					
	FEDERAL	208.0	--	--	--	--					
	TOTAL	260.0	--	--	--	--					

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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
MILWAUKEE COUNTY	113 (740)	REPLACEMENT OF FIRE ALARM SYSTEM AT THE MCTS FOND DU LAC GARAGE 4009912	TP	DETAIL COSTS	PE	35.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	--	--		
					OTHER	200.0	--	--	--		
				TOTAL	235.0	--	--	--	--		
SOURCE OF FUNDS FTA 5307	LOCAL	47.0	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	188.0	--	--	--						
	TOTAL	235.0	--	--	--						
	114 (741)	REPLACEMENT OF BUS WASHING SYSTEM AT THE MCTS FOND DU LAC GARAGE 4009911	TP	DETAIL COSTS	PE	100.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	--	--		
					OTHER	900.0	--	--	--		
				TOTAL	1,000.0	--	--	--	--		
SOURCE OF FUNDS FTA 5307	LOCAL	200.0	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	800.0	--	--	--						
	TOTAL	1,000.0	--	--	--						
	115 (130)	REPLACEMENT OF DATA PROCESSING EQUIPMENT AT THE MCTS ADMINISTRATION FACILITY 4000128	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	--	--		
					OTHER	620.0	--	--	--		
				TOTAL	620.0	--	--	--	--		
SOURCE OF FUNDS FTA 5307	LOCAL	124.0	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	496.0	--	--	--						
	TOTAL	620.0	--	--	--						
	116 (133)	PURCHASE OF HASTUS SOFTWARE UPGRADE FOR MCTS 4009970	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	--	--		
					OTHER	500.0	--	--	--		
				TOTAL	500.0	--	--	--	--		
SOURCE OF FUNDS FTA 5307	LOCAL	100.0	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	400.0	--	--	--						
	TOTAL	500.0	--	--	--						
	117 (742)	REPLACEMENT OF BUS WASHING SYSTEM AT THE MCTS KINNICKINNIC OPERATING GARAGE FACILITIES 4009910	TP	DETAIL COSTS	PE	50.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	--	--		
					OTHER	700.0	--	--	--		
				TOTAL	750.0	--	--	--	--		
SOURCE OF FUNDS FTA 5307	LOCAL	150.0	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	600.0	--	--	--						
	TOTAL	750.0	--	--	--						
	118 (743)	REPLACEMENT OF HVAC SYSTEM AT THE MCTS KINNICKINNIC OPERATING GARAGE FACILITIES 4009869	TP	DETAIL COSTS	PE	50.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	--	--		
					OTHER	450.0	--	--	--		
				TOTAL	500.0	--	--	--	--		
SOURCE OF FUNDS FTA 5307	LOCAL	100.0	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	400.0	--	--	--						
	TOTAL	500.0	--	--	--						
	119 (744)	REPLACEMENT OF BUS VACUUM SYSTEM AT THE MCTS KINNICKINNIC GARAGE 4009908	TP	DETAIL COSTS	PE	50.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	--	--		
					OTHER	700.0	--	--	--		
				TOTAL	750.0	--	--	--	--		
SOURCE OF FUNDS FTA 5307	LOCAL	150.0	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	600.0	--	--	--						
	TOTAL	750.0	--	--	--						
	120 (776)	PURCHASE AND INSTALLATION OF A TRANSIT ENHANCEMENT BUS SHELTER AT THE CONVERGENCE OF SOUTH KINNICKINNIC, EAST LINCOLN AND SOUTH HOWELL AVENUES 4009902	TP	DETAIL COSTS	PE	--	30.0	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	--	--		
					OTHER	--	120.0	--	--		
				TOTAL	--	150.0	--	--	--		
SOURCE OF FUNDS FTA 5307	LOCAL	--	30.0	--	--						
	STATE	--	--	--	--						
	FEDERAL	--	120.0	--	--						
	TOTAL	--	150.0	--	--						

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
MILWAUKEE COUNTY	121 (792)	INSPECTION/FORCE ACCOUNT ACTIVITIES FOR MCTS BUS REPLACEMENT PROJECTS 4009896	TP	DETAIL COSTS	PE	50.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	--	--		
					OTHER	--	--	--	--		
				TOTAL	50.0	--	--	--	--		
SOURCE OF FUNDS FTA 5307	LOCAL	10.0	--	--	--	--					
	STATE	--	--	--	--						
	FEDERAL	40.0	--	--	--						
	TOTAL	50.0	--	--	--						
122 f (137)	SUPPORT OF SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION TRANSIT PLANNING PROGRAM 4000161	TI	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--			
				CONST	--	--	--	--			
				OTHER	187.5	187.5	187.5	187.5			
			TOTAL	187.5	187.5	187.5	187.5	--			
SOURCE OF FUNDS FTA 5307	LOCAL	18.7	18.7	18.7	18.7						
	STATE	18.8	18.8	18.8	18.8						
	FEDERAL	150.0	150.0	150.0	150.0						
	TOTAL	187.5	187.5	187.5	187.5						
123 (139)	OPERATION OF AN EXPRESS BUS ROUTE TO PROVIDE FREQUENT LIMITED STOP SERVICE ALONG A 12-MILE CORRIDOR OF FOND DU LAC AND NATIONAL AVENUES 4009928	TI	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--			
				CONST	--	--	--	--			
				OTHER	4,000.0	--	--	--			
			TOTAL	4,000.0	--	--	--	--			
SOURCE OF FUNDS CMAQ	LOCAL	800.0	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	3,200.0	--	--	--						
	TOTAL	4,000.0	--	--	--						
124 (747)	OPERATION OF AN EXPRESS BUS ROUTE TO PROVIDE FREQUENT LIMITED STOP SERVICE ALONG A 11-MILE CORRIDOR OF CAPITOL DR AND DOWNER AVE BETWEEN 124TH ST AND THE UW-MILWAUKEE CAMPUS 4009907	TI	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--			
				CONST	--	--	--	--			
				OTHER	2,557.9	--	--	--			
			TOTAL	2,557.9	--	--	--	--			
SOURCE OF FUNDS CMAQ	LOCAL	511.6	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	2,046.3	--	--	--						
	TOTAL	2,557.9	--	--	--						
125 (748)	OPERATION OF AN EXPRESS BUS ROUTE TO PROVIDE FREQUENT LIMITED STOP SERVICE ALONG A 12-MILE CORRIDOR THAT CONNECTS BAYSHORE SHOPPING CENTER, UW-MILWAUKEE CAMPUS, DOWNTOWN MILWAUKEE, AND THE MITCHELL INTL. AIRPORT 4009905	TI	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--			
				CONST	--	--	--	--			
				OTHER	5,379.6	--	--	--			
			TOTAL	5,379.6	--	--	--	--			
SOURCE OF FUNDS CMAQ	LOCAL	1,075.9	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	4,303.7	--	--	--						
	TOTAL	5,379.6	--	--	--						
126 (140)	RECONSTRUCTION OF SOUTH 68TH ST (CTH A) FROM RYAN RD (STH 100) TO HOUSE OF CORRECTIONS IN THE CITY OF FRANKLIN (0.75 MI) 4000090	OH	DETAIL COSTS	PE	30.0	--	--	--	--	EXEMPT	
				ROW	--	--	--	--			
				CONST	--	580.0	--	--			
				OTHER	--	--	--	--			
			TOTAL	30.0	580.0	--	--	--			
SOURCE OF FUNDS LRIP	LOCAL	15.0	290.0	--	--						
	STATE	15.0	290.0	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	30.0	580.0	--	--						
127	REHABILITATION OF S NORTH CAPE RD (CTH J) FROM HI-VIEW DR TO S CARROLL CIR IN THE CITY OF FRANKLIN (2.0 MI) 4009890	OH	DETAIL COSTS	PE	90.0	--	--	--	--	EXEMPT	
				ROW	--	--	--	--			
				CONST	--	--	1,500.0	--	--		
				OTHER	--	--	--	--			
			TOTAL	90.0	--	1,500.0	--	--			
SOURCE OF FUNDS LRIP	LOCAL	67.5	--	946.2	--	--					
	STATE	22.5	--	553.8	--	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	90.0	--	1,500.0	--	--					
128	REHABILITATION OF OLD LOOMIS RD (CTH K) FROM WARWICK WAY TO RAWSON AVE AND S 76TH ST TO HOLLOW LN IN THE CITY OF FRANKLIN (0.80 MI) 4009892	OH	DETAIL COSTS	PE	--	38.5	--	--	--	EXEMPT	
				ROW	--	--	--	--			
				CONST	--	--	580.0	--	--		
				OTHER	--	--	--	--			
			TOTAL	--	38.5	580.0	--	--			
SOURCE OF FUNDS LRIP	LOCAL	--	29.0	264.0	--	--					
	STATE	--	9.5	316.0	--	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	--	38.5	580.0	--	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
MILWAUKEE COUNTY	129 (143)	RECONSTRUCTION OF OLD LOOMIS RD FROM RAWSON AVE (CTH BB) TO S 76TH ST (CTH U) IN THE CITY OF FRANKLIN (0.63 MI) 4000073	OH	DETAIL COSTS	PE	--	--	--	75.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	500.0	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	75.0	500.0		
				SOURCE OF FUNDS LRIP	LOCAL	--	--	--	37.5	--	
STATE	--	--	--		37.5	--					
FEDERAL	--	--	--		--	--					
TOTAL	--	--	--		75.0	--					
	130	REHABILITATION OF THE OAK CREEK PARKWAY BRIDGE OVER OAK CREEK (P-40-0740) EAST OF MILL RD IN MILWAUKEE COUNTY 4009883	OH	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	800.0	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	800.0		
				SOURCE OF FUNDS BRF	LOCAL	--	--	--	30.0	--	
STATE	--	--	--		--	--					
FEDERAL	--	--	--		120.0	--					
TOTAL	--	--	--		150.0	--					
	131	REHABILITATION OF THE OAK CREEK PARKWAY BRIDGE OVER OAK CREEK (B-40-0601) AT OAK ST IN MILWAUKEE COUNTY 4009880	OH	DETAIL COSTS	PE	--	--	--	125.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	800.0	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	125.0	800.0		
				SOURCE OF FUNDS BRF	LOCAL	--	--	--	25.0	--	
STATE	--	--	--		--	--					
FEDERAL	--	--	--		100.0	--					
TOTAL	--	--	--		125.0	--					
	132 (144)	BRIDGE REHABILITATION OF W VIENNA AVE OVER THE MENOMONEE RIVER AT GRANTOSA PKWY IN MILWAUKEE COUNTY (P-40-0771) 4000005	OH	DETAIL COSTS	PE	--	--	150.0	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	1,000.0	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	150.0	1,000.0	--		
				SOURCE OF FUNDS BRF	LOCAL	--	--	30.0	200.0	--	
STATE	--	--	--		--	--					
FEDERAL	--	--	120.0		800.0	--					
TOTAL	--	--	150.0		1,000.0	--					
	133 (718)	REPLACEMENT OF THE WHITNALL PARK DR BRIDGE OVER THE ROOT RIVER (P40-0713) IN MILWAUKEE COUNTY 4009921 2981-00-02	OH	DETAIL COSTS	PE	145.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	759.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	904.0	--	--	--	--		
				SOURCE OF FUNDS BRF	LOCAL	180.8	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	723.2	--	--		--	--					
TOTAL	904.0	--	--		--	--					
	134	REHABILITATION OF THE WHITNALL PARK DR BRIDGE OVER THE ROOT RIVER (P40-0721) IN MILWAUKEE COUNTY 4009885	OH	DETAIL COSTS	PE	145.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	759.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	145.0	759.0	--	--	--		
				SOURCE OF FUNDS BRF	LOCAL	29.0	151.8	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	116.0	607.2	--		--	--					
TOTAL	145.0	759.0	--		--	--					
	135	REHABILITATION OF THE WHITNALL PARK DR BRIDGE OVER THE ROOT RIVER (P40-0564) EAST OF HWY 100 IN MILWAUKEE COUNTY 4009884	OH	DETAIL COSTS	PE	--	--	150.0	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	800.0	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	150.0	800.0	--		
				SOURCE OF FUNDS BRF	LOCAL	--	--	30.0	160.0	--	
STATE	--	--	--		--	--					
FEDERAL	--	--	120.0		640.0	--					
TOTAL	--	--	150.0		800.0	--					
	136 (775)	INSTALL PEDESTRIAN COUNTDOWN SIGNAL HEADS AT 49 VARIOUS COUNTY ROAD LOCATIONS IN MILWAUKEE COUNTY 4009700 2967-16-70	HS	DETAIL COSTS	PE	60.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	375.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	435.0	--	--	--	--		
				SOURCE OF FUNDS HSIP	LOCAL	43.5	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	391.5	--	--		--	--					
TOTAL	435.0	--	--		--	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
MILWAUKEE COUNTY	137 (731)	SAFETY IMPROVEMENTS AT THE INTERSECTIONS OF CTH U (76TH ST) AND EDGERTON AVE, AND CTH U (76TH ST) AND LAYTON AVE IN MILWAUKEE COUNTY 40099182160-15-70	HS	DETAIL COSTS	PE	112.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
				CONST	--	693.0	--	--	--		
				OTHER	--	--	--	--			
				TOTAL	112.0	693.0	--	--	--		
				SOURCE OF FUNDS HSIP	LOCAL	--	--	--	--		
					STATE	11.2	69.3	--	--		
				FEDERAL	100.8	623.7	--	--			
				TOTAL	112.0	693.0	--	--			
	138 (793)	INTERSECTION IMPROVEMENTS AT CTH Y AND S 60TH ST IN THE CITY OF GREENFIELD 40098982070-09-00	HS	DETAIL COSTS	PE	98.0	98.0	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	--	668.0	--	--		
				OTHER	--	--	--	--	--		
				TOTAL	98.0	98.0	668.0	--	--		
				SOURCE OF FUNDS HSIP	LOCAL	9.8	9.8	66.8	--		
					STATE	--	--	--	--		
				FEDERAL	88.2	88.2	601.2	--			
				TOTAL	98.0	98.0	668.0	--			
	139 (147)	TRAFFIC SIGNAL OPTIMIZATION OF 50 TRAFFIC SIGNALS ON COUNTY TRUNK HIGHWAYS, COORDINATION WITH WISDOT AND MILWAUKEE COUNTY TRAFFIC SIGNALS 40099301693-36-01	EE	DETAIL COSTS	PE	316.2	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	--	--	--	--		
				OTHER	--	--	--	--	--		
				TOTAL	316.2	--	--	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	63.3	--	--	--		
					STATE	--	--	--	--		
				FEDERAL	252.9	--	--	--			
				TOTAL	316.2	--	--	--			
	140 (156)	PHASE 3 OF THE NW SIDE TO DOWNTOWN COMMUTER PROJECT: CONSTRUCT TRAIL IN ATC/WE ENERGIES UTILITY CORRIDOR FROM THE NW CORNER OF BROWN DEER PARK SOUTHEAST TO W MILL RD (CTH S) IN MILWAUKEE COUNTY (2.1 MI) 40099931693-51-70	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	472.6	--	--	--	--		
				OTHER	--	--	--	--	--		
				TOTAL	472.6	--	--	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	94.5	--	--	--		
					STATE	--	--	--	--		
				FEDERAL	378.1	--	--	--			
				TOTAL	472.6	--	--	--			
	141 (157)	FINAL PHASE OF THE NW SIDE TO DOWNTOWN BICYCLE COMMUTER PROJECT--ACQUISITION OF ABANDONED UP R/R CORRIDOR FROM THE NORTH END OF ESTABROOK PARK TO ATC/WE ENERGIES UTILITY CORRIDOR NEAR 2900 W MILL RD (CTH S) (3.1 MI) 4000051	EE	DETAIL COSTS	PE	60.0	--	--	--	--	EXEMPT
					ROW	3,000.0	--	--	--	--	
				CONST	--	--	--	--	--		
				OTHER	--	--	--	--	--		
				TOTAL	3,060.0	--	--	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	612.0	--	--	--		
					STATE	--	--	--	--		
				FEDERAL	2,448.0	--	--	--			
				TOTAL	3,060.0	--	--	--			
	142 (158)	FINAL PHASE OF THE NW SIDE TO DOWNTOWN COMMUTER PROJECT: CONSTRUCT PAVED ASPHALT ON ABANDONED UP R/R CORRIDOR FROM ESTABROOK PARK TO WE ENERGIES UTILITY CORRIDOR NEAR 2900 W MILL RD(CTH S) IN MILWAUKEE COUNTY (2.7 MI) 4000053	EE	DETAIL COSTS	PE	402.6	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	1,872.4	--	--	--		
				OTHER	--	--	--	--	--		
				TOTAL	402.6	1,872.4	--	--	--		
				SOURCE OF FUNDS STP-E	LOCAL	80.5	374.5	--	--		
					STATE	--	--	--	--		
				FEDERAL	322.1	1,497.9	--	--			
				TOTAL	402.6	1,872.4	--	--			
BROWN DEER (VILLAGE)	143 (173)	PAVEMENT REPLACEMENT OF N 60TH ST FROM W FAIRY CHASM RD TO W COUNTY LINE RD IN THE VILLAGE OF BROWN DEER (0.52 MI) 40299992595-00-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	--	556.0	--	--		
				OTHER	--	--	--	--	--		
				TOTAL	--	--	556.0	--	--		
				SOURCE OF FUNDS STP-M	LOCAL	--	--	120.5	--		
					STATE	--	--	--	--		
				FEDERAL	--	--	435.5	--			
				TOTAL	--	--	556.0	--			
CUDAHY (CITY)	144 (174)	RECONSTRUCTION OF S WHITNALL AVE/LADISCH AVE FROM S PACKARD AVE AND S NICHOLSON AVE (0.99 MI) 4039999	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	3,519.8	--	--	--	--		
				OTHER	--	--	--	--	--		
				TOTAL	3,519.8	--	--	--	--		
				SOURCE OF FUNDS	LOCAL	3,519.8	--	--	--		
					STATE	--	--	--	--		
				FEDERAL	--	--	--	--			
				TOTAL	3,519.8	--	--	--			

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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
FRANKLIN (CITY)	145 (177)	DEVELOPMENT OF A SAFE ROUTES TO SCHOOL PLAN FOR PLEASANT VIEW ELEMENTARY SCHOOL IN THE CITY OF FRANKLIN 4059997	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
				OTHER	18.0	--	--	--	--		
				TOTAL	18.0	--	--	--	--		
SOURCE OF FUNDS SRTS	LOCAL	--	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	18.0	--	--	--						
	TOTAL	18.0	--	--	--	--					
	GREENFIELD (CITY)	146 (180)	RECONSTRUCTION OF EDGERTON AVE FROM W LOOMIS RD (STH 36) TO S 27TH ST (STH 241) IN THE CITY OF GREENFIELD (1.4 MI) 4089998 2980-00-00	HP	DETAIL COSTS	PE	--	--	--	--	--
ROW						--	360.0	--	--	--	
CONST						--	--	--	--	2,751.6	
OTHER					--	--	--	--	--		
TOTAL					--	360.0	--	--	2,751.6		
SOURCE OF FUNDS STP-M	LOCAL	--	72.0	--	--						
	STATE	--	--	--	--						
	FEDERAL	--	288.0	--	--						
	TOTAL	--	360.0	--	--	--					
		147 (181)	RECONSTRUCTION OF W MORGAN AVE FROM W FOREST HOME AVE (STH 24) TO S 43RD ST IN THE CITY OF GREENFIELD (0.6 MI) 4089997 2405-00-04	HP	DETAIL COSTS	PE	--	--	--	--	--
ROW						--	--	--	--	--	
CONST						--	--	1,610.0	--	--	
OTHER					--	--	--	--	--		
TOTAL					--	--	1,610.0	--	--		
SOURCE OF FUNDS STP-M	LOCAL	--	--	409.4	--						
	STATE	--	--	--	--						
	FEDERAL	--	--	1,200.6	--						
	TOTAL	--	--	1,610.0	--	--					
		148 (777)	INSTALLATION OF LIGHTING ON S 27TH ST (STH 241) FROM COLLEGE AVE TO HOWARD AVE (WEST SIDE) IN THE CITY OF GREENFIELD (3.02 MI) 4089996 2265-03-76	HS	DETAIL COSTS	PE	--	--	--	--	--
ROW						--	--	--	--	--	
CONST						1,047.0	--	--	--	--	
OTHER					--	--	--	--	--		
TOTAL					1,047.0	--	--	--	--		
SOURCE OF FUNDS HSIP	LOCAL	104.7	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	942.3	--	--	--						
	TOTAL	1,047.0	--	--	--	--					
	MILWAUKEE (CITY)	149 (182)	INSTALLATION OF VEHICLE DETECTION LOOPS AND PEDESTRIAN PUSH BUTTONS FOR THE INSTALLATION OF SEMI-ACTUATED OPERATION FOR 32 SIGNALIZED INTERSECTIONS THROUGHOUT THE CITY OF MILWAUKEE 4109929 1693-35-98	HP	DETAIL COSTS	PE	--	--	--	--	--
ROW						--	--	--	--	--	
CONST						--	--	--	--	--	
OTHER					--	50.0	179.5	--	--		
TOTAL					--	50.0	179.5	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	--	10.0	35.9	--						
	STATE	--	--	--	--						
	FEDERAL	--	40.0	143.6	--						
	TOTAL	--	50.0	179.5	--	--					
		150 (183)	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE 4100067	HP	DETAIL COSTS	PE	--	--	--	--	--
ROW						--	--	--	--	--	
CONST						--	--	--	--	--	
OTHER					875.0	910.0	1,785.0	1,815.0	--		
TOTAL					875.0	910.0	1,785.0	1,815.0	--		
SOURCE OF FUNDS	LOCAL	875.0	910.0	1,785.0	1,815.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	875.0	910.0	1,785.0	1,815.0	--					
		151 (184)	INSTALLATION OF TRAFFIC SIGNING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE 4100068	HP	DETAIL COSTS	PE	--	--	--	--	--
ROW						--	--	--	--	--	
CONST						--	--	--	--	--	
OTHER					1,185.0	1,195.0	620.0	540.0	--		
TOTAL					1,185.0	1,195.0	620.0	540.0	--		
SOURCE OF FUNDS	LOCAL	1,185.0	1,195.0	620.0	540.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	1,185.0	1,195.0	620.0	540.0	--					
		152 (185)	INSTALLATION OR MODIFICATION OF STREET LIGHTING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE 4100069	HP	DETAIL COSTS	PE	--	--	--	--	--
ROW						--	--	--	--	--	
CONST						--	--	--	--	--	
OTHER					9,700.0	10,050.0	9,900.0	10,200.0	--		
TOTAL					9,700.0	10,050.0	9,900.0	10,200.0	--		
SOURCE OF FUNDS	LOCAL	9,700.0	10,050.0	9,900.0	10,200.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	9,700.0	10,050.0	9,900.0	10,200.0	--					

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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
MILWAUKEE (CITY)	153 (189)	RECONSTRUCTION OF W HAMPTON AVE FROM N TEUTONIA AVE (STH 57) TO N TEUTONIA AVE IN THE CITY OF MILWAUKEE (0.83 MI) 41000182545-03-71	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	2,937.9	--	--	--	
					OTHER	--	120.0	--	--	--	
				TOTAL	--	3,057.9	--	--	--		
				SOURCE OF FUNDS STP-M	LOCAL	--	611.6	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	2,446.3	--	--	--	
					TOTAL	--	3,057.9	--	--	--	
				154 (190)	RESURFACING OF N HOPKINS ST FROM W CONGRESS ST TO W VILLARD AVE IN THE CITY OF MILWAUKEE (1.10 MI) 4100020	HP	DETAIL COSTS	PE	--	250.0	
ROW	--	--	--					--	--		
CONST	--	--	--					--	2,030.7		
OTHER	--	--	--					--	--		
TOTAL	--	250.0	--				--	2,030.7			
				SOURCE OF FUNDS STP-M	LOCAL	--	50.0	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	200.0	--	--	--	
					TOTAL	--	250.0	--	--	--	
				155 (192)	RECONSTRUCTION OF N HUMBOLDT BLVD FROM E LOCUST ST TO E KEEFE AVE IN THE CITY OF MILWAUKEE (0.40 MI) 4100024	HP	DETAIL COSTS	PE	--	--	
ROW	--	--	--					--	--		
CONST	--	--	--					--	2,000.0		
OTHER	--	--	--					--	70.0		
TOTAL	--	--	--				330.0	2,070.0			
				SOURCE OF FUNDS STP-M	LOCAL	--	--	--	66.0	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	--	264.0	--	
					TOTAL	--	--	--	330.0	--	
				156 (193)	RECONSTRUCTION OF N HUMBOLDT BLVD FROM E NORTH AVE TO E LOCUST ST IN THE CITY OF MILWAUKEE (0.8 MI) 4106971	HP	DETAIL COSTS	PE	--	380.0	
ROW	--	--	--					--	--		
CONST	--	--	--					--	2,200.0		
OTHER	--	--	--					--	--		
TOTAL	--	380.0	--				--	2,200.0			
				SOURCE OF FUNDS STP-M	LOCAL	--	76.0	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	304.0	--	--	--	
					TOTAL	--	380.0	--	--	--	
				157 (197)	RECONSTRUCTION OF W LLOYD ST FROM W LISBON AVE TO N 60TH ST IN THE CITY OF MILWAUKEE (1.05 MILES) 41000382984-16-71	HP	DETAIL COSTS	PE	--	--	
ROW	--	--	--					--	--		
CONST	--	1,600.0	--					--	--		
OTHER	--	105.0	--					--	--		
TOTAL	--	1,705.0	--				--	--			
				SOURCE OF FUNDS STP-M	LOCAL	--	341.0	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	1,364.0	--	--	--	
					TOTAL	--	1,705.0	--	--	--	
				158 (200)	RECONSTRUCTION OF THE W NORTH AVE BRIDGE (P-40-810) OVER CANADIAN PACIFIC RAILROAD IN THE CITY OF MILWAUKEE (0.02 MI) 41000562135-03-00	HP	DETAIL COSTS	PE	--	--	
ROW	--	--	--					--	--		
CONST	--	--	3,680.0					--	--		
OTHER	--	--	15.0					--	--		
TOTAL	--	--	3,695.0				--	--			
				SOURCE OF FUNDS BRF	LOCAL	--	--	739.0	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	2,956.0	--	--	
					TOTAL	--	--	3,695.0	--	--	
				159 (201)	RECONSTRUCTION OF W OKLAHOMA AVE FROM S 49TH ST TO S 60TH ST IN THE CITY OF MILWAUKEE (0.60 MI) 4100032	HP	DETAIL COSTS	PE	--	--	
ROW	--	--	--					--	--		
CONST	--	--	--					--	2,700.0		
OTHER	--	--	--					--	60.0		
TOTAL	--	--	380.0				--	2,760.0			
				SOURCE OF FUNDS STP-M	LOCAL	--	--	76.0	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	304.0	--	--	
					TOTAL	--	--	380.0	--	--	
				160 (203)	RECONSTRUCTION OF W STATE ST FROM N 35TH ST (USH 18) TO N 27TH ST (STH 57) IN THE CITY OF MILWAUKEE (0.50 MI) 4100013	HP	DETAIL COSTS	PE	--	--	
ROW	--	--	--					--	--		
CONST	--	--	--					--	1,025.0		
OTHER	--	--	--					--	--		
TOTAL	--	--	175.0				--	1,025.0			
				SOURCE OF FUNDS STP-M	LOCAL	--	--	35.0	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	140.0	--	--	
					TOTAL	--	--	175.0	--	--	

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
MILWAUKEE (CITY)	161 (204)	RECONSTRUCTION OF N TEUTONIA AVE FROM W CAPITOL DR (STH 190) TO W RUBY AVE IN THE CITY OF MILWAUKEE (0.70 MI) 41000262080-00-71	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	2,131.0	--	--	
				SOURCE OF FUNDS STP-M	OTHER	--	--	205.0	--	--	
					TOTAL	--	--	2,336.0	--	--	
	162 (205)	RECONSTRUCTION OF TEUTONIA AVE FROM W BURLEIGH ST TO W CAPITOL DR (STH 190) IN THE CITY OF MILWAUKEE (1.10 MI) 4100028	HP	DETAIL COSTS	PE	--	--	435.0	--	--	EXEMPT
					ROW	--	--	--	--	2,878.4	
					CONST	--	--	--	--	--	
				SOURCE OF FUNDS STP-M	OTHER	--	--	--	--	--	
					TOTAL	--	--	435.0	--	2,878.4	
	163 (206)	RECONSTRUCTION OF N TEUTONIA AVE FROM W CENTER ST TO W BURLEIGH ST IN THE CITY OF MILWAUKEE (0.50 MI) 4100023	HP	DETAIL COSTS	PE	--	--	227.0	--	--	EXEMPT
					ROW	--	--	--	--	1,291.5	
					CONST	--	--	--	--	--	
				SOURCE OF FUNDS STP-M	OTHER	--	--	--	--	--	
					TOTAL	--	--	227.0	--	1,291.5	
	164 (207)	REDECKING OF THE W VILLARD AVE BRIDGE OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (P-40-894) 41099982984-32-71	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	1,650.0	--	--	
				SOURCE OF FUNDS BRF	OTHER	--	--	--	--	--	
					TOTAL	--	--	1,650.0	--	--	
	165 (208)	RECONSTRUCTION OF W VLIET ST FROM N 12TH ST TO N 27TH ST (STH 57) IN THE CITY OF MILWAUKEE (1.05 MI) 4100029	HP	DETAIL COSTS	PE	--	450.0	--	--	--	EXEMPT
					ROW	--	--	--	--	2,947.5	
					CONST	--	--	--	--	--	
				SOURCE OF FUNDS STP-M	OTHER	--	--	--	--	--	
					TOTAL	--	450.0	--	--	2,947.5	
	166 (209)	REPLACEMENT OF S WHITNALL AVE BRIDGE OVER UNION PACIFIC RAILROAD (P-40-0644) IN THE CITY OF MILWAUKEE 41099912660-05-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	2,610.0	--	--	--	
				SOURCE OF FUNDS BRF	OTHER	--	--	--	--	--	
					TOTAL	--	2,610.0	--	--	--	
	167 (210)	RECONSTRUCTION OF W WISCONSIN AVE FROM N 20TH TO N 35TH ST IN THE CITY OF MILWAUKEE (0.9 MI) 41000402190-00-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	3,200.0	--	--	
				SOURCE OF FUNDS STP-M	OTHER	--	--	284.0	--	--	
					TOTAL	--	--	3,484.0	--	--	
	168 (214)	PAVEMENT REPLACEMENT OF S 13TH ST FROM W FOREST HOME AVE TO W WINDLAKE AVE IN THE CITY OF MILWAUKEE (0.50 MILES) 41000302505-00-05	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	1,325.3	--	--	
				SOURCE OF FUNDS STP-M	OTHER	--	--	292.0	--	--	
					TOTAL	--	--	1,617.3	--	--	
				SOURCE OF FUNDS STP-M	LOCAL	--	--	323.5	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	1,293.8	--	--	
					TOTAL	--	--	1,617.3	--	--	

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
MILWAUKEE (CITY)	169	RECONSTRUCTION OF S 16TH ST FROM W OKLAHOMA AVE TO W LINCOLN AVE IN THE CITY OF MILWAUKEE (1.20 MI) 4109916	HP	DETAIL COSTS	PE	--	425.0	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	2,500.0	
					OTHER	--	--	--	--	--	
					TOTAL	--	425.0	--	--	2,500.0	
	170 (216)	RECONSTRUCTION OF S 35TH ST FROM W BURNHAM TO W GREENFIELD AVE IN THE CITY OF MILWAUKEE (0.47 MI) 4109979 2100-02-01	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	1,225.0	--	--	--	
					OTHER	--	125.0	--	--	--	
					TOTAL	--	1,350.0	--	--	--	
	171 (218)	RESURFACING OF N 68TH ST FROM W CAPITOL DR TO W HAMPTON AVE IN THE CITY OF MILWAUKEE (1.0 MI) 4100185	HP	DETAIL COSTS	PE	--	--	395.0	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	2,135.0	
					OTHER	--	--	--	--	50.0	
					TOTAL	--	--	395.0	--	2,185.0	
	172 (223)	RECONSTRUCTION OF N 92ND ST FROM W CAPITOL DR (STH 190) TO W HAMPTON AVE IN THE CITY OF MILWAUKEE (1.06 MI) 4100011 2585-00-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	3,400.0	--	--	
					OTHER	--	--	141.0	--	--	
					TOTAL	--	--	3,541.0	--	--	
	173 ^g (226)	IMPLEMENTATION OF THE MILWAUKEE DOWNTOWN CONNECTOR STREETCAR BETWEEN THE MILWAUKEE INTERMODAL STATION AND AN AREA NORTH OF THE CENTRAL BUSINESS DISTRICT 4109958	TE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	100.0	--	--	--	--	
					CONST	56,500.0	--	--	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	56,600.0	--	--	--	--	
	174 (227)	LOCAL STREET IMPROVEMENTS AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE 4100412	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	2,175.0	--	2,175.0	--	
					OTHER	--	--	--	--	--	
					TOTAL	--	2,175.0	--	2,175.0	--	
	175 (188)	RECONSTRUCTION OF THE N GRANVILLE RD BRIDGE OVER THE LITTLE MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.15 MI) 4100116 2500-00-00	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	425.0	--	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	--	425.0	--	--	--	
	176 (228)	REHABILITATION OF THE N 45TH ST BRIDGE (P-40-601) OVER MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.01 MI) 4100063 2984-39-02	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	1,000.0	--	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	--	1,000.0	--	--	--	
				SOURCE OF FUNDS	LOCAL	--	200.0	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	800.0	--	--	--	
					TOTAL	--	1,000.0	--	--	--	
						--	--	--	--	--	

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
MILWAUKEE (CITY)	177 (229)	SPOT TRAFFIC SIGNAL IMPROVEMENTS AT VARIOUS HIGH HAZARD LOCATIONS IN THE CITY OF MILWAUKEE 4100162	HS	DETAIL COSTS	PE	150.0	150.0	150.0	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	500.0	500.0	500.0	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	650.0	650.0	650.0	--	--		
				SOURCE OF FUNDS HSIP	LOCAL	65.0	65.0	65.0	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	585.0	585.0	585.0	--	--	
					TOTAL	650.0	650.0	650.0	--	--	
					178 (235)	INSTALLATION OF PEDESTRIAN PUSHBUTTONS AND VEHICLE DETECTION LOOPS AT 9 INTERSECTIONS IN THE CITY OF MILWAUKEE 4109942 2645-09-90	HS	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	69.8	--	--						--	--	
TOTAL	69.8	--	--					--	--		
				SOURCE OF FUNDS HSIP	LOCAL	7.0	--	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	62.8	--	--	--	--	
					TOTAL	69.8	--	--	--	--	
					179 (236)	INSTALL 860 PEDESTRIAN COUNTDOWN TIMERS AT 116 LOCAL STREET INTERSECTIONS IN THE CITY OF MILWAUKEE 4100045 2967-00-95	HS	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	408.3	408.4	--						--	--	
TOTAL	408.3	408.4	--					--	--		
				SOURCE OF FUNDS HSIP	LOCAL	40.8	40.8	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	367.5	367.6	--	--	--	
					TOTAL	408.3	408.4	--	--	--	
					180 (794)	INSTALLATION OF MONOTUBE MAST ARMS AT 10 LOCAL STREET LOCATIONS IN THE CITY OF MILWAUKEE 4109918 2984-08-05	HS	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	670.0						--	--	
OTHER	--	--	319.0						--	--	
TOTAL	--	--	989.0					--	--		
				SOURCE OF FUNDS HSIP	LOCAL	--	--	98.9	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	890.1	--	--	
					TOTAL	--	--	989.0	--	--	
					181 (237)	INSTALL 932 PEDESTRIAN COUNTDOWN TIMERS AT 119 LOCAL STREET INTERSECTIONS IN THE CITY OF MILWAUKEE 4100046 2967-00-94	HS	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	--	875.0	--						--	--	
TOTAL	--	875.0	--					--	--		
				SOURCE OF FUNDS HSIP	LOCAL	--	87.5	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	787.5	--	--	--	
					TOTAL	--	875.0	--	--	--	
					182 (238)	INSTALL 936 PEDESTRIAN COUNTDOWN TIMERS AT 130 CONNECTING HIGHWAY INTERSECTIONS IN THE CITY OF MILWAUKEE 4100047 2967-00-92	HS	DETAIL COSTS	PE	30.0	
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	--	891.6	--						--	--	
TOTAL	30.0	891.6	--					--	--		
				SOURCE OF FUNDS HSIP	LOCAL	3.0	89.2	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	27.0	802.4	--	--	--	
					TOTAL	30.0	891.6	--	--	--	
					183 (239)	TRAFFIC SIGNAL IMPROVEMENTS AT 37 LOCAL STREET INTERSECTIONS IN THE CITY OF MILWAUKEE 4100048 2967-00-96	HS	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	--	211.0	--						--	--	
TOTAL	--	211.0	--					--	--		
				SOURCE OF FUNDS STP-M	LOCAL	--	21.1	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	189.9	--	--	--	
					TOTAL	--	211.0	--	--	--	
					184 (240)	TRAFFIC SIGNAL IMPROVEMENTS AT 28 CONNECTING HIGHWAY INTERSECTIONS IN THE CITY OF MILWAUKEE 4100049 2967-00-91	HS	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	--	125.1	--						--	--	
TOTAL	--	125.1	--					--	--		
				SOURCE OF FUNDS STP-M	LOCAL	--	12.5	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	112.6	--	--	--	
					TOTAL	--	125.1	--	--	--	

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
MILWAUKEE (CITY)	185 (241)	MILWAUKEE PUBLIC SCHOOL DISTRICT SAFE ROUTES YOUTH EDUCATION AND LEADERSHIP PROGRAM IN THE CITY OF MILWAUKEE 4100413	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	318.7	--	--	--	--	
				TOTAL	318.7	--	--	--	--		
				SOURCE OF FUNDS SRTS	LOCAL	--	--	--	--		
					STATE	--	--	--	--		
					FEDERAL	318.7	--	--	--		
					TOTAL	318.7	--	--	--		
					186 (242)	MODIFICATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF W BURNHAM ST AND 35TH ST IN THE CITY OF MILWAUKEE 4109947 2046-03-90	HS	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	24.5	--	--						--	--	
TOTAL	24.5	--	--					--	--		
				SOURCE OF FUNDS HSIP	LOCAL	2.4	--	--	--		
					STATE	--	--	--	--		
					FEDERAL	22.1	--	--	--		
					TOTAL	24.5	--	--	--		
					187 (245)	SAFETY IMPROVEMENTS FOR THE INTERSECTION OF W FOND DU LAC AVE (STH 145) AND N SHERMAN BLVD IN THE CITY OF MILWAUKEE 4109936 2155-03-91	HS	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	--	180.0	--						--	--	
OTHER	--	50.0	--						--	--	
TOTAL	--	230.0	--					--	--		
				SOURCE OF FUNDS HSIP	LOCAL	--	23.0	--	--		
					STATE	--	--	--	--		
					FEDERAL	--	207.0	--	--	--	
					TOTAL	--	230.0	--	--	--	
					188 (249)	SAFETY IMPROVEMENTS FOR THE INTERSECTION OF SW LAPHAM BLVD AND S 13TH ST IN THE CITY OF MILWAUKEE 4109915 2049-00-70	HS	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	79.3	--	--						--	--	
OTHER	--	--	--						--	--	
TOTAL	79.3	--	--					--	--		
				SOURCE OF FUNDS HSIP	LOCAL	7.9	--	--	--		
					STATE	--	--	--	--		
					FEDERAL	71.4	--	--	--		
					TOTAL	79.3	--	--	--		
					189 (249)	INSTALLATION AND MODIFICATION OF TRAFFIC SIGNALS AND INTERSECTION IMPROVEMENTS AT THE INTERSECTION OF W KILBOURN AVE AND N 6TH ST (STH 145) IN THE CITY OF MILWAUKEE 4109941 2707-04-70	HS	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	--	85.0	--						--	--	
OTHER	--	40.0	--						--	--	
TOTAL	--	125.0	--					--	--		
				SOURCE OF FUNDS HSIP	LOCAL	--	12.5	--	--		
					STATE	--	--	--	--		
					FEDERAL	--	112.5	--	--	--	
					TOTAL	--	125.0	--	--	--	
					190 (250)	TRAFFIC SIGNAL IMPROVEMENTS AND STOP BARS PAINTED AT THE INTERSECTIONS OF N SHERMAN BLVD WITH W BURLEIGH ST, W LOCUST ST, AND W CENTER ST IN THE CITY OF MILWAUKEE 4109937 2155-03-90	HS	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	--	50.0	--						--	--	
TOTAL	--	50.0	--					--	--		
				SOURCE OF FUNDS HSIP	LOCAL	--	5.0	--	--		
					STATE	--	--	--	--		
					FEDERAL	--	45.0	--	--	--	
					TOTAL	--	50.0	--	--	--	
					191 (252)	TRAFFIC SIGNAL IMPROVEMENTS AT THE INTERSECTIONS OF N 35TH ST WITH W VLIET ST AND W CENTER ST IN THE CITY OF MILWAUKEE 4109935 2100-13-90	HS	DETAIL COSTS	PE	1.0	--
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	50.0	--	--						--	--	
TOTAL	51.0	--	--					--	--		
				SOURCE OF FUNDS HSIP	LOCAL	5.1	--	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	45.9	--	--	--	--	
					TOTAL	51.0	--	--	--	--	
					192 (255)	CLEAN FLEET EMISSIONS REDUCTION INITIATIVE IN THE CITY OF MILWAUKEE 4109989 1693-47-71	EE	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	182.7	182.7	--						--	--	
TOTAL	182.7	182.7	--					--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	50.5	50.4	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	132.2	132.3	--	--	--	
					TOTAL	182.7	182.7	--	--	--	

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
MILWAUKEE (CITY)	193 (256)	SIGNAL OPTIMIZATION FOR 34 TRAFFIC SIGNALS IN THE BAY VIEW NEIGHBORHOOD IN THE CITY OF MILWAUKEE 41099301693-35-97	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	21.3	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	21.3	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	--	4.3	--	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	--	17.0	--	--	--	--	--			
	TOTAL	--	21.3	--	--	--	--	--			
	194 (257)	SIGNAL OPTIMIZATION FOR 103 TRAFFIC SIGNALS ALONG THE E/W CAPITOL DR (STH 190) AND W FOND DU LAC (STH 145) IN THE CITY OF MILWAUKEE 41099311693-35-96	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	74.0	--	--	--	
				TOTAL	--	74.0	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	--	14.8	--	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	--	59.2	--	--	--	--	--			
	TOTAL	--	74.0	--	--	--	--	--			
	195 (258)	INSTALLATION OF VEHICLE DETECTION LOOPS AND PEDESTRIAN PUSHBUTTONS FOR THE INSTALLATION OF SEMI-ACTUATED OPERATION FOR 10 SIGNALIZED CONNECTING HIGHWAY INTERSECTIONS THROUGHOUT THE CITY OF MILWAUKEE 41099281693-35-99	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	100.0	86.5	--	--	
				TOTAL	--	100.0	86.5	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	--	20.0	17.3	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	--	80.0	69.2	--	--	--	--			
	TOTAL	--	100.0	86.5	--	--	--	--			
	196 (259)	RETROFIT DIESEL ENGINES ON 44 HEAVY TRUCKS AND DIESEL OXIDATION CATALYST MUFFLERS ON 50 HEAVY EQUIPMENT UNITS, PROVIDE MARGINAL COST FOR BIO-DIESEL FUEL, AND PROVISION OF "ECO-DRIVING" TRAINING TECHNIQUES FOR DRIVERS 4109925	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	667.5	667.5	--	--	--	
				TOTAL	667.5	667.5	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	133.5	133.5	--	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	534.0	534.0	--	--	--	--	--			
	TOTAL	667.5	667.5	--	--	--	--	--			
	197 (260)	IMPLEMENTATION OF A MARKETING PROGRAM AIMED AT REDUCING SINGLE OCCUPANCY TRIPS, AND INCREASING BICYCLE, PEDESTRIAN, TRANSIT, CARPOOL AND CAR-SHARING TRIPS 4109926	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	66.2	100.9	170.2	--	--	
				TOTAL	66.2	100.9	170.2	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	13.2	20.2	34.1	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	53.0	80.7	136.1	--	--	--	--			
	TOTAL	66.2	100.9	170.2	--	--	--	--			
	198 (261)	CREATE EXCLUSIVE BICYCLE LANES ON VARIOUS ROADWAYS THROUGHOUT THE CITY OF MILWAUKEE (42.0 MI) 41069502984-41-70	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	480.0	--	--	--	--	
				TOTAL	480.0	--	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	96.0	--	--	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	384.0	--	--	--	--	--	--			
	TOTAL	480.0	--	--	--	--	--	--			
	199 (262)	CONSTRUCTION OF A COMPRESSED NATURAL GAS (CNG) FUELING STATION AT 3025 W RUBY AVE AND INCREMENTAL COSTS OF CONVERTING 20 REFUSE TRUCKS TO CNG IN THE CITY OF MILWAUKEE 41099271693-35-72	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	2,280.0	--	--	--	--	
					OTHER	720.0	--	--	--	--	
				TOTAL	3,000.0	--	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	600.0	--	--	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	2,400.0	--	--	--	--	--	--			
	TOTAL	3,000.0	--	--	--	--	--	--			
	200 (263)	INSTALLATION OF BICYCLE LANES ON VARIOUS ARTERIAL ROADWAYS IN THE CITY OF MILWAUKEE 41099881693-44-70	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	330.0	--	--	
				TOTAL	--	--	330.0	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	--	--	66.0	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	--	--	264.0	--	--	--	--			
	TOTAL	--	--	330.0	--	--	--	--			

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MILWAUKEE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
MILWAUKEE (CITY)	201 (265)	INSTALLATION OF TRANSIT PRIORITY SYSTEM AT 100 SIGNALIZED INTERSECTION ON PROPOSED EXPRESS BUS AND TROLLEY CIRCULATOR ROUTES IN THE CITY OF MILWAUKEE 4109924	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	375.0	375.0	--	--	
					OTHER	--	75.0	75.0	--	--	
				TOTAL	--	450.0	450.0	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	--	90.0	90.0	--						
	STATE	--	--	--	--						
	FEDERAL	--	360.0	360.0	--						
	TOTAL	--	450.0	450.0	--						
	202 (267)	CONSTRUCTION OF A BICYCLE TRAIL ALONG THE FORMER UP RR ROW FROM 6TH AND ROSEDALE TO E WASHINGTON AVE IN THE CITY OF MILWAUKEE (2.20 MI) 41000212984-24-70	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	1,600.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	1,600.0	--	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	320.0	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	1,280.0	--	--	--						
	TOTAL	1,600.0	--	--	--						
	203 (268)	INSTALLATION OF A COMPUTER-CONTROLLED SYSTEM INTEGRATING 21 TRAFFIC SIGNALS ON THE SOUTH SIDE OF THE CITY OF MILWAUKEE 41000802984-02-09	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	297.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	297.0	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	--	59.4	--	--						
	STATE	--	--	--	--						
	FEDERAL	--	237.6	--	--						
	TOTAL	--	297.0	--	--						
	204 (270)	EXPANSION OF THE TRAFFIC ADAPTIVE SIGNAL SYSTEM TO INCLUDE S 27TH ST, W FOREST HOME AVE, AND W OKLAHOMA AVE IN THE CITY OF MILWAUKEE 41099921693-48-91	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	210.0	210.0	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	210.0	210.0	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	--	42.0	42.0	--						
	STATE	--	--	--	--						
	FEDERAL	--	168.0	168.0	--						
	TOTAL	--	210.0	210.0	--						
	205 (271)	SUMMERFEST PARKING MANAGEMENT SYSTEM IN THE CITY OF MILWAUKEE 41001832984-21-00	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	1,295.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	1,295.0	--	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	259.0	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	1,036.0	--	--	--						
	TOTAL	1,295.0	--	--	--						
	206 (272)	IMPLEMENTATION OF AN ADVANCED PARKING GUIDANCE SYSTEM FOR GUIDING MOTORISTS TO PARKING FACILITIES WITHIN ONE BLOCK OF THE SUMMERFEST SHUTTLE BUS ROUTE (PHASE II) 41068501693-37-00	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	929.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	929.0	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	--	186.0	--	--						
	STATE	--	--	--	--						
	FEDERAL	--	743.0	--	--						
	TOTAL	--	929.0	--	--						
	207 (273)	DEVELOPMENT OF A PEDESTRIAN MASTER PLAN FOR THE CITY OF MILWAUKEE 4100416	EE	DETAIL COSTS	PE	100.0	50.0	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	100.0	50.0	--	--	--		
SOURCE OF FUNDS	LOCAL	20.0	10.0	--	--						
	STATE	80.0	40.0	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	100.0	50.0	--	--						
	208 (274)	CONSTRUCTION OF THE BEERLINE BIKE/RECREATIONAL CORRIDOR FROM TOWNSEND ST TO CAPITOL DR IN THE CITY OF MILWAUKEE (0.57 MI) 41004152984-34-01	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	650.0	--	--	--	--	
					CONST	--	200.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	650.0	200.0	--	--	--		
SOURCE OF FUNDS STP-E	LOCAL	130.0	40.0	--	--						
	STATE	--	--	--	--						
	FEDERAL	520.0	160.0	--	--						
	TOTAL	650.0	200.0	--	--						

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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
MILWAUKEE (CITY)	209 (276)	STREETSCAPE ENHANCEMENTS ON LAYTON BLVD FROM OKLAHOMA AVE TO NATIONAL AVE IN THE CITY OF MILWAUKEE 41004142265-00-73	EE	DETAIL COSTS	PE	169.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	1,131.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	169.0	1,131.0	--	--	--		
SOURCE OF FUNDS STP-E	LOCAL	33.8	226.2	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	135.2	904.8	--	--	--					
	TOTAL	169.0	1,131.0	--	--	--					
	210 (278)	INSTALLATION OF ANTI-SLIP TREATMENTS IN BIKE LANES ON LIFT BRIDGES AT WATER ST, WELLS ST, AND CHERRY ST IN THE CITY OF MILWAUKEE 41099812984-19-71	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
ROW					--	--	--	--	--		
CONST					569.1	--	--	--	--		
OTHER					--	--	--	--	--		
TOTAL				569.1	--	--	--	--			
SOURCE OF FUNDS STP-E	LOCAL	146.3	--	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	422.8	--	--	--	--					
	TOTAL	569.1	--	--	--	--					
	211 (279)	DESIGN AND CONSTRUCTION OF WALKWAY ENHANCEMENTS ALONG WISCONSIN AVE AND WATER ST IN THE CITY OF MILWAUKEE CBD (PHASES V) 41001012190-06-70	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
ROW					--	--	--	--	--		
CONST					1,570.0	--	--	--	--		
OTHER					--	--	--	--	--		
TOTAL				1,570.0	--	--	--	--			
SOURCE OF FUNDS CMAQ	LOCAL	314.0	--	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	1,256.0	--	--	--	--					
	TOTAL	1,570.0	--	--	--	--					
	212 (280)	DESIGN AND CONSTRUCTION OF STREETSCAPE ENHANCEMENTS ALONG WISCONSIN AVE AND WATER ST IN THE CITY OF MILWAUKEE CBD (PHASE VI) (0.5 MI) 41000611693-31-77	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
ROW					--	--	--	--	--		
CONST					775.0	--	--	--	--		
OTHER					--	--	--	--	--		
TOTAL				775.0	--	--	--	--			
SOURCE OF FUNDS CMAQ	LOCAL	155.0	--	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	620.0	--	--	--	--					
	TOTAL	775.0	--	--	--	--					
	213 (281)	CONSTRUCTION OF 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 41069702190-09-70	EE	DETAIL COSTS	PE	625.0	--	--	--	--	EXEMPT
ROW					--	--	--	--	--		
CONST					4,200.0	--	--	--	--		
OTHER					--	--	--	--	--		
TOTAL				4,825.0	--	--	--	--			
SOURCE OF FUNDS CMAQ	LOCAL	965.0	--	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	3,860.0	--	--	--	--					
	TOTAL	4,825.0	--	--	--	--					
	214 (282)	STREETSCAPE ENHANCEMENTS OF 27TH ST FROM HIGHLAND BLVD TO ST. PAUL AVE IN THE CITY OF MILWAUKEE. (0.60 MI) 41099822265-17-70	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
ROW					--	--	--	--	--		
CONST					858.0	--	--	--	--		
OTHER					--	--	--	--	--		
TOTAL				858.0	--	--	--	--			
SOURCE OF FUNDS STP-E	LOCAL	171.6	--	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	686.4	--	--	--	--					
	TOTAL	858.0	--	--	--	--					
	RIVER HILLS (VILLAGE)	215 (285)	RESURFACING OF GREEN TREE RD FROM JEAN NICOLET RD TO RIVER RD IN THE VILLAGE OF RIVER HILLS (0.64 MI) 41299992670-00-01	HP	DETAIL COSTS	PE	--	--	--	--	EXEMPT
ROW						--	--	--	--	--	
CONST						--	118.0	--	--	--	
OTHER						--	--	--	--	--	
TOTAL					--	118.0	--	--	--		
SOURCE OF FUNDS STP-M	LOCAL	--	23.6	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	--	94.4	--	--	--					
	TOTAL	--	118.0	--	--	--					
	216 (286)	BRIDGE REHABILITATION OF RANGE LINE RD BRIDGE OVER THE MILWAUKEE RIVER IN THE VILLAGE OF RIVER HILLS (P-40-0700) 41200022968-02-70	HP	DETAIL COSTS	PE	--	--	--	--	EXEMPT	
ROW					--	--	--	--	--		
CONST					--	--	--	575.0	--		
OTHER					--	--	--	--	--		
TOTAL				--	--	--	575.0	--			
SOURCE OF FUNDS BRP	LOCAL	--	--	--	434.3						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	140.7						
	TOTAL	--	--	--	575.0						

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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
ST FRANCIS (CITY)	217 (799)	INTERCONNECTION OF TRAFFIC SIGNALS WITH RAILROAD WARNING DEVICES ON E DENTON AVE AND S KINNICKINNIE AVE IN THE CITY OF ST FRANCIS 41399962673-00-50	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	--	--	--	--		
				OTHER	--	270.0	--	--	--		
				TOTAL	--	270.0	--	--	--		
SOURCE OF FUNDS HSIP	LOCAL	--	27.0	--	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	--	243.0	--	--	--	--	--			
	TOTAL	--	270.0	--	--	--	--	--			
SOUTH MILWAUKEE (CITY)	218 (291)	DESIGN NEW TIMING PLANS AND ADD ADDITIONAL VEHICLE DETECTION HARDWARE ALONG RAWSON AVE FROM 10TH AVE AND NICHOLSON AVE IN THE CITY SOUTH MILWAUKEE (1.06 MI) 41568701693-33-74	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	48.3	--	--	--	--	--	
				OTHER	--	--	--	--	--	--	
				TOTAL	48.3	--	--	--	--	--	
SOURCE OF FUNDS CMAQ	LOCAL	9.6	--	--	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	38.7	--	--	--	--	--	--			
	TOTAL	48.3	--	--	--	--	--	--			
WEST ALLIS (CITY)	219 (294)	RESURFACING OF W CLEVELAND AVE FROM S 101ST ST TO W NATIONAL AVE IN THE CITY OF WEST ALLIS (0.36 MI) 4170019	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	337.0	--	--	--	--	--	
				OTHER	--	--	--	--	--	--	
				TOTAL	337.0	--	--	--	--	--	
SOURCE OF FUNDS	LOCAL	337.0	--	--	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	--	--	--	--	--	--	--			
	TOTAL	337.0	--	--	--	--	--	--			
	220 (297)	RESURFACING OF W OKLAHOMA AVE FROM S 124TH ST TO S WAUKESHA RD IN THE CITY OF WEST ALLIS (0.47) 4170020	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	511.0	--	--	--	--	--	
				OTHER	--	--	--	--	--	--	
				TOTAL	511.0	--	--	--	--	--	
SOURCE OF FUNDS	LOCAL	511.0	--	--	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	--	--	--	--	--	--	--			
	TOTAL	511.0	--	--	--	--	--	--			
	221 (298)	RESURFACING OF S 76TH ST FROM W GREENFIELD AVE (STH 59) AND S PIERCE ST (0.5 MI) 41799982160-14-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	--	825.1	--	--	--	
				OTHER	--	--	--	--	--	--	
				TOTAL	--	--	825.1	--	--	--	
SOURCE OF FUNDS	LOCAL	--	--	825.1	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	--	--	--	--	--	--	--			
	TOTAL	--	--	825.1	--	--	--	--			
	222 (299)	CROSSWALK ENHANCEMENTS, INCREASED SIGNAGE, BICYCLE RACK INSTALLATION AND EDUCATIONAL ACTIVITIES FOR FIVE WEST ALLIS SCHOOLS THROUGH SAFE ROUTES TO SCHOOL 41799971009-02-70	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	51.3	--	--	--	--	--	
				OTHER	--	--	--	--	--	--	
				TOTAL	51.3	--	--	--	--	--	
SOURCE OF FUNDS SRTS	LOCAL	--	--	--	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	51.3	--	--	--	--	--	--			
	TOTAL	51.3	--	--	--	--	--	--			
	223 (300)	CONSTRUCTION OF A CROSS-TOWN CONNECTOR BIKE/PEDESTRIAN BRIDGE OVER STH 100 IN THE CITY OF WEST ALLIS 41769901693-32-74	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	--	1,118.9	--	--	--	
				OTHER	--	--	--	--	--	--	
				TOTAL	--	--	1,118.9	--	--	--	
SOURCE OF FUNDS CMAQ	LOCAL	--	--	216.0	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	--	--	902.9	--	--	--	--			
	TOTAL	--	--	1,118.9	--	--	--	--			
	224 ^h (301)	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 MI) 41700162995-07-70	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	1,170.6	--	--	--	--	--	
				OTHER	--	--	--	--	--	--	
				TOTAL	1,170.6	--	--	--	--	--	
SOURCE OF FUNDS COMB	LOCAL	339.0	--	--	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	831.6	--	--	--	--	--	--			
	TOTAL	1,170.6	--	--	--	--	--	--			

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
WEST MILWAUKEE (VILLAGE)	225 (302)	CROSSWALK ENHANCEMENTS, INCREASED SIGNAGE, BICYCLE RACK INSTALLATION AND EDUCATIONAL ACTIVITIES AT WEST MILWAUKEE MIDDLE SCHOOL THROUGH SAFE ROUTES TO SCHOOL IN THE VILLAGE OF WEST MILWAUKEE 41800011009-02-71	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	15.5	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL		15.5	--	--	--	--	
				SOURCE OF FUNDS SRTS	LOCAL	--	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	15.5	--	--		--	--					
TOTAL		15.5	--	--	--	--					
WHITEFISH BAY (VILLAGE)	226 (305)	SAFETY IMPROVEMENTS TO INTERSECTION OF OAKLAND AVE AND CUMBERLAND BLVD TO PROMOTE PEDESTRIAN SAFETY IN THE VILLAGE OF WHITEFISH BAY 41999991009-01-72	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	15.5	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL		15.5	--	--	--	--	
				SOURCE OF FUNDS SRTS	LOCAL	--	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	15.5	--	--		--	--					
TOTAL		15.5	--	--	--	--					
GOODWILL INDUSTRIES OF SOUTHEASTERN WISCONSIN, INC	227	PURCHASE OF 3 ACCESSIBLE MINI BUSES AND 1 ACCESSIBLE MINI VAN FOR ELDERLY/DISABLED TRANSPORTATION SERVICES IN MILWAUKEE COUNTY 4279990	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	171.2	171.2	--	--	--	
				TOTAL		171.2	171.2	--	--	--	
				SOURCE OF FUNDS FTA 5310	LOCAL	34.2	34.2	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	137.0	137.0	--		--	--					
TOTAL		171.2	171.2	--	--	--					
UNITED COMMUNITY CENTER	228	PURCHASE OF 2 ACCESSIBLE BUSES FOR ELDERLY/DISABLED TRANSPORTATION SERVICES IN MILWAUKEE COUNTY 4339999	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	139.3	139.3	--	--	--	
				TOTAL		139.3	139.3	--	--	--	
				SOURCE OF FUNDS FTA 5310	LOCAL	27.9	27.9	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	111.4	111.4	--		--	--					
TOTAL		139.3	139.3	--	--	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
OZAUKEE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	229	RESURFACING OF IH 43 FROM BENDER RD TO STH 32 IN OZAUKEE AND MILWAUKEE COUNTIES (22.0 MI)	HP	DETAIL COSTS	PE	750.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	10,584.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	750.0	10,584.0	--	--	--		
SOURCE OF FUNDS	LOCAL	--	--	--	--	--					
	STATE	750.0	10,584.0	--	--	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	750.0	10,584.0	--	--	--					
	8009491	1228-18-60									
(308)	230	OVERLAY OF 11 BRIDGES ALONG IH 43 FROM STH 32 TO NORTH OZAUKEE COUNTY LINE	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	7,865.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	7,865.0	--	--	--	--	
SOURCE OF FUNDS NHS	LOCAL	--	--	--	--	--					
	STATE	--	786.5	--	--	--					
	FEDERAL	--	7,078.5	--	--	--					
	TOTAL	--	7,865.0	--	--	--					
	8009889	1450-16-70									
	231	REHABILITATION OF BRIDGES ALONG IH 43 FROM STH 60 TO N OZAUKEE COUNTY LINE (18.7 MI)	HP	DETAIL COSTS	PE	--	--	--	355.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	7,810.0	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	355.0	7,810.0		
SOURCE OF FUNDS IH-M	LOCAL	--	--	--	--	--					
	STATE	--	--	--	35.5	--					
	FEDERAL	--	--	--	319.5	--					
	TOTAL	--	--	--	355.0	--					
	8009494	1450-02-00									
(312)	232	RECONSTRUCTION OF STH 60 FROM STH 181 TO 11TH AVE IN THE VILLAGE OF GRAFTON (2.70 MI)	HP	DETAIL COSTS	PE	--	--	--	50.0	--	EXEMPT
					ROW	--	--	--	--	2,000.0	
					CONST	--	--	--	--	12,075.0	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	50.0	14,075.0		
SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--	--					
	STATE	--	--	--	10.0	--					
	FEDERAL	--	--	--	40.0	--					
	TOTAL	--	--	--	50.0	--					
	8009924	2310-18-70									
(314)	233	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 181 (WAUWATOSA RD) FROM BRIDGE ST TO CTH T (WESTERN AVE) IN THE CITY AND TOWN OF CEDARBURG	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	--	--	--	--	--	
					CONST	3,410.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	3,410.0	--	--	--	--		
SOURCE OF FUNDS STP-O	LOCAL	38.2	--	--	--	--					
	STATE	796.5	--	--	--	--					
	FEDERAL	2,575.3	--	--	--	--					
	TOTAL	3,410.0	--	--	--	--					
	8009990	2140-10-70									
OZAUKEE COUNTY	234	REPLACEMENT OF THE CTH A BRIDGE OVER SAUK CREEK IN OZAUKEE COUNTY (P45-0014)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	575.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	575.0	--	--	--	--		
SOURCE OF FUNDS BRF	LOCAL	115.0	--	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	460.0	--	--	--	--					
	TOTAL	575.0	--	--	--	--					
	2009980	4881-00-72									
(320)	235	RECONSTRUCTION OF CTH C FROM CTH CC TO PIONEER RD IN OZAUKEE COUNTY (7.06 MI)	HP	DETAIL COSTS	PE	25.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	2,500.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	2,525.0	--	--	--	--		
SOURCE OF FUNDS	LOCAL	2,525.0	--	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	2,525.0	--	--	--	--					
	2009994										
(321)	236	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE AND OUT OF COUNTY TRANSPORTATION FOR THE ELDERLY AND DISABLED (SEC. 85.21)	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	234.9	237.3	239.7	242.1	--	
				TOTAL	234.9	237.3	239.7	242.1	--		
SOURCE OF FUNDS	LOCAL	47.2	47.7	48.2	48.7	--					
	STATE	187.7	189.6	191.5	193.4	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	234.9	237.3	239.7	242.1	--					
	2000007										

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
OZAUKEE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
OZAUKEE COUNTY	237 (322)	OPERATING ASSISTANCE FOR OZAUKEE COUNTY EXPRESS BUS AND SHARED-RIDE TAXI (FTA 5307 AND SEC 85.20) 2000008	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	2,982.6	3,042.2	3,104.0	3,165.1	--	
				TOTAL	2,982.6	3,042.2	3,104.0	3,165.1	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	1,642.7	1,688.9	1,737.2	1,784.6		
					STATE	1,111.9	1,123.0	1,134.2	1,145.6		
					FEDERAL	228.0	230.3	232.6	234.9		
					TOTAL	2,982.6	3,042.2	3,104.0	3,165.1		
					238 (323)	CAPITAL COSTS OF MAINTENANCE FOR THE OZAUKEE COUNTY EXPRESS BUS AND SHARED-RIDE TAXI SERVICE 2000002	TP	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	285.0	287.5	290.7						293.6	--	
TOTAL	285.0	287.5	290.7					293.6	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	57.0	57.2	58.1	59.6		
					STATE	--	--	--	--		
					FEDERAL	228.0	230.3	232.6	234.0		
					TOTAL	285.0	287.5	290.7	293.6		
					239 (325)	PURCHASE OF REPLACEMENT VEHICLES FOR THE OZAUKEE COUNTY SHARED-RIDE TAXI PROGRAM 2000017	TP	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	260.0	260.0	260.0						260.0	--	
TOTAL	260.0	260.0	260.0					260.0	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	52.0	52.0	52.0	52.0		
					STATE	--	--	--	--		
					FEDERAL	208.0	208.0	208.0	208.0		
					TOTAL	260.0	260.0	260.0	260.0		
					240 (328)	ELECTRONIC FAREBOX FOR FIVE EXPRESS BUSES FOR THE OZAUKEE COUNTY EXPRESS BUS 2009987	TP	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	90.0	--	--						--	--	
TOTAL	90.0	--	--					--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	18.0	--	--	--		
					STATE	--	--	--	--		
					FEDERAL	72.0	--	--	--		
					TOTAL	90.0	--	--	--		
					241 (329)	AUTOMATED VEHICLE ANNUNCIATORS FOR OZAUKEE EXPRESS BUSES. 2009988	TP	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	20.0	--	--						--	--	
TOTAL	20.0	--	--					--	--		
				SOURCE OF FUNDS FED REC	LOCAL	--	--	--	--		
					STATE	--	--	--	--		
					FEDERAL	20.0	--	--	--		
					TOTAL	20.0	--	--	--		
				MEQUON (CITY)	242 (336)	REALIGNMENT OF OZAUKEE INTERURBAN TRAIL TO WEST SIDE OF WE ENERGIES SUBSTATION IN THE CITY OF MEQUON 2090006					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
OZAUKEE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
THIENSVILLE (VILLAGE)	245	RESURFACING OF MAIN ST FROM DIVISION ST TO CONCORD PL IN THE VILLAGE OF THIENSVILLE (1.3 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	783.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL		--	783.0	--	--	--	
				SOURCE OF FUNDS STP-M	LOCAL	--	238.2	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	544.8	--	--	--	
		2149998 2697-00-05		TOTAL		--	783.0	--	--	--	

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WASHINGTON COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	246 (342)	RESURFACING AT VARIOUS LOCATIONS IN WASHINGTON, WAUKESHA, AND MILWAUKEE COUNTIES 80097841000-44-02	HP	DETAIL COSTS	PE	200.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	2,200.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	200.0	2,200.0	--	--	--		
SOURCE OF FUNDS	LOCAL	--	--	--	--	--					
	STATE	200.0	2,200.0	--	--	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	200.0	2,200.0	--	--	--					
	247 (343)	REHABILITATION OF USH 41 FROM THE USH 41/45 SPLIT TO THE DODGE COUNTY LINE (22.0 MI) 80000141107-00-71	HP	DETAIL COSTS	PE	--	--	--	70.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	20,200.0	
				TOTAL	--	--	--	70.0	20,200.0		
SOURCE OF FUNDS NHS	LOCAL	--	--	--	--	--					
	STATE	--	--	--	7.0	--					
	FEDERAL	--	--	--	63.0	--					
	TOTAL	--	--	--	70.0	--					
	248 ⁱ (344)	RECONSTRUCTION AND RECONFIGURATION OF THE USH 41 AND STH 144 INTERCHANGE IN WASHINGTON COUNTY 80001331107-02-79	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	7,308.6	--	--	--	
					OTHER	205.0	--	--	--	--	
				TOTAL	205.0	7,308.6	--	--	--		
SOURCE OF FUNDS COMB	LOCAL	--	--	--	--	--					
	STATE	205.0	1,461.7	--	--	--					
	FEDERAL	--	5,846.9	--	--	--					
	TOTAL	205.0	7,308.6	--	--	--					
	249	REHABILITATION OF BRIDGES ALONG USH 41 FROM STH 145 TO N WASHINGTON COUNTY LINE (20.92 MI) 80094881100-41-00	HP	DETAIL COSTS	PE	--	--	--	122.5	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	2,744.0	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	122.5	2,744.0		
SOURCE OF FUNDS NHS	LOCAL	--	--	--	--	--					
	STATE	--	--	--	24.5	--					
	FEDERAL	--	--	--	98.0	--					
	TOTAL	--	--	--	122.5	--					
	250 (761)	RESURFACING OF USH 41 FROM WAUKESHA COUNTY LINE TO USH 41/45 SPLIT IN WASHINGTON COUNTY (6.56 MI) 80097061100-38-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	19,910.0	--	--	
					OTHER	--	--	300.0	--	--	
				TOTAL	--	--	20,210.0	--	--		
SOURCE OF FUNDS NHS	LOCAL	--	--	--	--	--					
	STATE	--	--	2,021.0	--	--					
	FEDERAL	--	--	18,189.0	--	--					
	TOTAL	--	--	20,210.0	--	--					
	251 (346)	STRUCTURAL REHABILITATION AND CONCRETE SURFACE REPAIRS ON TWO USH 41/45 STRUCTURES (B-66-0003 AND B-66-0016) IN WASHINGTON COUNTY 80097651100-03-71	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	3,416.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	3,416.0	--	--	--		
SOURCE OF FUNDS BRF	LOCAL	--	--	--	--	--					
	STATE	--	3,381.0	--	--	--					
	FEDERAL	--	35.0	--	--	--					
	TOTAL	--	3,416.0	--	--	--					
	252 (348)	RESURFACING OF USH 45 (FOND DU LAC AVE) FROM CTH B TO STH 28 IN WASHINGTON COUNTY (1.19 MI) 80010304070-00-70	HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	1,725.0	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	150.0	1,725.0		
SOURCE OF FUNDS NHS	LOCAL	--	--	--	--	--					
	STATE	--	--	--	30.0	--					
	FEDERAL	--	--	--	120.0	--					
	TOTAL	--	--	--	150.0	--					
	253 (349)	RESURFACING OF STH 28 FROM USH 45 TO STH 144 IN WASHINGTON COUNTY (5.82 MI) 80010494060-05-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	5,635.0	--	--	--	
					OTHER	225.0	--	--	--	--	
				TOTAL	225.0	5,635.0	--	--	--		
SOURCE OF FUNDS STP-0	LOCAL	--	143.3	--	--	--					
	STATE	225.0	1,058.2	--	--	--					
	FEDERAL	--	4,433.5	--	--	--					
	TOTAL	225.0	5,635.0	--	--	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WASHINGTON COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT	
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING		
STATE OF WISCONSIN	254 (350)	REHABILITATION OF WASHINGTON ST (STH 33) FROM USH 41 TO CTH Z IN WASHINGTON COUNTY (4.80 MI) 80001461411-03-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
					ROW	--	--	--	--	--		
					CONST	8,950.6	--	--	--	--		
				SOURCE OF FUNDS STP-O	OTHER	12.0	--	--	--	--		
					TOTAL	8,962.6	--	--	--	--		
LOCAL	--	--	--		--	--						
	STATE	1,802.2	--	--	--	--						
	FEDERAL	7,160.4	--	--	--	--						
				TOTAL	8,962.6	--	--	--	--			
					SOURCE OF FUNDS NHS	LOCAL	--	--	--		--	--
						STATE	345.0	--	--		--	--
				FEDERAL		1,380.0	--	--	--		--	
				TOTAL	1,725.0	--	--	--	--			
	255 (352)	RESURFACING OF STH 33 (WASHINGTON ST) FROM TRENTON RD TO 4000' EAST OF OAK RD IN THE CITY OF WEST BEND (1.25 MI) 80098081410-12-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
					ROW	--	--	--	--	--		
					CONST	1,725.0	--	--	--	--		
				SOURCE OF FUNDS NHS	OTHER	--	--	--	--	--		
					TOTAL	1,725.0	--	--	--	--		
LOCAL	--	--	--		--	--						
	STATE	345.0	--	--	--	--						
	FEDERAL	1,380.0	--	--	--	--						
TOTAL	1,725.0	--	--	--	--							
	256 (354)	RESURFACING OF SUMNER ST (STH 60) FROM MAIN ST (STH 83) TO KETTLE MORAINES RD IN THE CITY OF HARTFORD (3.10 MI) 80099252310-19-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
					ROW	461.5	--	--	--	--		
					CONST	--	4,800.0	--	--	--		
				SOURCE OF FUNDS NHS	OTHER	--	--	--	--	--		
					TOTAL	461.5	4,800.0	--	--	--		
LOCAL	--	--	--		--	--						
	STATE	461.5	960.0	--	--	--						
	FEDERAL	--	3,840.0	--	--	--						
TOTAL	461.5	4,800.0	--	--	--							
	257 (357)	RECONSTRUCTION OF THE INTERSECTION OF MAIN ST (STH 60) AND CTH P IN THE VILLAGE OF JACKSON 80097582310-08-71	HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT	
					ROW	--	--	--	--	27.0		
					CONST	--	--	--	--	1,150.0		
				SOURCE OF FUNDS STP-O	OTHER	--	--	--	--	--		
					TOTAL	--	--	--	150.0	1,177.0		
LOCAL	--	--	--		--	--						
	STATE	--	--	--	30.0	--						
	FEDERAL	--	--	--	120.0	--						
TOTAL	--	--	--	150.0	--							
	258 (360)	RECONSTRUCTION OF STH 83 FROM MONROE AVE TO SUMMER ST (STH 60) IN THE CITY OF HARTFORD 80097571330-24-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
					ROW	--	--	--	--	--		
					CONST	--	--	4,144.0	--	--		
				SOURCE OF FUNDS STP-O	OTHER	--	--	--	--	--		
					TOTAL	--	--	4,144.0	--	--		
LOCAL	--	--	--		--	--						
	STATE	--	--	828.8	--	--						
	FEDERAL	--	--	3,315.2	--	--						
TOTAL	--	--	4,144.0	--	--							
	259 (720)	CORRIDOR STUDY OF STH 144 FROM SKYLINE DR TO THE NORTH WASHINGTON COUNTY LINE (8.5 MI) 80097214010-00-02	HP	DETAIL COSTS	PE	--	--	--	250.0	--	EXEMPT	
					ROW	--	--	--	--	--		
					CONST	--	--	--	--	--		
				SOURCE OF FUNDS STP-O	OTHER	--	--	--	--	--		
					TOTAL	--	--	--	250.0	--		
LOCAL	--	--	--		--	--						
	STATE	--	--	--	250.0	--						
	FEDERAL	--	--	--	--	--						
TOTAL	--	--	--	250.0	--							
	260 (364)	RECONSTRUCTION OF THE INTERSECTION OF ORCHARD RD (STH 145) AND DONGES BAY ROAD IN THE VILLAGE OF GERMANTOWN 80097882475-00-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
					ROW	535.0	--	--	--	--		
					CONST	--	--	1,629.0	--	--		
				SOURCE OF FUNDS STP-O	OTHER	--	--	--	--	--		
					TOTAL	535.0	--	1,629.0	--	--		
LOCAL	--	--	--		--	--						
	STATE	535.0	--	325.8	--	--						
	FEDERAL	--	--	1,303.2	--	--						
TOTAL	535.0	--	1,629.0	--	--							
	261 (366)	RESURFACING OF STH 164 FROM CTH Q TO STH 60 IN WASHINGTON COUNTY (9.1 MI) 80098442709-03-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
					ROW	2,140.0	--	--	--	--		
					CONST	--	--	14,410.0	--	--		
				SOURCE OF FUNDS NHS	OTHER	--	--	--	--	--		
					TOTAL	2,140.0	--	14,410.0	--	--		
LOCAL	--	--	--		--	--						
	STATE	2,140.0	--	2,882.0	--	--						
	FEDERAL	--	--	11,528.0	--	--						
TOTAL	2,140.0	--	14,410.0	--	--							

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WASHINGTON COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	262	CORRIDOR STUDY OF STH 167 FROM STH 83 TO USH 41/45 IN WASHINGTON COUNTY (9.97 MI) 8009496 2300-00-01	HP	DETAIL COSTS	PE	--	--	--	250.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	--	--	--	250.0	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	--	--	250.0	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	--	--	--	250.0	--	
	263 (368)	RECONSTRUCTION OF THE INTERSECTION OF MEQUON RD (STH 167) AND COUNTRY AIRE DR IN THE VILLAGE OF GERMANTOWN 8009787 1380-00-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	535.0	--	--	--	
					CONST	--	--	--	--	1,838.0	
					OTHER	--	--	--	--	--	
					TOTAL	--	535.0	--	--	1,838.0	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	535.0	--	--	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	--	535.0	--	--	--	
	264 (369)	PAVEMENT REPLACEMENT OF STH 175 FROM MAPLE AVE IN THE VILLAGE OF SLINGER TO THE WEST WASHINGTON COUNTY LINE IN WASHINGTON COUNTY (10.40 MI) 8000152 3360-08-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	535.0	--	--	
					CONST	--	--	--	--	7,130.0	
					OTHER	--	--	--	--	--	
					TOTAL	--	--	535.0	--	7,130.0	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	--	535.0	--	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	--	--	535.0	--	--	
	265 (370)	RESURFACING OF STH 175 FROM MAPLE RD TO BEECHWOOD INDUSTRIAL CT AND POLK ST TO STH 60 IN WASHINGTON COUNTY (11.6 MI) 8009865 3360-09-72	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	17,135.0	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	--	--	17,135.0	--	--	
				SOURCE OF FUNDS STP-0	LOCAL	--	--	76.5	--	--	
					STATE	--	--	3,411.7	--	--	
					FEDERAL	--	--	13,646.8	--	--	
					TOTAL	--	--	17,135.0	--	--	
	266	RECONSTRUCTION OF STH 175 FROM BEECHWOOD INDUSTRIAL CT TO POLK ST IN WASHINGTON COUNTY (1.80 MI) 8009499 3360-09-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	7,130.0	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	--	--	7,130.0	--	--	
				SOURCE OF FUNDS STP-0	LOCAL	--	--	70.0	--	--	
					STATE	--	--	1,417.0	--	--	
					FEDERAL	--	--	5,643.0	--	--	
					TOTAL	--	--	7,130.0	--	--	
WASHINGTON COUNTY	267	RECONSTRUCTION AND REALIGNMENT OF CTH N (STATE ST) FROM CTH NP IN DODGE COUNTY TO AIRPORT DRIVE IN THE CITY OF HARTFORD (1.8 MI) 6009975	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	2,500.0	--	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	--	2,500.0	--	--	--	
				SOURCE OF FUNDS	LOCAL	--	2,500.0	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	--	2,500.0	--	--	--	
	268 (376)	RECONSTRUCTION OF CTH P FROM CTH PV TO CTH NN IN WASHINGTON COUNTY (2.0 MI) 6009984	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	5,200.0	--	--	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	5,200.0	--	--	--	--	
				SOURCE OF FUNDS	LOCAL	5,200.0	--	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	5,200.0	--	--	--	--	
	269 (377)	OPERATING ASSISTANCE FOR WASHINGTON COUNTY SHARED RIDE TAXI SERVICE (SEC 85.20 AND FTA 5307) 6009994	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	1,784.1	1,837.6	1,892.9	1,949.5	--	
					TOTAL	1,784.1	1,837.6	1,892.9	1,949.5	--	
				SOURCE OF FUNDS FTA 5307	LOCAL	616.3	640.9	666.3	692.9	--	
					STATE	757.9	787.5	819.1	849.7	--	
					FEDERAL	409.9	409.2	407.5	406.9	--	
					TOTAL	1,784.1	1,837.6	1,892.9	1,949.5	--	

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WASHINGTON COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
WASHINGTON COUNTY	270 (378)	OPERATING ASSISTANCE FOR WASHINGTON COUNTY COMMUTER EXPRESS BUS SERVICE (SEC 85.20 & 5307) 6000100	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	1,248.3	1,285.8	1,332.8	1,372.8	--	
				TOTAL	1,248.3	1,285.8	1,332.8	1,372.8	--		
SOURCE OF FUNDS FTA 5307	LOCAL	564.4	581.6	603.3	622.1						
	STATE	443.8	463.4	487.1	507.6						
	FEDERAL	240.1	240.8	242.4	243.1						
	TOTAL	1,248.3	1,285.8	1,332.8	1,372.8						
	271 (379)	WASHINGTON COUNTY SHARED-RIDE TAXI PROGRAM CAPITAL COSTS: 1 MINIVAN, 1 MEDIUM BUS, AND 3 MINIBUSES IN 2013; 2 MINIVANS AND 2 MINIBUSES IN 2014; 4 MINIBUSES IN 2015; 2 MINIVANS AND 2 MINIBUSES IN 2016. 6000102	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	263.0	190.0	232.0	198.0	--	
				TOTAL	263.0	190.0	232.0	198.0	--		
SOURCE OF FUNDS	LOCAL	263.0	190.0	232.0	198.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	263.0	190.0	232.0	198.0						
	272 (380)	WASHINGTON COUNTY SHARED-RIDE TAXI DISPATCH SOFTWARE LICENSES AND OPERATING TECHNICAL MAINTENANCE SUPPORT 6009998	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	18.8	20.7	22.7	25.1	--	
				TOTAL	18.8	20.7	22.7	25.1	--		
SOURCE OF FUNDS	LOCAL	18.8	20.7	22.7	25.1						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	18.8	20.7	22.7	25.1						
	273 (381)	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR THE ELDERLY AND DISABLED IN WASHINGTON COUNTY (SEC 85.21) 6000002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	256.0	256.0	257.0	257.0	--	
				TOTAL	256.0	256.0	257.0	257.0	--		
SOURCE OF FUNDS	LOCAL	51.2	51.2	51.4	51.4						
	STATE	204.8	204.8	205.6	205.6						
	FEDERAL	--	--	--	--						
	TOTAL	256.0	256.0	257.0	257.0						
	274 (383)	ELDERLY/DISABLED TRANSPORTATION SEC 5310 CAPITAL ASSISTANCE PROGRAM WASHINGTON CO AND/OR VARIOUS WASHINGTON COUNTY PRIVATE, NON PROFIT ORGANIZATIONS 6000010	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	265.7	--	--	--	--	
				TOTAL	265.7	--	--	--	--		
SOURCE OF FUNDS FTA 5310	LOCAL	53.1	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	212.6	--	--	--						
	TOTAL	265.7	--	--	--						
HARTFORD (CITY)	275 (390)	OPERATING ASSISTANCE FOR CITY OF HARTFORD TRANSIT 6070004	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	254.3	254.3	254.3	254.3	--	
				TOTAL	254.3	254.3	254.3	254.3	--		
SOURCE OF FUNDS FTA 5307	LOCAL	115.7	115.7	115.7	115.7						
	STATE	62.3	62.3	62.3	62.3						
	FEDERAL	76.3	76.3	76.3	76.3						
	TOTAL	254.3	254.3	254.3	254.3						
JACKSON (VILLAGE)	276 (394)	DESIGN AND CONSTRUCTION OF A NEW PARK-RIDE LOT NORTH OF STH 60 AND WEST OF CTH P ALONG APPLE CREEK AND REMOVAL OF EXISTING PARK-RIDE LOT IN SE QUADRANT OF STH 60 AND CTH P 6109999 1693-46-70	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	441.5	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	441.5	--	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	96.9	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	344.6	--	--	--						
	TOTAL	441.5	--	--	--						
WEST BEND (CITY)	277 (395)	OPERATING ASSISTANCE FOR THE CITY OF WEST BEND SHARED-RIDE TAXI SYSTEM 6180003	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	885.0	885.0	885.0	885.0	--	
				TOTAL	885.0	885.0	885.0	885.0	--		
SOURCE OF FUNDS FTA 5307	LOCAL	402.7	402.7	402.7	402.7						
	STATE	216.8	216.8	216.8	216.8						
	FEDERAL	265.5	265.5	265.5	265.5						
	TOTAL	885.0	885.0	885.0	885.0						

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WASHINGTON COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
WEST BEND (CITY)	278 (396)	CONSTRUCTION OF A PEDESTRIAN BRIDGE OVER THE MILWAUKEE RIVER AND VETERANS AVE IN THE CITY OF WEST BEND 61800042984-34-07	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	525.9	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	525.9	--	--	--	--		
				SOURCE OF FUNDS STP-E	LOCAL	106.0	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	419.9	--	--		--	--					
TOTAL	525.9	--	--		--	--					
INTERFAITH CAREGIVERS	279	PURCHASE OF 2 ACCESSIBLE MINI VANS FOR ELDERLY/DISABLED TRANSPORTATION SERVICES IN WASHINGTON COUNTY 6229999	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	76.6	--	--	--	--	
				TOTAL	76.6	--	--	--	--		
				SOURCE OF FUNDS FTA 5310	LOCAL	15.3	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	61.3	--	--		--	--					
TOTAL	76.6	--	--		--	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	280	INSTALLATION OF PERMANENT PIER PROTECTION ON IH-43 BRIDGES CROSSING EVERGREEN RD IN WAUKESHA COUNTY (B67-0120 AND B67-0121) 80094801090-19-77	HP	DETAIL COSTS	PE	10.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	230.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	10.0	230.0	--	--	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	10.0	230.0	--	--	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	10.0	230.0	--	--	--	
							HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						3,472.0	--	
OTHER	--	--	--						--	--	
TOTAL	--	--	--					3,472.0	--		
	(401)	REHABILITATION OF IH 43 AND STH 164 INTERCHANGE IN WAUKESHA COUNTY 80000121090-23-70		SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	--	--	347.2	--	
					FEDERAL	--	--	--	3,124.8	--	
					TOTAL	--	--	--	3,472.0	--	
							HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	5,000.0	
OTHER	--	--	--						--	--	
TOTAL	--	--	--					250.0	5,000.0		
	282	REHABILITATION OF THE BRIDGES ALONG IH 43 FROM CROWBAR DR TO CTH I IN WAUKESHA COUNTY 80094841090-30-00		SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	--	--	25.0	--	
					FEDERAL	--	--	--	225.0	--	
					TOTAL	--	--	--	250.0	--	
					283	REHABILITATION OF THE BRIDGES ALONG IH 94 FROM CTH F TO CTH P IN WAUKESHA COUNTY (12.0 MI) 80094821060-44-00	HP	DETAIL COSTS	PE	287.5	
ROW	--	--	--						--	--	
CONST	--	--	6,325.0						--	--	
OTHER	--	--	--						--	--	
TOTAL	287.5	--	6,325.0					--	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	28.7	--	632.5	--	--	
					FEDERAL	258.8	--	5,692.5	--	--	
					TOTAL	287.5	--	6,325.0	--	--	
					284	REPLACEMENT OF IH-94 BRIDGES AT DOUSMAN RD AND GOLDEN LAKE RD (CTH BB) IN WAUKESHA COUNTY (B-67-0081; B-67-0082; B-67-0079; AND B-67-0080) 80099581060-38-70	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	5,005.0	--						--	--	
OTHER	--	--	--						--	--	
TOTAL	--	5,005.0	--					--	--		
	(405)			SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	1,001.0	--	--	--	
					FEDERAL	--	4,004.0	--	--	--	
					TOTAL	--	5,005.0	--	--	--	
					285	CONSTRUCTION OF A PARK AND RIDE LOT OF IH-94 AT CTH P IN WAUKESHA COUNTY 80099321060-31-71	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	632.5	--	--						--	--	
OTHER	--	--	--						--	--	
TOTAL	632.5	--	--					--	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	126.5	--	--	--	--	
					FEDERAL	506.0	--	--	--	--	
					TOTAL	632.5	--	--	--	--	
					286	REHABILITATION OF THE BRIDGES ALONG IH 94 FROM ELMHURST RD TO CTH JJ IN WAUKESHA COUNTY (4.51 MI) 80094921060-10-00	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	2,464.0	
OTHER	--	--	--						--	--	
TOTAL	--	--	--					111.0	2,464.0		
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	--	11.1	--	
					TOTAL	--	--	--	99.9	--	
					287	BRIDGE REHABILITATION OF THE OVERPASS BRIDGES OF IH 94 AT ELM GROVE RD (B67-0055) AND SUNNYSLOPE RD (B67-0054) IN WAUKESHA COUNTY 80097011060-32-73	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	3,300.0	--	--						--	--	
OTHER	--	--	--						--	--	
TOTAL	3,300.0	--	--					--	--		
	(778)			SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	330.0	--	--	--	--	
					TOTAL	2,970.0	--	--	--	--	
									PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	--	--	--						--	--	
TOTAL	--	--	--					--	--		

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	288 (410)	RESURFACING OF USH 18 (MORELAND BLVD) FROM NORTH ST TO MANHATTAN DR IN THE CITY OF WAUKESHA 80098072210-09-70	HP	DETAIL COSTS	PE	--	--	--	100.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	1,265.0	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	100.0	1,265.0		
SOURCE OF FUNDS	LOCAL	--	--	--	25.0						
	STATE	--	--	--	75.0						
	FEDERAL	--	--	--	--						
	TOTAL	--	--	--	100.0						
	289 (411)	RESURFACING OF USH 18 (MORELAND BLVD) FROM MANHATTAN DR TO IH-94 IN THE CITY OF WAUKESHA AND TOWN OF BROOKFIELD (1.8 MI) 80098252200-16-71	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	9,214.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	9,214.0	--	--	--		
SOURCE OF FUNDS STP-0	LOCAL	--	--	--	--						
	STATE	--	1,842.8	--	--						
	FEDERAL	--	7,371.2	--	--						
	TOTAL	--	9,214.0	--	--						
	290 (438)	GEOMETRIC IMPROVEMENTS AND INSTALLATION OF SIGNALS AT MAIN ST AND PILGRIM RD INTERSECTION AND RECONSTRUCTION OF PILGRIM RD FROM CLEVELAND AVE TO MEGAL DR IN WAUKESHA COUNTY 80099872782-12-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	160.5	--	--	--	--	
					CONST	--	--	3,933.0	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	160.5	--	3,933.0	--	--		
SOURCE OF FUNDS STP-0	LOCAL	--	--	--	--						
	STATE	160.5	--	786.6	--						
	FEDERAL	--	--	3,146.4	--						
	TOTAL	160.5	--	3,933.0	--						
	291 (763)	RESURFACING OF USH 41 FROM THE MILWAUKEE COUNTY LINE TO THE WASHINGTON COUNTY LINE IN WAUKESHA COUNTY (3.66 MI) 80097091100-36-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	50.0	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	1,963.5	
				TOTAL	--	--	50.0	--	300.0		
SOURCE OF FUNDS	LOCAL	--	--	--	--						
	STATE	--	--	50.0	--						
	FEDERAL	--	--	--	--						
	TOTAL	--	--	50.0	--						
	292 (764)	DECK REPLACEMENT OF THE PILGRIM RD BRIDGES (B67-0035 & B67-0198) 80097081100-37-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	2,452.8	--	--	
					OTHER	--	--	300.0	--	--	
				TOTAL	--	--	2,752.8	--	--		
SOURCE OF FUNDS NHS	LOCAL	--	--	--	--						
	STATE	--	--	550.6	--						
	FEDERAL	--	--	2,202.2	--						
	TOTAL	--	--	2,752.8	--						
	293 (700)	RESURFACING OF STH 16 FROM CTH P TO CTH KC & STH 190 TO IH 94 IN WAUKESHA COUNTY (9.0 MI) 80097401370-15-71	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	8,800.0	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	8,800.0	--	--		
SOURCE OF FUNDS STP-0	LOCAL	--	--	--	--						
	STATE	--	--	1,760.0	--						
	FEDERAL	--	--	7,040.0	--						
	TOTAL	--	--	8,800.0	--						
	294 (415)	REHABILITATION OF STH 16 BRIDGES FROM IH-94 TO STH 67 80099521370-14-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	9,570.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	9,570.0	--	--	--		
SOURCE OF FUNDS STP-0	LOCAL	--	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	--	1,914.0	--	--						
	TOTAL	--	9,570.0	--	--						
	295 (416)	RESURFACING OF STH 36 FROM CTH Y TO STH 100 IN WAUKESHA COUNTY (7.42 MI) 80000062240-00-76	HP	DETAIL COSTS	PE	--	--	--	750.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	6,325.0	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	750.0	6,325.0		
SOURCE OF FUNDS NHS	LOCAL	--	--	--	--						
	STATE	--	--	--	150.0						
	FEDERAL	--	--	--	600.0						
	TOTAL	--	--	--	750.0						

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	296 (417)	RESURFACING OF STH 59 FROM OAKRIDGE DR TO CTH X IN WAUKESHA COUNTY (6.68 MI) 80098623110-05-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	2,973.0	--	--	--	--	
				SOURCE OF FUNDS STP-O	OTHER	--	--	--	--	--	
					TOTAL	2,973.0	--	--	--	--	
					LOCAL	--	--	--	--	--	
	297 (701)	CORRIDOR STUDY OF STH 59/164 FROM WAUKESHA COUNTY LINE TO MORELAND BLVD IN WAUKESHA COUNTY (23.3 MI) 80097382450-00-01	HP	DETAIL COSTS	STATE	594.6	--	--	--	--	EXEMPT
					FEDERAL	2,378.4	--	--	--	--	
					TOTAL	2,973.0	--	--	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	--	1,200.0	--	--	
					FEDERAL	--	--	1,200.0	--	--	
	298 (702)	RESURFACING OF STH 67 FROM USH 18 TO CTH DR IN THE TOWN OF SUMMIT (2.9 MI) 80094763100-13-00	HP	DETAIL COSTS	TOTAL	--	--	1,200.0	--	--	EXEMPT
					LOCAL	--	--	--	--	--	
					STATE	--	--	1,200.0	--	--	
				SOURCE OF FUNDS STP-O	FEDERAL	--	--	--	--	--	
					TOTAL	--	--	1,200.0	--	--	
					LOCAL	--	--	--	--	--	
	299 (702)	CORRIDOR STUDY OF STH 67 FROM STH 59 TO IH 94 IN WAUKESHA COUNTY (13.82 MI) 80097313100-00-03	HP	DETAIL COSTS	STATE	--	--	--	160.0	--	EXEMPT
					OTHER	--	--	--	--	2,300.0	
					TOTAL	--	--	--	160.0	2,300.0	
				SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--	--	
					STATE	--	--	--	32.0	--	
					FEDERAL	--	--	--	128.0	--	
	300 (420)	REHABILITATION OF THE NORTHBOUND AND SOUTHBOUND STH 67 BRIDGE OVER IH-94 IN WAUKESHA COUNTY (B-67-0188) 80099861060-30-70	HP	DETAIL COSTS	TOTAL	--	--	--	160.0	--	EXEMPT
					LOCAL	--	--	--	--	--	
					STATE	--	--	--	--	--	
				SOURCE OF FUNDS IH-M	FEDERAL	--	--	--	--	--	
					TOTAL	--	--	750.0	--	--	
					LOCAL	--	--	750.0	--	--	
	301 (426)	RECONSTRUCTION OF THE INTERSECTION OF NORTHWEST HIGHWAY (STH 83) AND WOLF RUN IN THE VILLAGE OF MUKWONAGO 80097861330-05-00	HP	DETAIL COSTS	STATE	--	--	--	--	--	EXEMPT
					OTHER	--	--	--	--	2,081.5	
					TOTAL	--	--	--	95.0	1,095.0	
				SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--	--	
					STATE	--	--	--	19.0	--	
					FEDERAL	--	--	--	76.0	--	
	302 (423)	RECONSTRUCTION OF THE STH 83 AND STH 16 INTERCHANGE TO ACCOMMODATE THE WIDENING OF STH 83 IN WAUKESHA COUNTY 80000471330-10-71	HP	DETAIL COSTS	TOTAL	--	--	--	95.0	--	EXEMPT
					LOCAL	--	--	--	--	--	
					STATE	--	--	--	--	--	
				SOURCE OF FUNDS STP-O	FEDERAL	--	--	--	--	--	
					TOTAL	--	--	9,184.0	--	--	
					LOCAL	--	--	--	--	--	
	303 (426)	RECONSTRUCTION OF THE INTERSECTION OF NORTHWEST HIGHWAY (STH 83) AND WOLF RUN IN THE VILLAGE OF MUKWONAGO 80097861330-05-00	HP	DETAIL COSTS	STATE	205.0	--	--	--	--	EXEMPT
					OTHER	--	--	9,184.0	--	--	
					TOTAL	205.0	--	9,184.0	--	--	
				SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--	--	
					STATE	205.0	--	1,836.8	--	--	
					FEDERAL	--	--	7,347.2	--	--	
	303 (426)	RECONSTRUCTION OF THE INTERSECTION OF NORTHWEST HIGHWAY (STH 83) AND WOLF RUN IN THE VILLAGE OF MUKWONAGO 80097861330-05-00	HP	DETAIL COSTS	TOTAL	--	--	--	--	--	EXEMPT
					LOCAL	--	--	--	--	--	
					STATE	--	--	500.0	--	--	
				SOURCE OF FUNDS	FEDERAL	--	--	500.0	--	--	
					TOTAL	--	--	500.0	--	--	
					LOCAL	--	--	500.0	--	--	

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	304 (427)	RESURFACING OF STH 100 (MAIN ST) FROM USH 41/45 TO 124TH ST IN MENOMONEE FALLS (1.25 MI) 80098422320-10-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	3,015.6	--	--	--	--	--	
				OTHER	--	--	--	--	--		
TOTAL	3,015.6	--	--	--	--						
SOURCE OF FUNDS	LOCAL	23.0	--	--	--	--	--	--			
	STATE	2,992.6	--	--	--	--	--	--			
	FEDERAL	--	--	--	--	--	--	--			
	TOTAL	3,015.6	--	--	--	--	--	--			
305 (429)	REHABILITATION OF STH 164 FROM IH-43 TO EDGEWOOD AVE AND PAVEMENT REPLACEMENT FROM EDGEWOOD AVE TO HENNEBERRY AVE IN WAUKESHA COUNTY (2.80 MI) 80001162810-06-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
			CONST	4,900.2	--	--	--	--	--		
			OTHER	--	--	--	--	--			
TOTAL	4,900.2	--	--	--	--	--	--				
SOURCE OF FUNDS NHS	LOCAL	431.8	--	--	--	--	--	--			
	STATE	893.7	--	--	--	--	--	--			
	FEDERAL	3,574.7	--	--	--	--	--	--			
	TOTAL	4,900.2	--	--	--	--	--	--			
306 (430)	DRAINAGE IMPROVEMENT AND NEW CULVERT ON STH 164 (BIG BEND DR) 1.2 MILE SOUTH OF THE VILLAGE OF BIG BEND 80097722810-02-71	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
			CONST	575.0	--	--	--	--	--		
			OTHER	--	--	--	--	--			
TOTAL	575.0	--	--	--	--	--	--				
SOURCE OF FUNDS	LOCAL	575.0	--	--	--	--	--	--			
	STATE	575.0	--	--	--	--	--	--			
	FEDERAL	--	--	--	--	--	--	--			
	TOTAL	575.0	--	--	--	--	--	--			
307 (430)	REPLACEMENT OF THE CAPITOL DR (STH 190) AND PILGRIM RD BRIDGE IN WAUKESHA COUNTY 80094772025-18-00	HP	DETAIL COSTS	PE	--	--	--	136.0	--	EXEMPT	
				ROW	--	--	--	--	--		
			CONST	--	--	--	--	--	1,955.0		
			OTHER	--	--	--	--	--			
TOTAL	--	--	--	136.0	1,955.0						
SOURCE OF FUNDS NHS	LOCAL	--	--	--	--	--	--				
	STATE	--	--	--	--	27.2	--				
	FEDERAL	--	--	--	--	108.8	--				
	TOTAL	--	--	--	--	136.0	--				
308 (432)	RESURFACING OF STH 190 FROM STH 16 TO STH 74 IN THE VILLAGE AND CITY OF PEWAUKEE (2.23 MI) 80000392025-13-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
			CONST	4,400.0	--	--	6,440.0	--	--		
			OTHER	--	--	--	--	--			
TOTAL	4,400.0	--	--	6,440.0	--	--					
SOURCE OF FUNDS COMB	LOCAL	--	--	--	--	--	--				
	STATE	855.7	--	--	1,288.0	--	--				
	FEDERAL	3,544.3	--	--	5,152.0	--	--				
	TOTAL	4,400.0	--	--	6,440.0	--	--				
309 (433)	RESURFACING OF STH 190 FROM STH 74 TO BROOKFIELD RD IN WAUKESHA COUNTY 80000382025-14-71	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
			CONST	--	--	--	4,945.0	--	--		
			OTHER	--	--	--	--	--			
TOTAL	--	--	--	4,945.0	--	--					
SOURCE OF FUNDS NHS	LOCAL	--	--	--	--	--	--				
	STATE	--	--	--	989.0	--	--				
	FEDERAL	--	--	--	3,956.0	--	--				
	TOTAL	--	--	--	4,945.0	--	--				
310 (434)	CONSTRUCTION OF THE WAUKESHA BYPASS WITH ADDITIONAL LANES FROM SUMMIT AVE TO GENESEE RD IN THE CITY AND TOWN OF WAUKESHA (3.80 MI) 80097812788-00-71	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT	
				ROW	--	--	--	--	--		
			CONST	2,800.0	--	28,750.0	--	--	--		
			OTHER	--	--	--	--	--			
TOTAL	2,800.0	--	28,750.0	--	--	--					
SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--	--	--				
	STATE	2,800.0	--	5,750.0	--	--	--				
	FEDERAL	--	--	23,000.0	--	--	--				
	TOTAL	2,800.0	--	28,750.0	--	--	--				
311 (435)	RECONSTRUCTION WITH ADDITIONAL LANES OF SUMMIT AVE (STH 67) FROM CTH DR (DELAFIELD RD) TO SUMMIT AVE IN THE CITY OF OCONOMOWOC (2.49 MI) 80099263030-08-70	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT	
				ROW	--	21,165.0	--	--	--		
			CONST	--	--	--	--	--	--		
			OTHER	--	--	--	--	--			
TOTAL	--	21,165.0	--	--	--	--					
SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--	--	--				
	STATE	--	4,233.0	--	--	--	--				
	FEDERAL	--	16,932.0	--	--	--	--				
	TOTAL	--	21,165.0	--	--	--	--				

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	312 (436)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 83 FROM PERKINS RD TO GLACIER PASS (NORTH OF USH 18) IN THE VILLAGE OF WALES AND THE TOWN OF GENESEE (2.76 MI) 80000631330-18-70	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	--	--	--	--	--	
					CONST	9,430.0	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	9,430.0	--	--	--	--		
SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--						
	STATE	1,886.0	--	--	--						
	FEDERAL	7,544.0	--	--	--						
	TOTAL	9,430.0	--	--	--						
WISCONSIN DNR	313 (440)	CONSTRUCTION OF AN UNDERPASS FOR THE GLACIAL DRUMLIN STATE TRAIL AT CTH TT IN THE TOWN OF WAUKESHA 80100042715-05-70	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	278.1	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	--	278.1	--	--		
SOURCE OF FUNDS STP-E	LOCAL	--	--	--	--						
	STATE	--	--	80.5	--						
	FEDERAL	--	--	197.6	--						
	TOTAL	--	--	278.1	--						
WAUKESHA COUNTY	314 (441)	RESURFACING OF VARIOUS COUNTY TRUNK HIGHWAYS IN WAUKESHA COUNTY (69.00 MI) 7000406	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	1,000.0	2,750.0	3,000.0	3,000.0	3,000.0	
				OTHER	--	--	--	--	3,000.0		
				TOTAL	1,000.0	2,750.0	3,000.0	3,000.0	3,000.0		
SOURCE OF FUNDS	LOCAL	1,000.0	2,750.0	3,000.0	3,000.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	1,000.0	2,750.0	3,000.0	3,000.0						
	315 (442)	RECONSTRUCTION OF CTH C FROM MILL ST TO OAKWOOD DR IN THE CITY OF DELAFIELD (0.5 MI) 7000011	HP	DETAIL COSTS	PE	--	130.0	--	--	--	EXEMPT
					ROW	--	--	83.0	--	--	
					CONST	--	--	--	1,850.0	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	130.0	83.0	1,850.0	--		
SOURCE OF FUNDS	LOCAL	--	130.0	83.0	1,850.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	--	130.0	83.0	1,850.0						
	316 (443)	REPLACEMENT OF CTH CW BRIDGE OVER ASHIPUN RIVER IN THE TOWN OF OCONOMOWOC (P-67-0046) 70099972949-00-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	667.0	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	667.0	--	--	--		
SOURCE OF FUNDS BRF	LOCAL	--	133.0	--	--						
	STATE	--	--	--	--						
	FEDERAL	--	534.0	--	--						
	TOTAL	--	667.0	--	--						
	317 (444)	RECONSTRUCTION WITH TRAFFIC SIGNALS OF THE INTERSECTION OF CTH D (CLEVELAND AVE) AND CALHOUN RD IN THE CITY OF NEW BERLIN 7000003	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	590.0	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	590.0	--	--	--	--		
SOURCE OF FUNDS	LOCAL	590.0	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	590.0	--	--	--						
	318	IMPROVEMENTS AT INTERSECTION OF CTH D (CLEVELAND AVE) AND SUNNY SLOPE RD IN THE CITY OF NEW BERLIN (0.2 MI) 7009986	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	450.0	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	450.0	--	--	--	--		
SOURCE OF FUNDS	LOCAL	450.0	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	450.0	--	--	--						
	319 (445)	RECONSTRUCTION OF CTH E BRIDGE OVER THE OCONOMOWOC RIVER IN THE TOWN OF MERTON 7000023	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	149.0	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	149.0	--	--	--	--		
SOURCE OF FUNDS	LOCAL	149.0	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	149.0	--	--	--						

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
WAUKESHA COUNTY	320 (446)	REHABILITATION OF CTH ES (FOX ST) BRIDGE (B-67-0147) OVER THE FOX RIVER IN THE VILLAGE OF MUKWONAGO 7000008	HP	DETAIL COSTS	PE	150.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	878.0	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	150.0	--	--	--	878.0	
	321 (447)	RECONDITIONING OF REDFORD BLVD (CTH F) FROM BUSSE RD TO CAPITOL DR (STH 190) IN THE CITY OF PEWAUKEE (2.80 MI). 7000305 2370-03-03	HP	DETAIL COSTS	LOCAL	150.0	--	--	--	--	EXEMPT
					STATE	--	--	--	--	--	
					FEDERAL	--	--	--	--	--	
				SOURCE OF FUNDS	TOTAL	150.0	--	--	--	--	
					STP-M	LOCAL	--	--	--	--	
	322	REHABILITATION OF CTH I FROM CTH ES TO CTH O IN THE CITY OF NEW BERLIN (1.80 MI) 7009989	HP	DETAIL COSTS	STATE	--	--	293.0	--	--	EXEMPT
					FEDERAL	--	--	1,164.0	--	--	
					TOTAL	--	--	293.0	1,164.0	3,407.0	
				SOURCE OF FUNDS	LOCAL	--	--	293.0	1,164.0	--	
					STP-M	STATE	--	--	--	--	
	323	IMPROVEMENTS AT INTERSECTION OF CTH M (NORTH AVE) AND BROOKFIELD RD IN THE CITY OF BROOKFIELD 7009985	HP	DETAIL COSTS	FEDERAL	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	850.0	--	--	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	850.0	--	--	--	--	
	324 (449)	REHABILITATION OF CTH NN FROM STH 83 TO CTH ES IN THE VILLAGE OF MUKWONAGO (1.1 MI) 7000009	HP	DETAIL COSTS	LOCAL	--	--	--	--	--	EXEMPT
					STATE	--	--	--	--	--	
					FEDERAL	--	--	--	--	--	
				SOURCE OF FUNDS	TOTAL	288.0	818.0	--	--	2,900.0	
					STP-M	LOCAL	288.0	818.0	--	--	
	325 (450)	RECONSTRUCTION OF CTH O (MOORLAND RD) FROM COLLEGE AVE TO GRANGE AVE IN THE CITY OF NEW BERLIN (0.7 MI) 7000013	HP	DETAIL COSTS	FEDERAL	288.0	--	--	--	--	EXEMPT
					ROW	--	818.0	--	--	--	
					CONST	--	--	--	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	288.0	818.0	--	--	2,900.0	
	326 (452)	REPLACEMENT OF THE CTH P (SAWYER RD) BRIDGE OVER THE BARK RIVER IN THE TOWN OF SUMMIT (B-67-0959) 7000006 2714-04-70	HP	DETAIL COSTS	LOCAL	351.0	--	--	--	--	EXEMPT
					STATE	--	65.0	--	--	--	
					FEDERAL	--	--	--	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	4,284.0	
					TOTAL	351.0	65.0	--	--	4,284.0	
	327	REHABILITATION OF CTH Q BRIDGE OVER THE OCONOMOWOC RIVER IN THE TOWN OF MERTON 7009987	HP	DETAIL COSTS	LOCAL	351.0	--	--	--	--	EXEMPT
					STATE	--	65.0	--	--	--	
					FEDERAL	--	--	--	--	--	
				SOURCE OF FUNDS	TOTAL	351.0	65.0	--	--	--	
					BRF	LOCAL	--	--	--	--	
	328	REHABILITATION OF CTH R BRIDGE OVER THE OCONOMOWOC RIVER IN THE TOWN OF MERTON 7009988	HP	DETAIL COSTS	STATE	--	--	--	104.0	--	EXEMPT
					FEDERAL	--	--	--	--	20.0	
					TOTAL	--	--	--	104.0	492.0	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	--	--	--	104.0	512.0	
	329	REHABILITATION OF CTH S BRIDGE OVER THE OCONOMOWOC RIVER IN THE TOWN OF MERTON 7009989	HP	DETAIL COSTS	LOCAL	--	--	--	--	--	EXEMPT
					STATE	--	--	--	--	--	
					FEDERAL	--	--	--	--	--	
				SOURCE OF FUNDS	TOTAL	--	--	--	--	--	
					BRF	LOCAL	--	--	--	--	

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
WAUKESHA COUNTY	328 (455)	RECONSTRUCTION OF WEST WAUKESHA BYPASS WITH ADDITIONAL LANES FROM USH 18 TO NORTHVIEW RD IN THE TOWN AND CITY OF WAUKESHA (5.30 MI) 7009991 2788-02-00	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	500.0	--	--	--	--	
					CONST	--	3,600.0	--	--	--	
					OTHER	--	50.0	--	--	--	
				TOTAL	500.0	3,650.0	--	--	--		
				SOURCE OF FUNDS STP-M	LOCAL	500.0	730.0	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	2,920.0	--	--	--	
					TOTAL	500.0	3,650.0	--	--	--	
					329 (456)	RECONSTRUCTION WITH ADDITIONAL LANES OF JANESVILLE RD (CTH L) FROM RACINE AVE (CTH Y) TO MOORLAND RD (CTH O) IN THE CITY OF MUSKEGO (2.30 MI) 7000010 2380-00-73	HI	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	8,954.0	--	--						--	--	
OTHER	--	--	--						--	--	
TOTAL	8,954.0	--	--					--	--		
				SOURCE OF FUNDS STP-M	LOCAL	3,401.0	--	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	5,553.0	--	--	--	--	
					TOTAL	8,954.0	--	--	--	--	
					330 (448)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH M (NORTH AVE) FROM CALHOUN RD TO PILGRIM RD IN THE CITY OF BROOKFIELD (1.0 MI) 7009988	HI	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	--	--	--						--	--	
TOTAL	--	--	--					550.0	1,600.0		
				SOURCE OF FUNDS	LOCAL	--	--	--	550.0	6,540.0	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	--	--	--	550.0	8,140.0	
					331 (448)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH M (NORTH AVE) FROM PILGRIM RD TO EAST COUNTY LINE IN THE CITY OF BROOKFIELD (2.0 MI) 7000012	HI	DETAIL COSTS	PE	--	
ROW	--	--	2,400.0						400.0	--	
CONST	--	--	--						--	--	
OTHER	--	--	--						--	13,454.0	
TOTAL	--	890.0	2,400.0					400.0	13,454.0		
				SOURCE OF FUNDS	LOCAL	--	890.0	2,400.0	400.0	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	--	890.0	2,400.0	400.0	--	
					332 (458)	RECONSTRUCTION WITH ADDITIONAL LANES OF SILVER SPRING DR (CTH VV) FROM CTH Y (LANNON RD) TO JACKSON DR IN THE VILLAGE OF MENOMONEE FALLS (1.50 MI) 7000022 2753-06-01	HI	DETAIL COSTS	PE	--	
ROW	10,181.0	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	--	--	--						--	--	
TOTAL	10,181.0	--	--					--	--		
				SOURCE OF FUNDS STP-M	LOCAL	2,036.0	--	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	8,145.0	--	--	--	--	
					TOTAL	10,181.0	--	--	--	--	
					333 ^k (460)	CAPITAL COSTS OF THIRD PARTY CONTRACTING FOR WAUKESHA COUNTY TRANSIT SERVICE 7000036	TP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	650.0	669.5	689.6						710.3	--	
TOTAL	650.0	669.5	689.6					710.3	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	130.0	133.9	137.9	142.1	--	
					STATE	--	--	--	--	--	
					FEDERAL	520.0	535.6	551.7	568.2	--	
					TOTAL	650.0	669.5	689.6	710.3	--	
					334 (461)	PROVIDE USER-SIDE SUBSIDY ADVANCE RESERVATION AND ELDERLY/DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PERSONS IN WAUKESHA COUNTY (SEC 85.21) 7000141	TP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	948.0	948.0	948.0						948.0	--	
TOTAL	948.0	948.0	948.0					948.0	--		
				SOURCE OF FUNDS	LOCAL	158.0	158.0	158.0	158.0	--	
					STATE	790.0	790.0	790.0	790.0	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	948.0	948.0	948.0	948.0	--	
					335 (462)	ENHANCEMENT PROJECTS FOR WAUKESHA COUNTY TRANSIT WHICH MAY INCLUDE ENHANCED ACCESS FOR PERSONS WITH DISABILITIES OR BICYCLISTS AND PEDESTRIANS, LANDSCAPING, PUBLIC ART, OR HISTORIC PRESERVATION 7000027	TP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	5.0	5.0	5.0						5.0	--	
TOTAL	5.0	5.0	5.0					5.0	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	1.0	1.0	1.0	1.0	--	
					STATE	--	--	--	--	--	
					FEDERAL	4.0	4.0	4.0	4.0	--	
					TOTAL	5.0	5.0	5.0	5.0	--	

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
WAUKESHA COUNTY	336	SAFETY IMPROVEMENTS ALONG CTH CW FROM AMBER LN TO 1000' E OF AMBER LN IN WAUKESHA COUNTY (0.20 MI)	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	360.0	--	--		
				OTHER	--	--	--	--			
				TOTAL	--	360.0	--	--	--		
SOURCE OF FUNDS HSIP	LOCAL	--	36.0	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	--	324.0	--	--	--					
7009982	3947-05-71	TOTAL	--	360.0	--	--	--	--			
(796)	337	SAFETY IMPROVEMENTS AT THE INTERSECTIONS OF CTH JJ AND CTH J, AND CTH SR IN THE CITY OF PEWAUKEE	HS	DETAIL COSTS	PE	93.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	979.0	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	93.0	--	979.0	--	--		
SOURCE OF FUNDS HSIP	LOCAL	9.3	--	97.9	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	83.7	--	881.1	--	--					
7009990	2758-01-00	TOTAL	93.0	--	979.0	--	--				
	338	CONSTRUCTION OF A PAVED TRAIL FROM FRAME PARK IN THE CITY OF WAUKESHA TO FOX BROOK PARK IN THE CITY OF BROOKFIELD ALONG AN ABANDONED RAIL CORRIDOR (5.5 MI)	EE	DETAIL COSTS	PE	--	150.0	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	600.0	850.0	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	150.0	600.0	850.0	--		
SOURCE OF FUNDS	LOCAL	--	150.0	600.0	850.0	--					
	STATE	--	--	--	--	--					
	FEDERAL	--	--	--	--	--					
7009984		TOTAL	--	150.0	600.0	850.0	--				
(464)	339	WIDEN AND PAVE THE BUGLINE TRAIL LOCATED IN MENOMONEE FALLS, LANNON, SUSSEX, LISBON AND MERTON PROVIDING AN IMPROVED SURFACE, INCREASING ACCESSIBILITY, AND YEAR-ROUND AVAILABILITY (14.00 MI)	EE	DETAIL COSTS	PE	30.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	628.7	1,818.5	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	658.7	1,818.5	--	--	--		
SOURCE OF FUNDS STP-E	LOCAL	30.0	327.7	--	--	--					
	STATE	125.7	371.3	--	--	--					
	FEDERAL	503.0	1,119.5	--	--	--					
7000016	2984-34-02	TOTAL	658.7	1,818.5	--	--	--				
	340	CONSTRUCTION OF A PAVED SEGMENT OF THE LAKE COUNTRY TRAIL TO CONNECT THE EXISTING TRAIL AT ROOSEVELT PARK IN THE CITY OF OCONOMOWOC WEST TO THE JEFFERSON COUNTY LINE IN THE TOWN OF OCONOMOWOC (2.5 MI)	EE	DETAIL COSTS	PE	--	--	60.0	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	--	526.0	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	--	60.0	526.0	--		
SOURCE OF FUNDS	LOCAL	--	--	60.0	526.0	--					
	STATE	--	--	--	--	--					
	FEDERAL	--	--	--	--	--					
7009983		TOTAL	--	--	60.0	526.0	--				
HARTLAND (VILLAGE)	341	PAVEMENT REPLACEMENT OF HARTBROOK DR FROM CTH E TO CTH KC IN THE VILLAGE OF HARTLAND (0.6 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	454.1	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	454.1	--	--	--	--		
SOURCE OF FUNDS STP-M	LOCAL	224.1	--	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	230.0	--	--	--	--					
7139999	2713-00-00	TOTAL	454.1	--	--	--	--				
MENOMONEE FALLS (VILLAGE)	342	RECONSTRUCTION OF PILGRIM RD FROM 300 FT SOUTH OF MAIN ST TO USH 41/45 AND THE CONSTRUCTION OF MEGAL CT FROM PILGRIM RD TO CUL DE SAC IN THE VILLAGE OF MENOMONEE FALLS (0.40 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	2,355.6	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	--	2,355.6	--	--		
SOURCE OF FUNDS STP-M	LOCAL	--	--	430.1	--	--					
	STATE	--	--	205.0	--	--					
	FEDERAL	--	--	1,720.5	--	--					
7179999	2782-11-70	TOTAL	--	--	2,355.6	--	--				
NEW BERLIN (CITY)	343	RECONSTRUCTION OF COFFEE RD FROM W NATIONAL AVE TO S CALHOUN RD IN THE CITY OF NEW BERLIN (1.32 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	5,175.0	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	5,175.0	--	--	--		
SOURCE OF FUNDS STP-M	LOCAL	--	1,479.0	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	--	3,696.0	--	--	--					
7240000	2722-10-70	TOTAL	--	5,175.0	--	--	--				

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
NEW BERLIN (CITY)	344 (473)	RECONSTRUCTION OF W LINCOLN AVE FROM S CALHOUN RD AND S MOORLAND RD (CTH O) (1.0 MI) 7249997 2722-11-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	5,577.5	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	5,577.5	--	--	--		
OCONOMOWOC (CITY)	345 (475)	PAVEMENT REPLACEMENT OF SUMMIT AVE FROM 2ND ST TO THACKERY TRAIL IN THE CITY OF OCONOMOWOC (1.3 MI) 7269999 2718-00-04	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	1,673.0	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	1,673.0	--	--	--		
OCONOMOWOC (TOWN)	346 (476)	RESURFACING OF W LAKE DR FROM CTH P TO ROAD B IN THE TOWN OF OCONOMOWOC (0.95 MI) 7270002 3853-00-72	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	494.5	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	--	494.5	--	--		
PEWAUKEE (CITY)	347 (479)	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ON CTH J FROM CTH M TO GREEN RD IN THE CITY OF PEWAUKEE 7310001 1693-30-06	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	347.1	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	347.1	--	--	--		
WAUKESHA (CITY)	348 (801)	ADDITIONAL RAIL SPUR LOCATED AT WELDALL MANUFACTURING FOR ECONOMIC DEVELOPMENT AND JOB CREATION IN THE CITY OF WAUKESHA 7371195 2718-02-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	650.0	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	650.0	--	--	--	--		
	349 (480)	REHABILITATION OF CLINTON ST FROM WISCONSIN AVE TO BROADWAY IN THE CITY OF WAUKESHA (0.20 MI) 7379942	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	625.0	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	625.0	--	--	--	--		
	350 (481)	RECONSTRUCTION OF S EAST AVE FROM WABASH AVE TO COLLEGE AVE (0.48 MI) 7379998 2718-11-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	2,050.0	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	2,050.0	--	--	--	--		
	351 (482)	RECONSTRUCTION OF S EAST AVE FROM SUNSET DR TO WABASH AVE (0.53 MI) 7379994 2718-12-70	HP	DETAIL COSTS	PE	--	305.1	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
				OTHER	--	--	--	--	2,601.0		
				TOTAL	--	305.1	--	--	2,601.0		
				SOURCE OF FUNDS STP-M	LOCAL	--	61.0	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	244.1	--	--	--	
				TOTAL	--	305.1	--	--	--		

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
WAUKESHA (CITY)	352	RESURFACING OF S MORELAND BLVD FROM DOPP ST TO MADISON ST IN THE CITY OF WAUKESHA (0.3 MI) 7379911	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	135.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	135.0	--	--	--	--		
SOURCE OF FUNDS LRIP	LOCAL	70.0	--	--	--	--	--				
	STATE	65.0	--	--	--	--	--				
	FEDERAL	--	--	--	--	--	--				
	TOTAL	135.0	--	--	--	--					
	353	RESURFACING OF N MORELAND BLVD FROM MADISON ST TO MICHIGAN AVE IN THE CITY OF WAUKESHA (0.2 MI) 7379912	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	120.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	120.0	--	--	--	--		
SOURCE OF FUNDS LRIP	LOCAL	60.0	--	--	--	--	--				
	STATE	60.0	--	--	--	--	--				
	FEDERAL	--	--	--	--	--	--				
	TOTAL	120.0	--	--	--	--					
	354	RESURFACING OF MADISON ST FROM GRANDVIEW BLVD TO UNIVERSITY DR IN THE CITY OF WAUKESHA (0.6 MI) 7379910	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	475.0	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	475.0	--	--		
SOURCE OF FUNDS	LOCAL	--	--	475.0	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	--	--	475.0	--	--					
	355 (489)	RECONSTRUCTION OF NORTHVIEW RD FROM MEADOWBROOK RD TO PEBBLE VALLEY RD IN THE CITY OF WAUKESHA (1.35 MI) 7370019	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	1,100.0	1,100.0	1,100.0	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	1,100.0	1,100.0	1,100.0	--		
SOURCE OF FUNDS	LOCAL	--	1,100.0	1,100.0	1,100.0	--					
	STATE	--	--	--	--	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	--	1,100.0	1,100.0	1,100.0	--					
	356 (490)	RECONSTRUCTION OF W ST PAUL AVE FROM WISCONSIN AVE/ W NORTH ST TO MADISON ST IN THE CITY OF WAUKESHA (0.25 MI) 7379949	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	980.0	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	980.0	--	--		
SOURCE OF FUNDS	LOCAL	--	--	980.0	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	--	--	980.0	--	--					
	357 (491)	RESURFACING OF UNIVERSITY DRIVE FROM 150 FEET SOUTH OF GLENDON WAY TO NORTHVIEW RD IN THE CITY OF WAUKESHA (0.60 MI) 7379925	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	350.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	350.0	--	--	--	--		
SOURCE OF FUNDS	LOCAL	350.0	--	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	350.0	--	--	--	--					
	358 (492)	RECONSTRUCTION WITH ADDITIONAL LANES OF MEADOWBROOK RD (WEST WAUKESHA BYPASS) FROM NORTHVIEW RD TO ROLLING RIDGE DR IN THE CITY OF WAUKESHA (0.53 MI) 7370015	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	2,000.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	2,000.0	--	--	--		
SOURCE OF FUNDS	LOCAL	--	2,000.0	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	--	2,000.0	--	--	--					
	359 (493)	OPERATING ASSISTANCE FOR THE WAUKESHA METRO AND WAUKESHA COUNTY TRANSIT SYSTEMS 7370016	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	7,577.5	7,729.0	7,883.6	8,041.3	--	
				TOTAL	7,577.5	7,729.0	7,883.6	8,041.3	--		
SOURCE OF FUNDS FTA 5307	LOCAL	2,304.1	2,350.0	2,397.1	2,445.1	--					
	STATE	4,226.2	4,310.8	4,397.0	4,484.9	--					
	FEDERAL	1,047.2	1,068.2	1,089.5	1,111.3	--					
	TOTAL	7,577.5	7,729.0	7,883.6	8,041.3	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
WAUKESHA (CITY)	360 (494)	CAPITAL MAINTENANCE FOR WAUKESHA METRO TRANSIT 7370020	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	650.0	669.5	689.6	710.3	--	
				TOTAL	650.0	669.5	689.6	710.3	--		
SOURCE OF FUNDS FTA 5307	LOCAL	130.0	133.9	137.9	142.1						
	STATE	--	--	--	--						
	FEDERAL	520.0	535.6	551.7	568.2						
	TOTAL	650.0	669.5	689.6	710.3						
	361 (495)	AUTOMATED DATA PROCESSING SOFTWARE UPGRADES FOR WAUKESHA METRO TRANSIT (UPGRADE MAINTENANCE SOFTWARE) 7370025	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	40.0	--	--	--	
				TOTAL	--	40.0	--	--	--		
SOURCE OF FUNDS FTA 5307	LOCAL	--	8.0	--	--						
	STATE	--	--	--	--						
	FEDERAL	--	32.0	--	--						
	TOTAL	--	40.0	--	--						
	362 m (496)	REPLACEMENT OF 35 FOOT BUSES FOR WAUKESHA METRO TRANSIT (6 IN 2013, 7 IN 2016) 7370018	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	2,460.0	--	3,136.0	--	--	
				TOTAL	2,460.0	--	3,136.0	--	--		
SOURCE OF FUNDS FTA SGR	LOCAL	418.2	--	533.1	--						
	STATE	--	--	--	--						
	FEDERAL	2,041.8	--	2,602.9	--						
	TOTAL	2,460.0	--	3,136.0	--						
	363 (497)	REPLACE AND UPGRADE DOWNTOWN TRANSIT CENTER CAMERA SYSTEM. 7379992	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	75.0	--	--	--	
				TOTAL	--	75.0	--	--	--		
SOURCE OF FUNDS FTA 5307	LOCAL	--	15.0	--	--						
	STATE	--	--	--	--						
	FEDERAL	--	60.0	--	--						
	TOTAL	--	75.0	--	--						
	364 m (498)	BUS ENGINE AND TRANSMISSION REBUILDS FOR WAUKESHA METRO TRANSIT: 4 IN 2014, 3 IN 2015 7370026	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	200.0	150.0	--	--	
				TOTAL	--	200.0	150.0	--	--		
SOURCE OF FUNDS FTA SGR	LOCAL	--	40.0	30.0	--						
	STATE	--	--	--	--						
	FEDERAL	--	160.0	120.0	--						
	TOTAL	--	200.0	150.0	--						
	365 (499)	TIRE LEASE FOR THE WAUKESHA METRO TRANSIT SYSTEM 7370051	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	35.0	36.0	36.0	37.0	--	
				TOTAL	35.0	36.0	36.0	37.0	--		
SOURCE OF FUNDS FTA 5307	LOCAL	7.0	7.2	7.2	7.4						
	STATE	--	--	--	--						
	FEDERAL	28.0	28.8	28.8	29.6						
	TOTAL	35.0	36.0	36.0	37.0						
	366 (500)	ENHANCEMENT PROJECTS FOR WAUKESHA METRO TRANSIT WHICH MAY INCLUDE ENHANCED ACCESS FOR PERSONS WITH DISABILITIES OR BICYCLISTS AND PEDESTRIANS, LANDSCAPING, PUBLIC ART, OR HISTORIC PRESERVATION 7370039	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	5.0	5.0	5.0	5.0	--	
				TOTAL	5.0	5.0	5.0	5.0	--		
SOURCE OF FUNDS FTA 5307	LOCAL	1.0	1.0	1.0	1.0						
	STATE	--	--	--	--						
	FEDERAL	4.0	4.0	4.0	4.0						
	TOTAL	5.0	5.0	5.0	5.0						
	367 (502)	LOCAL MARKETING FOR WAUKESHA METRO TRANSIT SYSTEM 7379938	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	55.0	27.5	27.5	27.5	--	
				TOTAL	55.0	27.5	27.5	27.5	--		
SOURCE OF FUNDS CMAQ	LOCAL	11.0	5.5	5.5	5.5						
	STATE	--	--	--	--						
	FEDERAL	44.0	22.0	22.0	22.0						
	TOTAL	55.0	27.5	27.5	27.5						

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
WAUKESHA (CITY)	368 (503)	REPLACEMENT OF ADP HARDWARE (ID CARD PRINTING SYSTEM) FOR WAUKESHA METRO TRANSIT SYSTEM 7379933	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	8.5	--	--	--	60.0	
				TOTAL	8.5	--	--	--	60.0		
				SOURCE OF FUNDS FTA 5307	LOCAL	1.7	--	--	--		
					STATE	--	--	--	--		
					FEDERAL	6.8	--	--	--		
					TOTAL	8.5	--	--	--		
				369 (504)	REPLACEMENT OF FLOOR SCRUBBER FOR WAUKESHA METRO TRANSIT SYSTEM 7379969	TP	DETAIL COSTS	PE	--	--	
ROW	--	--	--					--	--		
CONST	--	--	--					--	--		
OTHER	12.0	--	--					--	--		
TOTAL	12.0	--	--				--	--			
				SOURCE OF FUNDS FTA 5307	LOCAL	2.4	--	--	--		
					STATE	--	--	--	--		
					FEDERAL	9.6	--	--	--		
					TOTAL	12.0	--	--	--		
				370 (506)	REPLACEMENT OF A/C RECLAIMER-RECYCLER FOR WAUKESHA METRO TRANSIT SYSTEM 7370036	TP	DETAIL COSTS	PE	--	--	
ROW	--	--	--					--	--		
CONST	--	--	--					--	--		
OTHER	--	10.0	--					--	--		
TOTAL	--	10.0	--				--	--			
				SOURCE OF FUNDS FTA 5307	LOCAL	--	2.0	--	--		
					STATE	--	--	--	--		
					FEDERAL	--	8.0	--	--		
					TOTAL	--	10.0	--	--		
				371 (508)	REPLACEMENT OF SERVICE VEHICLE FOR WAUKESHA METRO TRANSIT SYSTEM 7370021	TP	DETAIL COSTS	PE	--	--	
ROW	--	--	--					--	--		
CONST	--	--	--					--	--		
OTHER	25.0	--	--					--	--		
TOTAL	25.0	--	--				--	--			
				SOURCE OF FUNDS FTA 5307	LOCAL	5.0	--	--	--		
					STATE	--	--	--	--		
					FEDERAL	20.0	--	--	--		
					TOTAL	25.0	--	--	--		
				372 (509)	REPLACE OFFICE CARPET, CEILING TILES, AND WALLCOVERINGS FOR BUILDINGS AT WAUKESHA METRO SYSTEM 7379987	TP	DETAIL COSTS	PE	--	--	
ROW	--	--	--					--	--		
CONST	--	--	--					--	--		
OTHER	40.0	--	--					--	--		
TOTAL	40.0	--	--				--	--			
				SOURCE OF FUNDS FTA 5307	LOCAL	8.0	--	--	--		
					STATE	--	--	--	--		
					FEDERAL	32.0	--	--	--		
					TOTAL	40.0	--	--	--		
				373 (513)	HVAC UPGRADES FOR BUILDINGS AT WAUKESHA METRO TRANSIT 7370035	TP	DETAIL COSTS	PE	--	--	
ROW	--	--	--					--	--		
CONST	--	--	--					--	--		
OTHER	40.0	--	--					--	--		
TOTAL	40.0	--	--				--	--			
				SOURCE OF FUNDS FED REC	LOCAL	8.0	--	--	--		
					STATE	--	--	--	--		
					FEDERAL	32.0	--	--	--		
					TOTAL	40.0	--	--	--		
				374 ^m	SHOP EQUIPMENT SKIDSTEER FOR WAUKESHA METRO TRANSIT SYSTEM 7379915	TP	DETAIL COSTS	PE	--	--	
ROW	--	--	--					--	--		
CONST	--	--	--					--	--		
OTHER	85.0	--	--					--	--		
TOTAL	85.0	--	--				--	--			
				SOURCE OF FUNDS FTA SGR	LOCAL	17.0	--	--	--		
					STATE	--	--	--	--		
					FEDERAL	68.0	--	--	--		
					TOTAL	85.0	--	--	--		
				375 ^m	REPLACE BATTERY BACK-UPS WITH GENERATOR AT DOWNTOWN TRANSIT CENTER 7379914	TP	DETAIL COSTS	PE	--	--	
ROW	--	--	--					--	--		
CONST	--	--	--					--	--		
OTHER	40.0	--	--					--	--		
TOTAL	40.0	--	--				--	--			
				SOURCE OF FUNDS FTA SGR	LOCAL	8.0	--	--	--		
					STATE	--	--	--	--		
					FEDERAL	32.0	--	--	--		
					TOTAL	40.0	--	--	--		

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
WAUKESHA (CITY)	376 m	REPLACE BACK-UP GENERATOR AT THE BADGER DR FACILITY IN WAUKESHA COUNTY 7379913	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	30.0	--	--	--	
				TOTAL	--	30.0	--	--	--	--	
SOURCE OF FUNDS FTA SGR	LOCAL	--	6.0	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	--	24.0	--	--	--					
	TOTAL	--	30.0	--	--	--					
(515)	REPLACEMENT OF INCANDESCENT TRAFFIC SIGNALS WITH L.E.D. SIGNAL HEADS AT VARIOUS LOCATIONS IN THE CITY OF WAUKESHA 7379995	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
				CONST	250.0	--	--	--	--		
				OTHER	--	--	--	--	--		
			TOTAL	250.0	--	--	--	--			
SOURCE OF FUNDS HSIP	LOCAL	25.0	--	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	225.0	--	--	--	--					
	TOTAL	250.0	--	--	--	--					
(516)	INSTALL PEDESTRIAN COUNTDOWN TIMERS AT 2 CONNECTING HIGHWAY INTERSECTIONS IN THE CITY OF WAUKESHA 7379917	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
				CONST	10.0	--	--	--	--		
				OTHER	--	--	--	--	--		
			TOTAL	10.0	--	--	--	--			
SOURCE OF FUNDS HSIP	LOCAL	1.0	--	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	9.0	--	--	--	--					
	TOTAL	10.0	--	--	--	--					
(517)	INSTALL PEDESTRIAN COUNTDOWN TIMERS AT 18 LOCAL INTERSECTIONS IN THE CITY OF WAUKESHA 7379916	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
				CONST	75.0	--	--	--	--		
				OTHER	--	--	--	--	--		
			TOTAL	75.0	--	--	--	--			
SOURCE OF FUNDS HSIP	LOCAL	7.5	--	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	67.5	--	--	--	--					
	TOTAL	75.0	--	--	--	--					
(518)	INSTALLATION OF TRAFFIC SIGNAL INTERCONNECTION SYSTEM IN THE CENTRAL BUSINESS DISTRICT IN THE CITY OF WAUKESHA 7379996	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
				CONST	222.6	--	--	--	--		
				OTHER	--	--	--	--	--		
			TOTAL	222.6	--	--	--	--			
SOURCE OF FUNDS CMAQ	LOCAL	44.5	--	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	178.1	--	--	--	--					
	TOTAL	222.6	--	--	--	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- KENOSHA COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	381 (797)	RESURFACING OF THE PLEASANT PRAIRIE WELCOME CENTER IN THE VILLAGE OF PLEASANT PRAIRIE 80096953738-08-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	575.0	--	--	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	575.0	--	--	--	--	
	382 (703)	CORRIDOR STUDY OF USH 45 FROM STATE LINE TO STH 50 IN KENOSHA COUNTY (5.47 MI) 80097293200-00-01	HP	DETAIL COSTS	PE	--	150.0	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	--	150.0	--	--	--	
	383 (523)	RECONSTRUCTION OF THE INTERSECTION OF USH 45 AND CTH K IN THE VILLAGE OF BRISTOL AND TOWN OF PARIS 80000033200-01-73	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	350.0	--	--	--	--	
					CONST	--	--	--	1,391.0	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	350.0	--	--	1,391.0	--	
	384 (524)	RESURFACING OF USH 45 FROM THE ILLINOIS STATE LINE TO STH 50 IN KENOSHA COUNTY (5.50 MI) 80001173200-02-73	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	7,728.0	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	--	--	--	7,728.0	--	
	385 (704)	CORRIDOR STUDY OF STH 31 FROM STATE LINE TO RACINE COUNTY LINE IN KENOSHA COUNTY (12.33 MI) 80097283340-00-05	HP	DETAIL COSTS	PE	--	--	250.0	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	--	--	250.0	--	--	
	386 (530)	RESURFACING OF STH 50 (75TH STREET) FROM 256TH AVENUE TO 236TH AVENUE IN THE VILLAGE OF PADDOCK LAKE 80098541310-04-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	535.0	--	--	--	--	
					CONST	--	--	--	--	3,304.0	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	535.0	--	--	--	3,304.0	
	387	RESURFACING OF STH 158 FROM STH 31 TO 6TH AVE IN THE CITY OF KENOSHA (3.2 MI) 80094863220-03-02	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	1,610.0	--	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	--	1,610.0	--	--	--	
	388	RESURFACING OF STH 158 FROM IH 94 TO STH 31 IN KENOSHA COUNTY (3.6 MI) 80094783220-03-01	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	1,495.0	--	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	--	1,495.0	--	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	--	--	--	
				TOTAL	--	1,495.0	--	--	--		
					--	1,495.0	--	--	--		

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- KENOSHA COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	389 (532)	RECONSTRUCTION OF 52ND ST (STH 158) FROM STH 31 TO 6TH AVE IN THE CITY OF KENOSHA (3.21 MI) 8000253 3220-02-72	HP	DETAIL COSTS	PE	--	--	--	50.0	--	EXEMPT
					ROW	--	--	--	--	110.0	
					CONST	--	--	--	--	42,560.0	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	50.0	42,670.0		
				SOURCE OF FUNDS NHS	LOCAL	--	--	--	--	--	
STATE	--	--	--		10.0	--					
FEDERAL	--	--	--		40.0	--					
TOTAL	--	--	--	50.0	--	--					
	390 (536)	RESURFACING OF STH 165 (104TH ST) FROM IH 94 TO STH 31 IN THE VILLAGE OF PLEASANT PRAIRIE (3.1 MI) 8009794 3738-06-31	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	2,875.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	2,875.0	--	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--	--	
STATE	--	575.0	--		--	--					
FEDERAL	--	2,300.0	--		--	--					
TOTAL	--	2,875.0	--	--	--	--					
	391 (538)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 50 (75TH ST) FROM IH 94 TO 43RD AVE IN THE CITY OF KENOSHA AND VILLAGE OF PLEASANT PRAIRIE (4.45 MI) 8001026 1310-10-70	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	--	6,000.0	--	--	--	
					CONST	--	--	--	--	71,688.0	
					OTHER	--	--	--	--	--	
				TOTAL	--	6,000.0	--	--	71,688.0		
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
STATE	--	6,000.0	--		--	--					
FEDERAL	--	--	--		--	--					
TOTAL	--	6,000.0	--	--	--	--					
	392 (540)	ELDERLY/DISABLED TRANSPORTATION SEC 5310 KENOSHA ACHIEVEMENT CENTER, 1 MINI-VAN, 1 MINI-BUS, ALL ACCESSIBLE 8000621	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	82.6	82.6	--	--	--	
				TOTAL	82.6	82.6	--	--	--		
				SOURCE OF FUNDS FTA 5310	LOCAL	16.5	16.5	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	66.1	66.1	--		--	--					
TOTAL	82.6	82.6	--	--	--	--					
KENOSHA COUNTY	393 (765)	RECONSTRUCTION OF CTH C FROM CTH KD TO CTH W IN THE TOWN OF RANDALL AND VILLAGE OF TWIN LAKES (1.77 MI) 1009969 3736-00-72	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	3,400.0	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	3,400.0	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	--	--	716.2	--	--	
STATE	--	--	--		--	--					
FEDERAL	--	--	2,683.8		--	--					
TOTAL	--	--	3,400.0	--	--	--					
	394 (705)	REPLACEMENT OF CTH E BRIDGE OVER PIKE RIVER IN KENOSHA COUNTY (B30-0670) 1009970 3766-00-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	450.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	450.0	--	--	--		
				SOURCE OF FUNDS BRF	LOCAL	--	90.0	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	--	360.0	--		--	--					
TOTAL	--	450.0	--	--	--	--					
	395 (766)	RECONSTRUCTION OF CTH W FROM CTH F TO CTH FR IN THE TOWN OF SALEM (1.55 MI) 1009968 3751-00-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	874.0	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	874.0	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	--	--	175.1	--	--	
STATE	--	--	--		--	--					
FEDERAL	--	--	698.9		--	--					
TOTAL	--	--	874.0	--	--	--					
	396 (545)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH K (60TH ST) FROM CTH H (88TH AVE) TO UP RAILROAD IN KENOSHA COUNTY (0.92 MI) 1009996	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	--	--	--	--	--	
					CONST	3,700.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	3,700.0	--	--	--	--		
				SOURCE OF FUNDS	LOCAL	3,700.0	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	--	--	--		--	--					
TOTAL	3,700.0	--	--	--	--	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- KENOSHA COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
KENOSHA COUNTY	397 (547)	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY/DISABLED IN NON-URBANIZED KENOSHA COUNTY (SEC 85.21) 1000004	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	125.4	129.1	133.0	137.0	--	
				TOTAL	125.4	129.1	133.0	137.0	--		
				SOURCE OF FUNDS	LOCAL	25.1	25.8	26.6	27.4		
STATE	100.3	103.3	106.4		109.6						
	398 1009966	PURCHASE OF ONE REPLACEMENT BUS IN EACH OF THE YEARS 2013, 2015, AND 2017	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	52.7	--	54.3	--	55.9	
				TOTAL	52.7	--	54.3	--	55.9		
				SOURCE OF FUNDS	LOCAL	10.5	--	10.9	--		
STATE	42.2	--	43.4		--						
	399 (550)	WIDEN SHOULDERS TO ACCOMMODATE THE INSTALLATION OF BIKE LANES ON CTH H FROM STH 50 TO THE ILLINOIS STATE LINE IN KENOSHA COUNTY (5.0 MI) 1000006 3724-00-02	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	1,149.6	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	1,149.6	--	--	--	--		
				SOURCE OF FUNDS	LOCAL	229.9	--	--	--		
STATE	919.7	--	--		--						
	400 (551)	CONSTRUCTION OF A PARK-RIDE LOT AT STH 165 AND CTH H IN KENOSHA COUNTY 1009975 1693-35-75	EE	DETAIL COSTS	PE	13.6	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	126.0	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	13.6	--	126.0	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	2.7	--	25.2	--		
STATE	--	--	--		--						
	401 ⁿ (553)	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM 1030005	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	7,228.0	7,372.5	7,741.1	8,128.2	--	
				TOTAL	7,228.0	7,372.5	7,741.1	8,128.2	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	2,385.2	2,432.9	2,554.6	2,682.3		
STATE	2,023.9	2,064.4	3,019.0		3,170.0						
	402 ^m 1039973	GARAGE PAYOFF AND FACILITY MAINTENANCE	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	500.0	--	--	--	--	
				TOTAL	500.0	--	--	--	--		
				SOURCE OF FUNDS FTA SGR	LOCAL	100.0	--	--	--		
STATE	--	--	--		--						
	403 ^m (555)	PURCHASE OF 20 REPLACEMENT BUSES FOR THE CITY OF KENOSHA TRANSIT SYSTEM (5 BUSES PER YEAR) 1030021	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	2,738.3	2,875.2	3,019.0	3,170.0	--	
				TOTAL	2,738.3	2,875.2	3,019.0	3,170.0	--		
				SOURCE OF FUNDS FTA SGR	LOCAL	492.9	517.5	543.4	570.6		
STATE	--	--	--		--						
	404 ^m (556)	REPLACEMENT OF THE RADIO SYSTEM AT THE CITY OF KENOSHA TRANSIT FACILITY 1030001	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	9.0	--	--	--	--	
				TOTAL	9.0	--	--	--	--		
				SOURCE OF FUNDS FTA SGR	LOCAL	1.8	--	--	--		
STATE	--	--	--		--						
				FEDERAL	7.2	--	--	--			
					TOTAL	9.0	--	--	--		

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- KENOSHA COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
KENOSHA (CITY)	405 ° (559)	ENGINEERING AND DESIGN FOR THE EXPANSION OF STREETCAR SERVICE IN THE CITY OF KENOSHA 1030000	TE	DETAIL COSTS	PE	1,400.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	--	--		
				OTHER	--	--	--	--			
				TOTAL	1,400.0	--	--	--	--		
SOURCE OF FUNDS FTA 5309	LOCAL	280.0	--	--	--	--					
	STATE	--	--	--	--						
	FEDERAL	1,120.0	--	--	--						
TOTAL	1,400.0	--	--	--	--						
	406 ° (560)	EXPANSION OF ELECTRIC STREETCAR SERVICE IN THE CITY OF KENOSHA 1030004	TE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	4,630.5	4,862.0	--	--	--	
				OTHER	--	--	--	--			
				TOTAL	4,630.5	4,862.0	--	--	--		
SOURCE OF FUNDS FTA 5309	LOCAL	926.1	922.4	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	3,704.4	3,939.6	--	--	--					
TOTAL	4,630.5	4,862.0	--	--	--						
	407 (561)	EXPANSION OF ELECTRIC STREETCAR SYSTEM IN THE CITY OF KENOSHA-DOWNTOWN LINE EXTENSION 1039999 1693-42-70	TE	DETAIL COSTS	PE	1,000.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	9,257.8	--	--	--	--	
				OTHER	--	--	--	--			
				TOTAL	10,257.8	--	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	2,051.6	--	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	8,206.2	--	--	--	--					
TOTAL	10,257.8	--	--	--	--						
	408 (563)	CONSTRUCTION OF OFF-ROAD BICYCLE PATHS (1.4 MI) AND 17.9 MILES OF ON-ROAD BICYCLE ROUTES AT VARIOUS LOCATIONS IN THE CITY OF KENOSHA 1039995 1693-45-70	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	227.9	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	227.9	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	--	50.0	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	--	177.9	--	--	--					
TOTAL	--	227.9	--	--	--						
	409 (564)	CONSTRUCTION OF NEW SECTIONS OF A 10-FT WIDTH ASPHALT BICYCLE ROUTE INCLUDING A TRANSIT CENTER SECTION AND A NASH PARK-INDIAN TRAILS SECTION (9.83 MI) 1037020 1693-30-78	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	368.1	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	368.1	--	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	87.8	--	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	280.3	--	--	--	--					
TOTAL	368.1	--	--	--	--						
PADDOCK LAKE (VILLAGE)	410 (566)	CONSTRUCTION OF A MULTI-USE PATH ALONG STH 83 FROM THE CENTRAL HIGH SCHOOL WEST ENTRANCE TO STH 50 IN THE VILLAGE OF PADDOCK LAKE (0.47 MI) 1040001 1330-00-04	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	379.7	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	379.7	--	--	--		
SOURCE OF FUNDS STP-E	LOCAL	--	75.9	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	--	303.8	--	--	--					
TOTAL	--	379.7	--	--	--						
PLEASANT PRAIRIE (VILLAGE)	411 (767)	RECONSTRUCTION OF 39TH AVE FROM STH 165 TO 97TH ST IN THE VILLAGE OF PLEASANT PRAIRIE (0.60 MI) 1069993 3729-00-04	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	2,190.2	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	--	2,190.2	--	--		
SOURCE OF FUNDS STP-O	LOCAL	--	--	670.6	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	--	--	1,519.6	--	--					
TOTAL	--	--	2,190.2	--	--						
	412 (567)	RECONSTRUCTION OF 93RD ST FROM 63RD AVE TO SPRINGBROOK RD IN THE VILLAGE OF PLEASANT PRAIRIE (2.1 MI) 1069996	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	--	3,321.0	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	--	--	3,321.0	--		
SOURCE OF FUNDS	LOCAL	--	--	--	3,321.0	--					
	STATE	--	--	--	--	--					
	FEDERAL	--	--	--	--	--					
TOTAL	--	--	--	3,321.0	--						

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- KENOSHA COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
PLEASANT PRAIRIE (VILLAGE)	413 (568)	RECONSTRUCTION OF 116TH ST FROM 39TH AVE TO SHERIDAN RD (STH 32) IN THE VILLAGE OF PLEASANT PRAIRIE (1.6 MI) 1069997	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	3,200.0	--	
					OTHER	--	--	--	--	--	
				TOTAL		--	--	--	3,200.0	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	3,200.0		
STATE	--	--	--		--						
FEDERAL	--	--	--		--						
TOTAL		--	--		--	3,200.0					
	414 (569)	RECONSTRUCTION OF 116TH ST FROM OLD GREEN BAY RD (STH 31) TO 39TH AVE IN THE VILLAGE OF PLEASANT PRAIRIE (1.8 MI) 1069994	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	2,600.0	--	
					OTHER	--	--	--	--	--	
				TOTAL		--	--	--	2,600.0	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	2,600.0		
STATE	--	--	--		--						
FEDERAL	--	--	--		--						
TOTAL		--	--		--	2,600.0					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- RACINE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)						AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE		2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	415 (572)	RECONSTRUCTION OF USH 45 FROM 7TH AVE TO STH 20 IN RACINE COUNTY (3.5 MI) 8009968 2430-06-70	HP	DETAIL COSTS	PE	--	--	--	--	EXEMPT
					ROW	--	--	--	--	
					CONST	--	--	7,958.0	--	
					OTHER	--	--	--	--	
					TOTAL	--	--	7,958.0	--	
				SOURCE OF FUNDS	LOCAL	--	--	20.0	--	
	416 (706)	CORRIDOR STUDY OF STH 11 FROM CTH W TO IH 94 IN RACINE COUNTY (16.33 MI) 8009737 1320-00-01	HP	DETAIL COSTS	PE	--	1,000.0	--	--	EXEMPT
					ROW	--	--	--	--	
					CONST	--	--	--	--	
					OTHER	--	--	--	--	
					TOTAL	--	1,000.0	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	
	417 (575)	REPLACEMENT OF THE UP RAILWAY BRIDGE OVER STH 11 (DURAND AVE) AT EAST LIMITS OF THE VILLAGE OF STURTEVANT (B-51-0644) 8009899 1320-07-11	HP	DETAIL COSTS	PE	--	--	--	--	EXEMPT
					ROW	--	113.2	--	--	
					CONST	--	--	--	6,213.6	
					OTHER	--	--	--	--	
					TOTAL	--	113.2	--	6,213.6	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	
	418 (707)	CORRIDOR STUDY OF STH 11 FROM CTH H TO STH 31 AND STH 31 FROM STH 11 TO STH 38 IN RACINE COUNTY (7.2 MI) 8009732 2390-00-02	HP	DETAIL COSTS	PE	--	350.0	--	--	EXEMPT
					ROW	--	--	--	--	
					CONST	--	--	--	--	
					OTHER	--	--	--	--	
					TOTAL	--	350.0	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	
	419 (803)	CRACK REPAIR AND SEALING ALONG STH 11 FROM STH 31 TO KENTUCKY ST IN RACINE COUNTY (1.27 MI) 8009693 1320-18-69	HP	DETAIL COSTS	PE	--	--	--	--	EXEMPT
					ROW	--	--	--	--	
					CONST	150.0	--	--	--	
					OTHER	--	--	--	--	
					TOTAL	150.0	--	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	
	420	RAILROAD CROSSING UPGRADE ON STH 20 AT THE WISCONSIN CENTRAL R/R (ID 698 874J) IN THE TOWN OF WATERFORD 8009483 2698-05-50	HP	DETAIL COSTS	PE	--	--	--	--	EXEMPT
					ROW	--	--	--	--	
					CONST	--	--	--	--	
					OTHER	120.0	--	--	--	
					TOTAL	120.0	--	--	--	
				SOURCE OF FUNDS	LOCAL	18.0	--	--	--	
	421 P (581)	RESURFACING OF STH 20 (WASHINGTON AVE) FROM CTH H TO 90TH ST IN THE VILLAGE OF STURTEVANT (0.5 MI) 8000004 2250-00-75	HP	DETAIL COSTS	PE	--	--	--	--	EXEMPT
					ROW	--	--	--	--	
					CONST	--	3,275.0	--	--	
					OTHER	--	--	--	--	
					TOTAL	--	3,275.0	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	
	422 (582)	RECONSTRUCTION OF MAIN ST/1ST ST (STH 20) FROM NORTHWEST HIGHWAY (STH 83) TO MILWAUKEE AVE (STH 36) IN THE VILLAGE OF WATERFORD (2.1 MI) 8009903 2250-12-70	HP	DETAIL COSTS	PE	--	--	--	--	EXEMPT
					ROW	--	535.0	--	--	
					CONST	--	--	--	8,745.0	
					OTHER	--	--	--	--	
					TOTAL	--	535.0	--	8,745.0	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	
					STATE	--	535.0	--	--	
					FEDERAL	--	--	--	--	
					TOTAL	--	535.0	--	--	
					TOTAL	--	535.0	--	--	

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- RACINE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	423 (588)	RECONSTRUCTION OF STH 32 (HAMILTON ST AND DOUGLAS AVE) FROM MAIN ST TO GOULD ST IN THE CITY OF RACINE (1.19 MI) 80010282350-00-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	1,605.0	--	--	--	
					CONST	--	--	--	7,494.3	--	
				SOURCE OF FUNDS STP-O	OTHER	--	--	--	--	--	
					TOTAL	--	1,605.0	--	7,494.3	--	
					LOCAL	--	--	--	3,899.4	--	
	424 (588)	RESURFACING OF STH 38 FROM CTH MM TO CTH K IN RACINE COUNTY (2.4 MI) 80094872290-22-00	HP	DETAIL COSTS	STATE	--	--	--	675.0	--	EXEMPT
					FEDERAL	--	1,605.0	--	--	--	
					TOTAL	--	1,605.0	--	7,494.3	--	
				SOURCE OF FUNDS NHS	LOCAL	--	--	--	--	--	
					STATE	--	--	--	135.0	--	
					FEDERAL	--	--	--	540.0	--	
	425 (588)	INSTALLATION OF GUARDRAILS AT THE INTERSECTION OF STH 38 (NORTHWESTERN AVE) AND CTH MM IN THE CITY OF RACINE 80094792290-21-60	HP	DETAIL COSTS	TOTAL	--	--	--	675.0	3,105.0	EXEMPT
					PE	--	--	--	--	--	
					ROW	--	--	--	--	--	
				SOURCE OF FUNDS NHS	CONST	--	115.0	--	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	--	115.0	--	--	--	
	426 (590)	RECONSTRUCTION OF NORTHWESTERN AVE (STH 38) FROM GOLF AVE TO MEMORIAL DR IN THE CITY OF RACINE (1.30 MI) 80099132290-17-70	HP	DETAIL COSTS	LOCAL	--	--	--	--	--	EXEMPT
					STATE	--	--	--	--	--	
					FEDERAL	--	23.0	--	--	--	
				SOURCE OF FUNDS STP-O	TOTAL	--	92.0	--	--	--	
					LOCAL	--	--	--	--	--	
					STATE	--	115.0	--	--	--	
	427 (708)	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI) 80097361330-00-01	HP	DETAIL COSTS	FEDERAL	--	--	100.0	--	--	EXEMPT
					OTHER	--	--	--	--	--	
					TOTAL	--	--	100.0	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	--	100.0	--	--	
					FEDERAL	--	--	--	--	--	
	428 (594)	RECONSTRUCTION OF STH 164 (BIG BEND RD) FROM STH 36 TO THE RACINE/WAUKESHA COUNTY LINE (5.00 MI) 80001022810-04-00	HP	DETAIL COSTS	TOTAL	--	--	--	--	--	EXEMPT
					PE	--	--	--	--	--	
					ROW	9,769.0	--	--	--	--	
				SOURCE OF FUNDS STP-O	CONST	--	8,450.1	--	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	856.0	8,450.1	--	--	--	
	429 (735)	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI) 80097361330-00-01	HP	DETAIL COSTS	LOCAL	--	--	--	--	--	EXEMPT
					STATE	--	750.7	--	--	--	
					FEDERAL	856.0	973.9	--	--	--	
				SOURCE OF FUNDS STP-O	TOTAL	--	6,725.5	--	--	--	
					LOCAL	--	--	--	--	--	
					STATE	--	--	--	--	--	
	427 (708)	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI) 80097361330-00-01	HP	DETAIL COSTS	FEDERAL	--	--	100.0	--	--	EXEMPT
					OTHER	--	--	--	--	--	
					TOTAL	--	--	100.0	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	--	100.0	--	--	
					FEDERAL	--	--	--	--	--	
	428 (594)	RECONSTRUCTION OF STH 164 (BIG BEND RD) FROM STH 36 TO THE RACINE/WAUKESHA COUNTY LINE (5.00 MI) 80001022810-04-00	HP	DETAIL COSTS	TOTAL	--	--	--	--	--	EXEMPT
					PE	--	--	--	--	--	
					ROW	9,769.0	--	--	--	--	
				SOURCE OF FUNDS STP-O	CONST	--	8,450.1	--	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	856.0	8,450.1	--	--	--	
	429 (735)	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI) 80097361330-00-01	HP	DETAIL COSTS	LOCAL	--	--	--	--	--	EXEMPT
					STATE	--	750.7	--	--	--	
					FEDERAL	856.0	973.9	--	--	--	
				SOURCE OF FUNDS STP-O	TOTAL	--	6,725.5	--	--	--	
					LOCAL	--	--	--	--	--	
					STATE	--	--	--	--	--	
	427 (708)	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI) 80097361330-00-01	HP	DETAIL COSTS	FEDERAL	--	--	100.0	--	--	EXEMPT
					OTHER	--	--	--	--	--	
					TOTAL	--	--	100.0	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	--	100.0	--	--	
					FEDERAL	--	--	--	--	--	
	428 (594)	RECONSTRUCTION OF STH 164 (BIG BEND RD) FROM STH 36 TO THE RACINE/WAUKESHA COUNTY LINE (5.00 MI) 80001022810-04-00	HP	DETAIL COSTS	TOTAL	--	--	--	--	--	EXEMPT
					PE	--	--	--	--	--	
					ROW	9,769.0	--	--	--	--	
				SOURCE OF FUNDS STP-O	CONST	--	8,450.1	--	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	856.0	8,450.1	--	--	--	
	429 (735)	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI) 80097361330-00-01	HP	DETAIL COSTS	LOCAL	--	--	--	--	--	EXEMPT
					STATE	--	750.7	--	--	--	
					FEDERAL	856.0	973.9	--	--	--	
				SOURCE OF FUNDS STP-O	TOTAL	--	6,725.5	--	--	--	
					LOCAL	--	--	--	--	--	
					STATE	--	--	--	--	--	
	427 (708)	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI) 80097361330-00-01	HP	DETAIL COSTS	FEDERAL	--	--	100.0	--	--	EXEMPT
					OTHER	--	--	--	--	--	
					TOTAL	--	--	100.0	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	--	100.0	--	--	
					FEDERAL	--	--	--	--	--	
	428 (594)	RECONSTRUCTION OF STH 164 (BIG BEND RD) FROM STH 36 TO THE RACINE/WAUKESHA COUNTY LINE (5.00 MI) 80001022810-04-00	HP	DETAIL COSTS	TOTAL	--	--	--	--	--	EXEMPT
					PE	--	--	--	--	--	
					ROW	9,769.0	--	--	--	--	
				SOURCE OF FUNDS STP-O	CONST	--	8,450.1	--	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	856.0	8,450.1	--	--	--	
	429 (735)	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI) 80097361330-00-01	HP	DETAIL COSTS	LOCAL	--	--	--	--	--	EXEMPT
					STATE	--	750.7	--	--	--	
					FEDERAL	856.0	973.9	--	--	--	
				SOURCE OF FUNDS STP-O	TOTAL	--	6,725.5	--	--	--	
					LOCAL	--	--	--	--	--	
					STATE	--	--	--	--	--	
	427 (708)	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI) 80097361330-00-01	HP	DETAIL COSTS	FEDERAL	--	--	100.0	--	--	EXEMPT
					OTHER	--	--	--	--	--	
					TOTAL	--	--	100.0	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	--	100.0	--	--	
					FEDERAL	--	--	--	--	--	
	428 (594)	RECONSTRUCTION OF STH 164 (BIG BEND RD) FROM STH 36 TO THE RACINE/WAUKESHA COUNTY LINE (5.00 MI) 80001022810-04-00	HP	DETAIL COSTS	TOTAL	--	--	--	--	--	EXEMPT
					PE	--	--	--	--	--	
					ROW	9,769.0	--	--	--	--	
				SOURCE OF FUNDS STP-O	CONST	--	8,450.1	--	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	856.0	8,450.1	--	--	--	
	429 (735)	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI) 80097361330-00-01	HP	DETAIL COSTS	LOCAL	--	--	--	--	--	EXEMPT
					STATE	--	750.7	--	--	--	
					FEDERAL	856.0	973.9	--	--	--	
				SOURCE OF FUNDS STP-O	TOTAL	--	6,725.5	--	--	--	
					LOCAL	--	--	--	--	--	
					STATE	--	--	--	--	--	
	427 (708)	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI) 80097361330-00-01	HP	DETAIL COSTS	FEDERAL	--	--	100.0	--	--	EXEMPT
					OTHER	--	--	--	--	--	
					TOTAL	--	--	100.0	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	--	100.0	--	--	
					FEDERAL	--	--	--	--	--	
	428 (594)	RECONSTRUCTION OF STH 164 (BIG BEND RD) FROM STH 36 TO THE RACINE/WAUKESHA COUNTY LINE (5.00 MI) 80001022810-04-00	HP	DETAIL COSTS	TOTAL	--	--	--	--	--	EXEMPT
					PE	--	--	--	--	--	
					ROW	9,769.0	--	--	--	--	
				SOURCE OF FUNDS STP-O	CONST	--	8,450.1	--	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	856.0	8,450.1	--	--	--	
	429 (735)	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI) 80097361330-00-01	HP	DETAIL COSTS	LOCAL	--	--	--	--	--	EXEMPT
					STATE	--	750.7	--	--	--	
					FEDERAL	856.0	973.9	--	--	--	
				SOURCE OF FUNDS STP-O	TOTAL	--	6,725.5	--	--	--	
					LOCAL	--	--	--	--	--	
					STATE	--	--	--	--	--	
	427 (708)	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI) 80097361330-00-01	HP	DETAIL COSTS	FEDERAL	--	--	100.0	--	--	EXEMPT
					OTHER	--	--	--	--	--	
					TOTAL	--	--	100.0	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	--	100.0	--	--	
					FEDERAL	--	--	--	--	--	
	428 (594)	RECONSTRUCTION OF STH 164 (BIG BEND RD) FROM STH 36 TO THE RACINE/WAUKESHA COUNTY LINE (5.00 MI) 80001022810-04-00	HP	DETAIL COSTS	TOTAL	--	--	--	--	--	EXEMPT
					PE	--	--	--	--	--	
					ROW	9,769.0	--	--	--	--	
				SOURCE OF FUNDS STP-O	CONST	--	8,450.1	--	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	856.0	8,450.1	--	--	--	
	429 (735)	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI) 80097361330-00-01	HP	DETAIL COSTS	LOCAL	--	--	--	--	--	EXEMPT
					STATE	--	750.7	--	--	--	
					FEDERAL	856.0	973.9	--	--	--	
				SOURCE OF FUNDS STP-O	TOTAL	--	6,725.5	--	--	--	
					LOCAL	--	--	--	--	--	
					STATE	--	--	--	--	--	
	427 (708)	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI) 80097361330-00-01	HP	DETAIL COSTS	FEDERAL	--	--	100.0	--	--	EXEMPT
					OTHER	--	--	--	--	--	
					TOTAL	--	--	100.0	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	--	100.0	--	--	
					FEDERAL	--	--	--	--	--	
	428 (594)	RECONSTRUCTION OF STH 164 (BIG BEND RD) FROM STH 36 TO THE RACINE/WAUKESHA COUNTY LINE (5.00 MI) 80001022810-04-00	HP	DETAIL COSTS	TOTAL	--	--	--	--	--	EXEMPT
					PE	--	--	--	--	--	
					ROW	9,769.0	--	--	--	--	
				SOURCE OF FUNDS STP-O	CONST	--	8,450.1	--	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	856.0	8,450.1	--	--	--	
	429 (735)	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI) 80097361330-00-01	HP	DETAIL COSTS	LOCAL	--	--	--	--	--	EXEMPT
					STATE	--	750.7	--	--	--	
					FEDERAL	856.0	973.9	--	--	--	
				SOURCE OF FUNDS STP-O	TOTAL	--	6,725.5	--	--	--	
					LOCAL	--	--	--	--	--	
					STATE	--	--	--	--	--	
	427 (708)	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI) 80097361330-00-01	HP	DETAIL COSTS	FEDERAL	--	--	100.0	--	--	EXEMPT
					OTHER	--	--	--	--	--	
					TOTAL	--	--	100.0	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	--	100.0	--	--	
					FEDERAL	--	--	--	--	--	
	428 (594)	RECONSTRUCTION OF STH 164 (BIG BEND RD) FROM STH 36 TO THE RACINE/WAUKESHA COUNTY LINE (5.00 MI) 80001022810-04-00	HP	DETAIL COSTS	TOTAL	--	--	--	--	--	EXEMPT
					PE	--	--	--	--	--	
					ROW	9,769.0	--	--	--	--	
				SOURCE OF FUNDS STP-O	CONST	--	8,450.1	--	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	856.0	8,450.1	--	--	--	
	429 (735)	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI) 80097361330-00-01	HP	DETAIL COSTS	LOCAL	--	--	--	--	--	EXEMPT
					STATE	--	750.7	--	--	--	
					FEDERAL	856.0	973.9	--	--	--	
				SOURCE OF FUNDS STP-O	TOTAL	--	6,725.5	--	--	--	
					LOCAL	--	--	--	--	--	
					STATE	--	--	--	--	--	
	427 (708)	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI) 80097361330-00-01	HP	DETAIL COSTS	FEDERAL	--	--	100.0	--	--	EXEMPT
					OTHER	--	--	--	--	--	
					TOTAL	--	--	100.0	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	--	100.0	--	--	
					FEDERAL	--	--	--	--	--	
	428 (594)	RECONSTRUCTION OF STH 164 (BIG BEND RD) FROM STH 36 TO THE RACINE/WAUKESHA COUNTY LINE (5.00 MI) 80001022810-04-00	HP	DETAIL COSTS	TOTAL	--	--	--	--	--	EXEMPT
					PE	--	--	--	--	--	
					ROW	9,769.0	--	--	--	--	
				SOURCE OF FUNDS STP-O	CONST	--	8,450.1	--	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	856.0	8,450.1	--			

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- RACINE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	431 (595)	SURFACE REPAIR ON THE CANADIAN PACIFIC RAILROAD - HIGH SPEED RAIL AT CTH C IN THE VILLAGE OF STURTEVANT 80097821009-99-30	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	123.5	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	--	--	123.5	--		
SOURCE OF FUNDS HSR	LOCAL	--	--	--	24.7	--					
FEDERAL	--	--	--	--	98.8	--					
TOTAL	--	--	--	--	123.5	--					
RACINE COUNTY	432 (600)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH C FROM AIRLINE RD TO SUNNYSLOPE DR IN THE VILLAGE OF MOUNT PLEASANT (0.7 MI) 30099982806-09-70	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	--	--	--	--	--	
					CONST	2,460.0	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	2,460.0	--	--	--	--		
SOURCE OF FUNDS STP-O	LOCAL	540.0	--	--	--	--					
FEDERAL	1,920.0	--	--	--	--						
TOTAL	2,460.0	--	--	--	--						
	433 (601)	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN RURAL RACINE COUNTY (SEC 85.21) 3000002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
				OTHER	517.9	517.9	517.9	517.9	--		
				TOTAL	517.9	517.9	517.9	517.9	--		
SOURCE OF FUNDS	LOCAL	86.3	86.3	86.3	86.3						
STATE	431.6	431.6	431.6	431.6							
FEDERAL	--	--	--	--							
TOTAL	517.9	517.9	517.9	517.9							
	434 (602)	DESIGN AND CONSTRUCTION OF MRK TRAIL EXTENSION AND BRIDGE FROM 6 MILE RD TO 7 MILE RD AND OVER UPRR (0.70 MI) 30070001693-35-70	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	1,486.1	--	--	
				OTHER	52.5	--	--	--	--		
				TOTAL	52.5	--	1,486.1	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	12.5	--	382.1	--						
STATE	--	--	--	--							
FEDERAL	40.0	--	1,104.0	--							
TOTAL	52.5	--	1,486.1	--							
BURLINGTON (CITY)	435 (607)	CONSTRUCTION OF A BICYCLE/PEDESTRIAN FACILITY ON BROWNS LAKE DR (CTH W) FROM STH 11 TO BEAR ARBOR DR IN THE CITY OF BURLINGTON (0.90 MI) 30100001693-31-72	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	187.4	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	187.4	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	--	37.5	--	--						
STATE	--	--	--	--							
FEDERAL	--	149.9	--	--							
TOTAL	--	187.4	--	--							
MOUNT PLEASANT (VILLAGE)	436 (608)	CONSTRUCTION OF A 10 FT WIDE ASPHALT TRAIL FROM MARINER DR TO STH 20, PAVING OF AN EXISTING PATH FROM STH 20 TO PIKE RIVER PATHWAY, AND INSTALL OF BIKE LANES ON OAKES RD AND ON SOUTHERN FRONTAGE RD 30699981693-34-74	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	201.8	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	201.8	--	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	40.4	--	--	--						
STATE	--	--	--	--							
FEDERAL	161.4	--	--	--							
TOTAL	201.8	--	--	--							
NORWAY (TOWN)	437 (609)	REPLACEMENT OF MALCHINE RD BRIDGE OVER WIND LAKE DRAINAGE CANAL IN TOWN OF NORWAY (B-51-11) 30899992699-02-70	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	185.0	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	185.0	--	--	--		
SOURCE OF FUNDS BRP	LOCAL	--	37.0	--	--						
STATE	--	--	--	--							
FEDERAL	--	148.0	--	--							
TOTAL	--	185.0	--	--							
RACINE (CITY)	438 (610)	RECONSTRUCTION OF OHIO ST FROM 16TH ST TO STH 20 (WASHINGTON AVE) IN THE CITY OF RACINE 31099742704-00-03	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	150.0	--	--	--	
					CONST	--	1,740.0	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	1,890.0	--	--	--		
SOURCE OF FUNDS STP-O	LOCAL	--	458.0	--	--						
STATE	--	--	--	--							
FEDERAL	--	1,432.0	--	--							
TOTAL	--	1,890.0	--	--							

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- RACINE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)						AIR QUAL STAT	
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016		REMAINING
RACINE (CITY)	439 (612)	LOCAL MARKETING FOR THE BELLE URBAN SYSTEM IN THE CITY OF RACINE 3109970	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	100.0	100.0	100.0	--	
				TOTAL	--	100.0	100.0	100.0	--		
				SOURCE OF FUNDS CMAQ	LOCAL	--	20.0	20.0	20.0	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	80.0	80.0	80.0	--	
					TOTAL	--	100.0	100.0	100.0	--	
							TP	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	6,779.2	6,934.2	7,092.4						7,254.0	--	
TOTAL	6,779.2	6,934.2	7,092.4					7,254.0	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	2,056.3	2,046.0	2,106.5	2,168.4	--	
					STATE	2,184.6	2,206.5	2,228.5	2,250.8	--	
					FEDERAL	2,538.3	2,681.7	2,757.4	2,834.8	--	
					TOTAL	6,779.2	6,934.2	7,092.4	7,254.0	--	
					441 ^m (613)	CONSTRUCTION OF A SATELLITE TRANSFER CENTER AT THE REGENCY MALL IN THE CITY OF RACINE 3109959	TP	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	90.0	--	--						--	--	
OTHER	--	--	--						--	--	
TOTAL	90.0	--	--					--	--		
				SOURCE OF FUNDS FTA SGR	LOCAL	18.0	--	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	72.0	--	--	--	--	
					TOTAL	90.0	--	--	--	--	
					442 (614)	PURCHASE OF 10 CNG PARATRANSIT VEHICLES TO REPLACE 7 EXISTING VEHICLES 3109958	TP	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	--	1,000.0	--						--	--	
TOTAL	--	1,000.0	--					--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	--	200.0	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	800.0	--	--	--	
					TOTAL	--	1,000.0	--	--	--	
					443 ^m (620)	PURCHASE REPLACEMENT PORTABLE STEAM CLEANER FOR MAINTENANCE USE REPLACES 2002 PURCHASED MODEL FOR THE CITY OF RACINE TRANSIT SYSTEM 3100011	TP	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	20.0	--	--						--	--	
TOTAL	20.0	--	--					--	--		
				SOURCE OF FUNDS FTA SGR	LOCAL	4.0	--	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	16.0	--	--	--	--	
					TOTAL	20.0	--	--	--	--	
					444 ^m (621)	REPLACEMENT OF BUS FUELING SYSTEM PUMPS AND METERS AT THE CITY TRANSIT GARAGE 3100119	TP	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	--	--	150.0						--	--	
TOTAL	--	--	150.0					--	--		
				SOURCE OF FUNDS FTA SGR	LOCAL	--	--	30.0	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	120.0	--	--	
					TOTAL	--	--	150.0	--	--	
					445 ^m (622)	REPLACEMENT OF MAINTENANCE AND SERVICE GARAGE EQUIPMENT FOR THE CITY OF RACINE TRANSIT SYSTEM 3100003	TP	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	150.0	--	--						--	--	
TOTAL	150.0	--	--					--	--		
				SOURCE OF FUNDS FTA SGR	LOCAL	30.0	--	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	120.0	--	--	--	--	
					TOTAL	150.0	--	--	--	--	
					446 ^m (625)	REPLACE CAMERAS ON BUSES AND UPGRADE SOFTWARE FOR THE CITY OF RACINE TRANSIT SYSTEM 3100005	TP	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	110.0	--	--						--	--	
TOTAL	110.0	--	--					--	--		
				SOURCE OF FUNDS FTA SGR	LOCAL	22.0	--	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	88.0	--	--	--	--	
					TOTAL	110.0	--	--	--	--	

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- RACINE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
RACINE (CITY)	447 ^m (626)	REPLACE SUPERVISORY VAN FOR THE CITY OF RACINE TRANSIT SYSTEM 3100009	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	45.0	--	--	
				TOTAL	--	--	45.0	--	--		
				SOURCE OF FUNDS FTA SGR	LOCAL	--	--	9.0	--	--	
STATE	--	--	--		--	--					
FEDERAL	--	--	36.0		--	--					
TOTAL	--	--	45.0		--	--					
	448 ^m (627)	REPLACE ASPHALT PAVING FOR THE CITY OF RACINE TRANSIT SYSTEM 3100010	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	400.0	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	400.0	--		
				SOURCE OF FUNDS FTA SGR	LOCAL	--	--	--	80.0	--	
STATE	--	--	--		--	--					
FEDERAL	--	--	--		320.0	--					
TOTAL	--	--	--		400.0	--					
	449 ^m (634)	PURCHASE OF SCHEDULING SOFTWARE FOR THE CITY OF RACINE TRANSIT SYSTEM 3109987	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	160.0	--	--	--	
				TOTAL	--	160.0	--	--	--		
				SOURCE OF FUNDS FTA SGR	LOCAL	--	32.0	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	--	128.0	--		--	--					
TOTAL	--	160.0	--		--	--					
	450 (647)	CONSTRUCTION OF NEW SEGMENT OF THE LAKE MICHIGAN PATHWAY PROJECT FROM AUGUSTA ST TO MELVIN AVE AND DEKOVEN AVE TO 24TH ST IN THE CITY OF RACINE 3109965 1693-34-07	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	1,069.5	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	1,069.5	--	--	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	213.9	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	855.6	--	--		--	--					
TOTAL	1,069.5	--	--		--	--					
WATERFORD (VILLAGE)	451 (652)	ADDITION OF SIGNAGE, EDUCATIONAL ACTIVITIES, ENFORCEMENT AT SIX SCHOOLS IN THE VILLAGE OF WATERFORD THROUGH SAFE ROUTES TO SCHOOL 3179998 1009-02-74	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	25.3	--	--	--	--	
				TOTAL	25.3	--	--	--	--		
				SOURCE OF FUNDS SRTS	LOCAL	--	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	25.3	--	--		--	--					
TOTAL	25.3	--	--		--	--					
CAREER INDUSTRIES	452	PURCHASE OF 3 ACCESSIBLE MINI VANS FOR ELDERLY/DISABLED TRANSPORTATION SERVICES IN RACINE COUNTY 321	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	115.0	--	--	--	--	
				TOTAL	115.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5310	LOCAL	23.0	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	92.0	--	--		--	--					
TOTAL	115.0	--	--		--	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- WALWORTH COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)						AIR QUAL STAT	
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016		REMAINING
STATE OF WISCONSIN	453 (804)	PAVEMENT REHABILITATION AND BUILDING RENOVATIONS OF REST AREAS 35 AND 36 ON IH-43 IN WALWORTH COUNTY 80096891090-29-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	1,610.0	--	--	--	--	
				SOURCE OF FUNDS IH-M	OTHER	--	--	--	--	--	
					TOTAL	1,610.0	--	--	--	--	
	454 (654)	REHABILITATION OF IH 43 FROM USH 12 TO STH 83 IN WALWORTH COUNTY (16.3 MI) 80000101090-15-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	25,222.4	--	--	--	--	
				SOURCE OF FUNDS IH-M	OTHER	30.0	--	--	--	--	
					TOTAL	30.0	25,222.4	--	--	--	
	455 (710)	CORRIDOR STUDY OF USH 12 FROM STH 59 IN THE CITY OF WHITEWATER TO STH 67 IN THE CITY OF ELKHORN (14.73 MI) 80097303130-00-01	HP	DETAIL COSTS	PE	--	400.0	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	--	400.0	--	--	--	
	456 (805)	CRACK REPAIR AND SEALING ALONG USH 12 FROM STH 50 TO STH 67 IN WALWORTH COUNTY (10.58 MI) 80096921080-06-60	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	150.0	--	--	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	150.0	--	--	--	--	
	457 (657)	RESURFACING OF USH 12 FROM STH 50 TO STH 67 AND BRIDGE REHABILITATION OF THE USH 12 AND STH 50 INTERCHANGE (B64-0028 & 29), AND BRIDGE REPLACEMENT OF CTH NN OVERPASS (B64-0035 & 36) IN WALWORTH COUNTY (10.40 MI) 80002371080-12-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	13,245.0	--	--	--	--	
				SOURCE OF FUNDS NHS	OTHER	--	--	--	--	--	
					TOTAL	--	13,245.0	--	--	23,100.0	
	458 (658)	RECONSTRUCTION OF THE INTERSECTION OF USH 12 AND CTH A IN THE TOWN OF SUGAR CREEK 80099693120-09-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	428.0	--	--	--	--	
					CONST	--	--	--	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	428.0	--	--	--	1,897.5	
	459 (659)	RECONSTRUCTION OF USH 14 FROM SOUTH OF IH 43 TO STH 11 IN WALWORTH COUNTY (3.74 MI) 80001453150-05-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	137.0	--	--	--	--	
					CONST	--	--	--	2,443.8	--	
				SOURCE OF FUNDS STP-O	OTHER	--	--	--	--	--	
					TOTAL	137.0	--	--	2,443.8	--	
	460 (661)	RECONSTRUCTION OF USH 14 FROM ILLINOIS STATE LINE TO SOUTH OF CTH K IN WALWORTH COUNTY (7.72 MI) 80098923150-06-70	HP	DETAIL COSTS	PE	417.5	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	5,865.0	
					TOTAL	417.5	--	--	--	5,865.0	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	417.5	--	--	--	--	
					FEDERAL	--	--	--	--	--	
				TOTAL	417.5	--	--	--	--		

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- WALWORTH COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	461 (662)	REHABILITATION OF STH 11 FROM USH 14/STH 89 TO TURTLE CREEK DR IN THE CITY OF DELAVAN IN WALWORTH COUNTY 80098131320-17-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	110.0	--	--	--	--	
					CONST	--	--	--	--	3,016.0	
					OTHER	--	--	--	--	--	
				TOTAL	110.0	--	--	--	3,016.0		
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	110.0	--	--	--	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	110.0	--	--	--	--	
					462 (724)	ROADWAY MAINTENANCE OF STH 11 FROM IH 43 TO STH 120 IN WALWORTH COUNTY (5.07 MI) 80097251320-04-61	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	1,943.8	--	--						--	--	
OTHER	--	--	--						--	--	
TOTAL	1,943.8	--	--					--	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	1,943.8	--	--	--	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	1,943.8	--	--	--	--	
					463 (668)	RESURFACING OF STH 50 (7TH ST AND GENEVA ST) FROM WISCONSIN ST TO WRIGHT ST IN THE CITY OF DELEVAN (0.85 MI) 80099173170-08-70	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	4,106.0	
OTHER	--	--	350.0						--	--	
TOTAL	--	--	350.0					--	4,106.0		
				SOURCE OF FUNDS NHS	LOCAL	--	--	--	--	--	
					STATE	--	--	70.0	--	--	
					FEDERAL	--	--	280.0	--	--	
					TOTAL	--	--	350.0	--	--	
					464 (671)	RESURFACING OF STH 50 FROM GENEVA ST IN THE VILLAGE OF WILLIAMS BAY TO FOREST DR IN THE CITY OF LAKE GENEVA (3.5 MI) 80097553170-00-00	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	6,381.1	--	--						--	--	
OTHER	--	--	--						--	--	
TOTAL	6,381.1	--	--					--	--		
				SOURCE OF FUNDS NHS	LOCAL	1.2	--	--	--	--	
					STATE	1,276.0	--	--	--	--	
					FEDERAL	5,103.9	--	--	--	--	
					TOTAL	6,381.1	--	--	--	--	
					465 (675)	RESURFACING OF STH 67 FROM 1000' N OF STH 50 TO COMMERCE DR IN WALWORTH COUNTY (3.93 MI) 80097983325-01-01	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						4,400.0	--	
OTHER	--	--	--						--	--	
TOTAL	--	--	--					4,400.0	--		
				SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--	--	
					STATE	--	--	--	880.0	--	
					FEDERAL	--	--	--	3,520.0	--	
					TOTAL	--	--	--	4,400.0	--	
					466 (677)	REHABILITATION OF STH 67 FROM STH 140 TO SALTBOX RD IN ROCK AND WALWORTH COUNTIES (5.98 MI) 80097433663-00-61	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	1,859.8	--						--	--	
OTHER	--	--	--						--	--	
TOTAL	--	1,859.8	--					--	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	--	1,859.8	--	--	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	--	1,859.8	--	--	--	
					467 	RESURFACING OF STH 120 FROM ILLINOIS STATE LINE TO LAKESHORE DR IN WALWORTH COUNTY (3.51 MI) 80094973180-06-00	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	1,785.0	
OTHER	--	--	--						--	--	
TOTAL	--	--	--					155.0	1,785.0		
				SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--	--	
					STATE	--	--	--	31.0	--	
					FEDERAL	--	--	--	124.0	--	
					TOTAL	--	--	--	155.0	--	
					468 (679)	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM NORTH SHORE DR TO STH 67 IN WALWORTH COUNTY (4.20 MI) 80001383170-01-70	HI	DETAIL COSTS	PE	--	
ROW	--	--	--						--	2,140.0	
CONST	--	--	--						--	25,300.0	
OTHER	--	--	--						--	--	
TOTAL	--	--	2,000.0					--	27,440.0		
				SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--	--	
					STATE	--	--	400.0	--	--	
					FEDERAL	--	--	1,600.0	--	--	
					TOTAL	--	--	2,000.0	--	--	

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- WALWORTH COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2013	2014	2015	2016	REMAINING	
WALWORTH COUNTY	469 (683)	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN WALWORTH COUNTY (SEC 85.21) 5000001	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	279.0	279.0	279.0	279.0	--	
				TOTAL	279.0	279.0	279.0	279.0	--		
				SOURCE OF FUNDS	LOCAL	46.5	46.5	46.5	46.5	--	
					STATE	232.5	232.5	232.5	232.5	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	279.0	279.0	279.0	279.0	--	
					470 (684)	ELDERLY/DISABLED TRANSPORTATION SEC 5310 VIP SERVICES - ELKHORN, 2 BUSES, 1 MINI-VAN ALL ACCESSIBLE 5000006	TP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	105.3	105.3	--						--	--	
TOTAL	105.3	105.3	--					--	--		
				SOURCE OF FUNDS	LOCAL	21.1	21.1	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	84.2	84.2	--	--	--	
					TOTAL	105.3	105.3	--	--	--	
					471 (711)	REHABILITATION OF THE BORG RD BRIDGE OVER THE SWAN CREEK IN THE CITY OF DELAVAN (P64-0084) 5049999 3841-00-71	OH	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	178.0	--						--	--	
OTHER	--	--	--						--	--	
TOTAL	--	178.0	--					--	--		
				SOURCE OF FUNDS	LOCAL	--	35.6	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	142.4	--	--	--	
					TOTAL	--	178.0	--	--	--	
					472 (712)	REPLACEMENT OF THE SHERIDAN SPRINGS RD BRIDGE OVER WHITE RIVER IN THE TOWN OF LYONS (P64-0074) 5179980 3849-00-71	OH	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	475.0	--						--	--	
OTHER	--	--	--						--	--	
TOTAL	--	475.0	--					--	--		
				SOURCE OF FUNDS	LOCAL	--	95.0	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	380.0	--	--	--	
					TOTAL	--	475.0	--	--	--	
					473 (PART)	RECONSTRUCTION OF MAIN ST (STH 59) FROM WHITEWATER ST TO WISCONSIN ST AND WISCONSIN ST FROM MAIN ST TO MILWAUKEE ST (0.2 MI) 5269996	HP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	2,141.0	--						--	--	
OTHER	--	--	--						--	--	
TOTAL	--	2,141.0	--					--	--		
				SOURCE OF FUNDS	LOCAL	--	2,141.0	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	--	2,141.0	--	--	--	
					474 (689)	OPERATING ASSISTANCE FOR THE CITY OF WHITEWATER TAXI BASED TRANSIT SYSTEM (SEC 85.20 & 5311) 5260005	TP	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	210.0	210.0	210.0						210.0	--	
TOTAL	210.0	210.0	210.0					210.0	--		
				SOURCE OF FUNDS	LOCAL	82.0	82.0	82.0	82.0	--	
					STATE	62.0	62.0	62.0	62.0	--	
					FEDERAL	66.0	66.0	66.0	66.0	--	
					TOTAL	210.0	210.0	210.0	210.0	--	
					475 (692)	CONSTRUCTION OF THE WATERS EDGE SOUTH TRAIL FROM SOUTHERN EDGE OF WHITEWATER OVER HWY 12: PHASE II. 5260010 3835-03-70	EE	DETAIL COSTS	PE	--	
ROW	--	--	--						--	--	
CONST	--	--	--						187.5	--	
OTHER	--	--	--						--	--	
TOTAL	--	--	--					187.5	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	37.5	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	--	150.0	--	
					TOTAL	--	--	--	187.5	--	

TABLE B

ENDNOTES

- 3^a Project is to be funded with \$950,000 in Federal Transit Administration 5303 (FTA 5303) funds, \$950,000 in Federal Highway Administration Public Law (PL) funds, and the remainder with State and local funds.
- 57^b Project is to be funded with \$27,212,600 in Federal Highway Administration National Highway System (NHS) funds, \$34,634,300 in Federal Highway Administration Interstate Highway – Maintenance (IH-M) funds, and the remainder with State and local funds.
- 59^c USH 45/STH 100 between West College Avenue (CTH ZZ) and West Rawson Avenue will be reconstructed to its existing capacity. USH 45/STH 100 between West Rawson Avenue and West Loomis Road will be widened to provide additional capacity.
- 63^d Project is to be funded with \$7,880,000 in Federal Highway Administration Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, \$1,425,000 in Federal Highway Administration Surface Transportation Program – Other (STP-O) funds, and the remainder with State funds.
- 73^e The City of Milwaukee is also a project sponsor for this project. Project is to be funded with \$585,600 in Federal Highway Administration Surface Transportation Program – Milwaukee Urbanized Area (STP-M) funds, \$414,000 in Federal Highway Administration Surface Transportation Program – Enhancement (STP-E) funds, and the remainder with local funds.
- 122^f The Federal funds for this project are provided through the annual allocation of FTA Section 5307 urbanized area formula transit assistance funds apportioned to the public transit operators in the Milwaukee urbanized area. Each transit operator contributes a portion of its allocation—amounting to less than one percent in 2008—to provide funds for this project. Milwaukee County has agreed to be the applicant on behalf of SEWRPC.
- 173^g A locally preferred alternative has been adopted by the project sponsor (City of Milwaukee) and preliminary engineering has been initiated. The project sponsor had requested that SEWRPC amend the regional transportation system plan to include the locally preferred alternative; and the regional transportation system plan has been amended. The regional plan identifies the streetcar project as a potential express transit guideway improvement.
- 224^h Project is to be funded with \$698,400 in Federal Highway Administration Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, \$133,200 in Federal Highway Administration Surface Transportation Program – Enhancement (STP-E) funds, and the remainder with local funds.
- 248ⁱ Project is to be funded with \$899,900 in Federal Highway Administration High Priority Projects Program funds, \$4,947,000 in Federal Highway Administration National Highway System (NHS) funds, and the remainder with State funds.
- 308^j Project is to be funded with \$3,544,300 in Federal Highway Administration Surface Transportation Program – Other (STP-O) funds, \$5,152,000 in Federal Highway Administration National Highway System (NHS) funds, and the remainder with State funds.
- 333^k The City of Waukesha is the administrator.

TABLE B

ENDNOTES (continued)

- 342^l Project is to be funded with \$1,720,500 in Federal Highway Administration Surface Transportation Program – Milwaukee Urbanized Area (STP-M) funds, \$205,000 in Transportation Economic Assistance funds, and the remainder with local funds.
- 362^m Project is included for informational purposes, as it may potentially be funded with discretionary
 364^m Federal Transit Administration (FTA) State of Good Repair (SGR) funds, and is not included in the
 374^m assessment of available funding. The project will be added to the transportation improvement
 375^m program awarded by FTA for SGR funds.
 376^m
 402^m
 403^m
 404^m
 441^m
 443^m
 444^m
 445^m
 446^m
 447^m
 448^m
 449^m
- 401ⁿ The creation of an RTA with dedicated local funding that would address local public transit in Kenosha County would increase the funding available to the Kenosha Area Transit System and enable the system to expand service in the later years of the period covered in this TIP.
- 405^o Is included for informational purposes, as it may potentially be funded with discretionary Federal
 406^o Transit Administration (FTA) Section 5309 funds, and is not included in the assessment of available funding. The project will be added to the transportation improvement program if awarded by FTA for Section 5309 funds.
- 421^p Project is to be funded with \$1,932,000 in Federal Highway Administration Surface Transportation Program – Other (STP-O) funds, \$774,000 in Federal Highway Administration Surface Transportation Program – Safety (STP-S) funds, and the remainder with State funds.

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1990-2010 SOUTHEAST WISCONSIN DVMT SUMMARY BASED ON HPMS UNIVERSE DATA

Year	KENOSHA	MILWAUKEE	OZAUKEE	RACINE	WALWORTH	WASHINGTON	WAUKESHA	Total	% Change	State % Chg.
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%
2005	3,500,700	16,671,500	2,375,500	3,772,800	2,646,500	3,228,600	9,457,100	41,652,700	-1.77%	-0.63%
2006	3,541,300	16,883,400	2,347,500	3,720,600	2,678,400	3,421,300	9,720,800	42,313,300	1.59%	-1.03%
2007	3,533,900	17,065,600	2,860,700	3,680,200	2,781,700	3,303,200	9,694,200	42,919,500	1.43%	0.15%
2008	3,627,700	16,414,500	2,560,700	4,018,000	2,786,600	3,217,200	9,656,600	42,281,300	-1.49%	-3.41%
2009	3,638,700	17,175,200	3,671,800	4,059,100	2,874,200	3,365,800	10,061,100	44,845,900	4.49%	1.21%
2010	3,749,500	15,805,800	2,675,600	4,071,700	3,027,000	3,729,700	11,194,200	44,253,500	3.11%	1.21%

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 growth factor.

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.

Average Daily VMT estimates taken directly from HPMS master file, not adjusted to statewide control total (which includes local roads.) (Thus the county estimates will **not** match final adjusted county estimates published on the WisDOT website.)

Most important annual growth rates 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	
<i>Period</i>	2002-2008	2001-2010	2001-2010	2002-2008	2002-2009	2001-2010	2000-2009	2001-2010%	(Best Data) 2001-2010
<i>Annual Rate</i>	1.67%	-1.05%	2.22%	0.42%	1.53%	2.32%	3.91%	0.93%	(Best Data) 2001-2010

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APPENDIX D

**REVIEW AGENCY CORRESPONDENCE REGARDING THE CONFORMITY OF THE
YEAR 2035 REGIONAL TRANSPORTATION PLAN AND THE YEAR 2013-2016
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE 1997 AND 2008 EIGHT-
HOUR OZONE AND 2006 24-HOUR FINE PARTICULATE NATIONAL AMBIENT
AIR QUALITY STANDARDS**



Federal Highway Administration
525 Junction Road, Suite 8000
Madison, WI 53717-2157

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

October 18, 2012

Kenneth R. Yunker, Executive Director
Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, WI 53187-1607

Dear Mr. Yunker:

The Federal Highway Administration and Federal Transit Administration have jointly reviewed the Southeastern Wisconsin Regional Planning Commission (SEWRPC) 2035 Regional Transportation Plan (RTP) as updated by SEWRPC Memorandum *Review, Update, and Reaffirmation of the Year 2035 Regional Transportation Plan* and the *Year 2013-2016 Transportation Improvement Program (TIP)*, and air quality conformity analysis submitted on September 14, 2012. The plan, program, and analysis apply to the six-county southeastern Wisconsin metropolitan planning area (Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha counties). The six counties are designated as maintenance for the 1997 8-hour ozone standard. Kenosha County east of IH 94 is designated as marginal nonattainment for the 2008 8-hour ozone standard. The three county area consisting of Milwaukee, Racine, and Waukesha counties is designated as nonattainment for the 2006 fine particulates (PM_{2.5}) 24-hour standard.

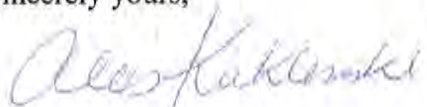
The Federal Highway Administration and Federal Transit Administration's joint review compared the RTP and TIP with the requirements of Titles 23 and 49 of the United States Code, the 1990 Clean Air Act Amendments (CAAA), and related implementing regulations. The air quality conformity portions of the analysis and review were coordinated with the U.S. Environmental Protection Agency (EPA), the Wisconsin Department of Transportation (WisDOT), and the Wisconsin Department of Natural Resources (WDNR).

The conformity analysis demonstrates consistency with all applicable conformity tests for the 1997 8-hour ozone standard, the 2008 8-hour ozone standard, and the 2006 PM_{2.5} 24-hour standard. Accordingly, we jointly determine the SEWRPC RTP and TIP to be in conformance with the transportation planning requirements of Titles 23 and 49 U.S.C., the CAAA, and related regulations. This does not provide determination of conformity relative to the future amendment of the RTP to include the proposed extension of the Lake Parkway south from its current terminus at Edgerton Avenue to STH 100, and the proposed widening of STH 100 between Rawson Avenue and Drexel Avenue from four to six lanes.

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) 829-7517.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "Alexis R. Kuklenski".

Alexis R. Kuklenski
Community Planner
On Behalf of the U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration

cc: Mark Gottlieb, WisDOT
Sandra Beaupre, WisDOT
Rebecca Burkel, WisDOT
John Glaze, WisDOT
Dewayne Johnson, WisDOT
Michael Friedlander, WDNR
Michael Leslie, USEPA Region 5
Marisol Simon, FTA Region V



D-4

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

OCT 16 2012

REPLY TO THE ATTENTION OF:

George Poirier
Division Administrator
Federal Highway Administration - Wisconsin Division
525 Junction Road, Suite 8000
Madison, Wisconsin 53717

Dear Mr. Poirier:

The U.S. Environmental Protection Agency has completed its review of the conformity determinations for the 2013-2016 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 maintenance for the 1997 8-hour ozone standard, a portion of Kenosha county in marginal nonattainment for the 2008 8-hour ozone standard, and nonattainment for the 2006 fine particulates (PM_{2.5}) 24-hour standard. This area has Motor Vehicle Emissions Budgets for Volatile Organic Compounds and Oxides of Nitrogen for 2012 and 2020 for testing for the 1997 ozone standard. The 2008 marginal 8-hour ozone area and the PM_{2.5} area has an established 2011 and 2008 baseline emissions levels, respectively, used for testing conformity.

The Wisconsin Department of Natural Resources used EPA's MOVES2010b model to generate emissions factors (EFs) which SEWRPC used for the regional analyses. These EFs were developed using the latest local transportation planning assumptions for this area. Emissions were calculated for the years 2015, 2020, 2022, 2025 and 2035. This area demonstrated consistency with all applicable conformity tests for the 1997 8-hour ozone standard, the 2008 8-hour ozone standard, and the 2006 PM_{2.5} 24-hour standard.

In summary, the SEWRPC TIP and the Plan conformity determinations for the Milwaukee area meet the requirements of the conformity regulations. EPA 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 cursive script that reads "Pamela Blakley".

Pamela Blakley
Chief
Control Strategies Section

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
101 S. Webster Street
Box 7921
Madison WI 53707-7921

D-5

Scott Walker, Governor
Cathy Stepp, Secretary
Telephone 608-266-2621
FAX 608-267-3579
TTY Access via relay - 711



October 15, 2012

Mr. John Mooney
U.S. Environmental Protection Agency (EPA) - Region V
77 West Jackson Boulevard
Mail Code: AR-18J
Chicago, IL 60604-3507

SUBJECT: Review of Southeastern Wisconsin Regional Planning Commission's Transportation
Conformity Findings for Year 2035 Regional Transportation Plan and 2013 – 2016
Transportation Improvement Program

Dear Mr. Mooney:

We are writing to acknowledge the Wisconsin Department of Natural Resources (WDNR) 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 Plan (RTP) and the 2013 – 2016 Transportation Improvement Program (TIP). The TIP and the RTP are considered to be in conformity with the State of Wisconsin's maintenance plan for the 1997 8-hour ozone (O₃) National Ambient Air Quality Standard (NAAQS). The TIP and RTP also conform using the 2008 baseline-year emission test for the 2006 24-hour fine particulate matter (PM_{2.5}) NAAQS and the 2011 baseline-year emission test for the 2008 8-hour O₃ NAAQS.


The results of SEWRPC's analysis indicate that the RTP and TIP for the region achieve mobile source emissions below those allowed for in the state's approved maintenance plan that the WDNR submitted for the former southeastern Wisconsin 1997 8-hour O₃ NAAQS nonattainment area. The U.S. EPA determined that the motor vehicle budgets, derived from the MOVES Model, were adequate for conformity purposes on July 31, 2012 [77 FR 45252]. SEWRPC incorporates a Vehicle Miles Traveled (VMT) growth rate of approximately 0.9% per year to the year 2015, 0.8% VMT growth from 2015 to 2025, and 0.5% VMT growth from 2025 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 approved 1997 8-hour O₃ NAAQS maintenance plan incorporated the higher VMT growth rate of 1.8% to year 2015 and 0.9% increase from 2015 to 2022 to reflect the high growth rates and the possibility that in the near term planning horizon southeastern Wisconsin could experience economic and employment trends at higher than anticipated rates.

SEWRPC's previous analysis, now applied to the 2035 RTP and 2013 – 2016 TIP, demonstrates that emissions remain within the mobile source emission budgets of 21.08 and 15.98 tons of volatile organic compounds (VOC) per summer weekday, for years 2015 and 2022 respectively, and 51.22 and 31.91 tons of nitrogen oxides (NO_x) per summer weekday, for years 2015 and 2022 respectively. SEWRPC's analysis for the 2035 RTP and 2013 – 2016 TIP emissions are also below the 2008 baseline-year emissions established for the interim conformity test for the 2006 24-hour PM_{2.5} NAAQS. Lastly, SEWRPC's analysis for the 2035 RTP and 2013 – 2016 TIP emissions are also below the 2011 baseline-year emissions established for the interim conformity test for the 2008 8-hour O₃ NAAQS.

Despite SEWRPC's demonstrated conformity with both the O₃ and PM_{2.5} NAAQS, we have continued downward public transit trends in southeastern Wisconsin. The average weekday miles of available transit service (i.e., "weekday revenue vehicle miles of transit service") have declined nearly 25% from 80,000 miles in 2000 to 61,000 miles in 2012. While local governments must make tough financial decisions with respect to operating budgets, we maintain that improving transit is not only good for Wisconsin's economic development, but plays an important role in improving our air quality. Through our interagency transportation conformity process, which includes SEWRPC, WDNR, the Wisconsin Department of Transportation (WisDOT), the Bay-Lake Regional Planning Commission, the Federal Highway Administration (FHWA) and the U.S. EPA, we are interested in quantifying the amount of emission reductions, if the transit service expansion plan was implemented beginning in 2000 as originally projected. We look forward to working through the inter agency consultation process to establish an appropriate course of action.

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

Sincerely,



Bart Sponseller, Director
Bureau of Air Management

cc: Mark J. Wolfgram/WisDOT, Rebecca S. Burkel/WisDOT, Pat Trainer/WisDOT, Dwight E. McComb/FHWA, Stewart McKenzie/FTA-Chicago, Michael G. Leslie/USEPA-Region V, Kenneth R. Yunker -SEWRPC



Wisconsin Department of Transportation

www.dot.wisconsin.gov

Scott Walker
Governor

Mark Gottlieb
Secretary

Division of Transportation
System Development
4802 Sheboygan Ave, Rm 451
P O Box 7965
Madison, WI 53707-7965
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Fax: 608-264-6667
E-Mail: division-office.dtsd@dot.wi.gov

October 10, 2012

Mr. Dwight McComb
Planning and Program Development Engineer
Federal Highway Administration
U.S. Department of Transportation
525 Junction Road, Suite 8000
Madison, Wisconsin 53717

SUBJECT: Review of Draft "Assessment of Conformity of the Year 2035 Regional Transportation Plan and the Year 2013-2016 Transportation Improvement Program for the 1997 and 2008 Eight-Hour Ozone and 2006 24-Hour Fine Particulate National Ambient Air Quality Standards"

Dear Mr. McComb:

The Wisconsin Department of Transportation (WisDOT) appreciates the opportunity to review the Southeastern Wisconsin Regional Planning Commission's (SEWRPC) draft Assessment of Conformity of the Year 2035 referenced above.

WisDOT has completed its review of SEWRPC's Assessment of Conformity of the Year 2035 RTP and the 2013 – 2016 TIP. The RTP and TIP conformance pertain to the 1997 eight hour ozone standard for the six-county maintenance area consisting of Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha counties, the Wisconsin portion of the 2008 eight-hour marginal ozone nonattainment area consisting of Kenosha County east of IH 94, and the three county PM_{2.5} nonattainment area consisting of Milwaukee, Racine, and Waukesha counties.

WisDOT's review has focused on SEWRPC's demonstration that it had met the criteria and procedural requirements stipulated in the amended Transportation Conformity Rule (Restructuring Amendments) issued in the Federal Register, March 14, 2012, 40 CFR, Parts 51 and 93. SEWRPC's planning assumptions, its travel and emissions modeling assumptions are derived in part through collaboration with the Department of Natural Resources (WDNR) and WisDOT. With respect to the above noted six-county area, the maintenance plan for the eight-hour ozone NAAQS for this conformity analysis is the attainment demonstration submitted to USEPA in October 2011 with VOC and NO_x emission budgets for 2015 and 2022. It is now applied to the year 2035 RTP and its implementing 2013 - 2016 TIP and demonstrates that emissions are less than the transportation system emissions budgets included in the WDNR's Maintenance Plan which have been determined by USEPA to be adequate for conformity determinations.

With regard to the Wisconsin portion of the Chicago-Naperville, IL-IN-WI marginal nonattainment area, the forecast year emission estimates must be less than the baseline (year 2011) emissions estimated for NO_x and VOC (40 CFR 93.119). The estimate of year 2011 emissions is based on traffic count data published annually by WisDOT. The VOC and NO_x emissions forecasts (2015, 2020, 2025, and 2035) from the transportation system within the Kenosha county nonattainment area for the RTP and year 2013-2016 TIP are less than the estimated year 2011 emissions utilized in the build no greater than baseline emissions test.

As for the three county PM_{2.5} nonattainment area, the forecast year emission estimates must be less than the baseline (year 2008) emission estimated for PM_{2.5}, NO_x, and VOC (40 CFR 93.119). The estimate of year 2008 emissions is also based on traffic count data published WisDOT. The VOC, NO_x and PM_{2.5} emissions forecasts (2015, 2020, 2025, and 2035) from the transportation system within the three county PM_{2.5} nonattainment area under the RTP and year 2013-2016 TIP are less than the estimated year 2008 emissions utilized in the build no greater than baseline emissions test.

Based on the results of these analyses, WisDOT concurs with SEWRPC's conclusion that the RTP and the 2013-2016 TIP are in conformance with the State of Wisconsin Maintenance Plan for the 1997 8-hour ozone standard, the 2011 Baseline year emissions test for the 2008 ozone standard, and the 2008 Baseline year emissions test for the 2006 PM_{2.5} standard.

Thank you for the opportunity to review the Assessment of Conformity. We recognize the public health benefits associated with reduced emissions from all sectors. These are important benefits and goals that we continue to work towards. If you have any questions, please contact John Glaze of my staff at 608/264-9525.

Sincerely,

Rebecca Burkel /pt

Rebecca Burkel, Director
Bureau of Technical Services
Division of Transportation System Development

CC: Christopher Hiebert, Southeastern Wisconsin Regional Planning Commission
Bethaney Bacher-Gresock, FHWA – Wisconsin
Michael Leslie, USEPA – Region V
Bart Sponseller, DNR - Bureau of Air Management
Mark Wolfram, WisDOT – Division of Transportation Investment Management
Dan Grasser, WisDOT – Division of Transportation System Development
Patricia Trainer, WisDOT – Bureau of Technical Services

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Southeastern Wisconsin Regional Planning Commission

Staff Memorandum

VALIDATION OF COMMISSION TRAVEL SIMULATION MODELS: YEAR 2008

INTRODUCTION

The Commission's fourth generation travel simulation models were developed in 2005 using then new 2001 and 2002 travel survey data, 2000 census population data, 2000 land use inventory data, 2000 employment data, and 2001 transportation network inventory data. The validation of these models with respect to their ability to estimate year 2011 travel and traffic within Southeastern Wisconsin is documented in SEWRPC Planning Report No. 49, A Regional Transportation Plan for Southeastern Wisconsin: 2035. The model validation entailed applying the travel simulation models with the inventoried demographic, economic, and land use data and 2001 transportation system network data to estimate year 2001 travel demand and traffic flows. The model-estimated year 2001 travel demand and traffic flows were compared to actual 2001 travel demand flows through a comparison of model-estimated highway vehicle and transit passenger trips to actual observed vehicle and transit passenger counts. The model validation for the year 2001 indicated that the travel simulation models have the ability to forecast transit and highway travel and traffic with sufficient accuracy for transportation facility planning and design purposes, as model estimates of total highway vehicle miles of traffic and transit ridership were within six percent of estimates based upon traffic volume and transit ridership counts, and model-estimates of traffic volume of individual highway facilities were generally within 10 percent of actual traffic volume counts. In this respect, it should be recognized that the observed actual counts of vehicle traffic volume and transit ridership to which the model estimates are compared do in fact themselves represent "estimates" which may contain their own variation and errors. Many of the counts are taken only one or two days of the entire year and, therefore, reflect the effects of the daily and monthly variations in travel, requiring adjustment to attempt to reflect average weekday conditions.

This memorandum presents a second validation of the Commission's fourth generation travel simulation models. The model validation is with respect to estimation of travel and traffic within Southeastern Wisconsin for the year 2008. The travel simulation model validation entailed applying the travel simulation models with year 2008 transportation system network inventory data, 2008 employment estimate data, and 2008 population estimate data—based upon Wisconsin Department of Administration

annual estimates—and comparison of these model estimates of 2008 highway traffic and transit ridership to actual observed year 2008 highway vehicle and transit passenger counts. In 2014, a third validation of the Commission’s travel simulation models will be completed using year 2010 census population data, year 2010 land use inventory data, year 2010 employment data, and year 2011 transportation network data. Also in 2014 and 2015 the Commission’s travel simulation models will undergo a major review, refinement, and recalibration with 2011 and 2012 travel survey data.

TRAVEL MODEL VALIDATION—YEAR 2008

Table 1 compares year 2008 model-estimated average weekday vehicle-miles of travel for the Southeastern Wisconsin Region to estimates of year 2008 vehicle-miles of travel estimates for actual observed traffic counts. Model-estimated arterial street and highway system vehicle-miles of travel are within six percent of vehicle-miles of travel estimated from traffic counts. Map 1 compares for selected arterial streets and highways estimates of year 2008 average weekday traffic from traffic counts and travel simulation models. Model estimates of average weekday traffic are generally within 10 percent of estimates from traffic counts. In this respect, it should be recognized that the observed actual counts of vehicle traffic volume and transit ridership to which the model estimates are compared do in fact themselves represent “estimates” which may contain their own variation and errors. Many of the counts are taken only one or two days of the entire year and, therefore, reflect the effects of the daily and monthly variations in travel, requiring adjustment to attempt to reflect average weekday conditions.

Table 2 compares year 2008 model-estimated average weekday Milwaukee area transit ridership to estimates based upon transit passenger counts. Model-estimated ridership is within about 0.8 percent of ridership estimated by passenger counts. Table 3 compares year 2008 model estimates to passenger count estimates of average weekday ridership on the major routes of the transit system. This comparison of model-estimated and traffic count-based estimates of highway traffic and transit ridership indicates that the model has the ability to forecast traffic volume with adequate accuracy for transportation planning and design purposes and the model should be considered validated based upon this analysis with respect to the year 2008.

* * *

Table 1**COMPARISON OF MODEL ESTIMATED AND TRAFFIC COUNT ESTIMATED ARTERIAL STREET AND HIGHWAY VEHICLE MILES OF TRAVEL ON AN AVERAGE WEEKDAY IN THE REGION: 2008**

County	2008 Estimated Average Weekday Vehicle Miles of Travel from Traffic Counts	2008 Estimated Average Weekday Vehicle Miles of Travel from Travel Simulation Models	Percent of Estimated Travel
Kenosha	3,585,000	3,266,000	-8.9
Milwaukee	17,381,000	15,624,000	-10.1
Ozaukee	2,559,000	2,503,000	-2.2
Racine	3,964,000	3,465,000	-12.6
Walworth	2,712,000	2,974,000	9.7
Washington	3,527,000	3,645,000	3.4
Waukesha	10,026,000	9,559,000	-4.7
Region	43,753,000	41,036,000	-6.2

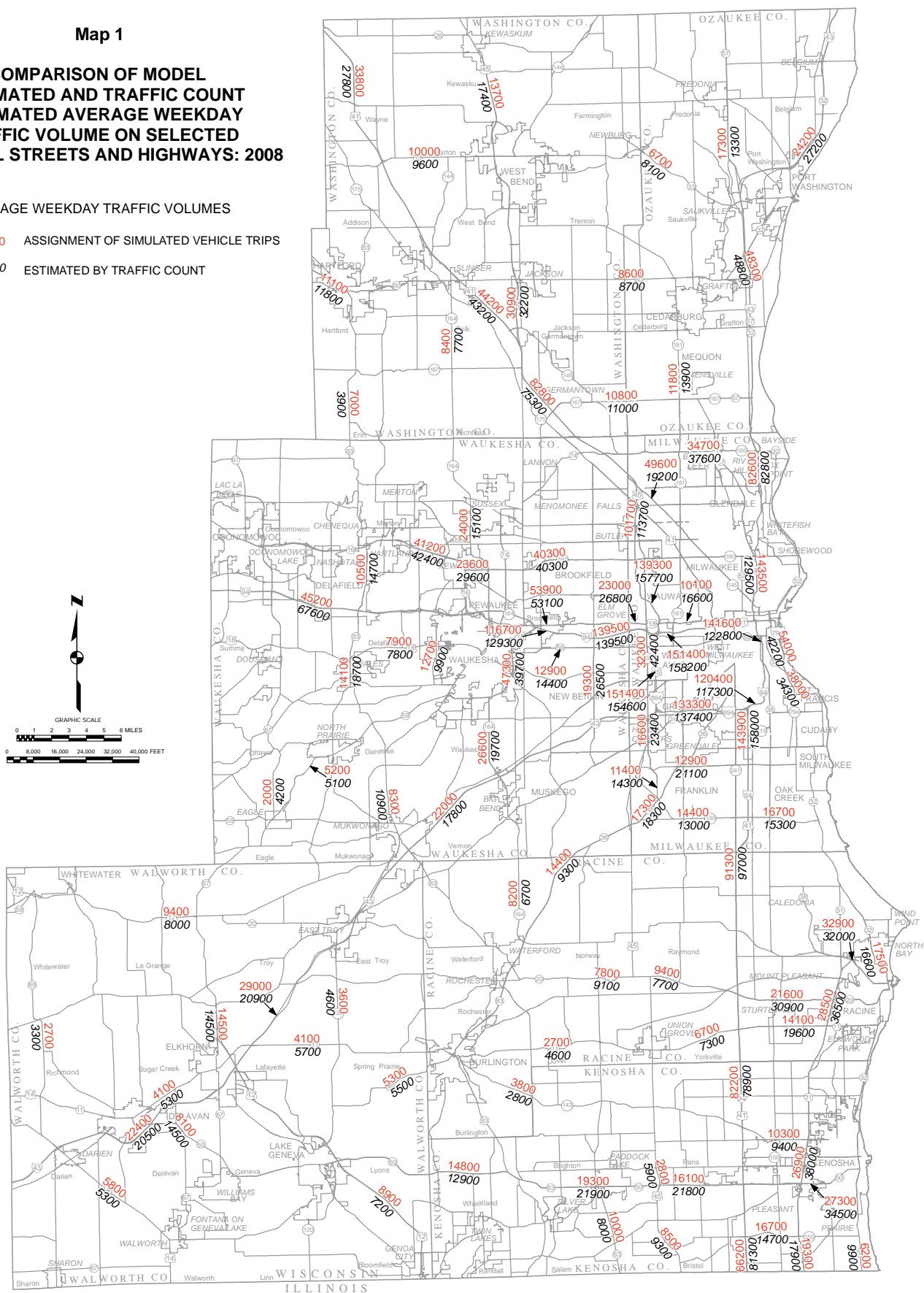
Source: SEWRPC and Wisconsin Department of Transportation.

Map 1

**COMPARISON OF MODEL
ESTIMATED AND TRAFFIC COUNT
ESTIMATED AVERAGE WEEKDAY
TRAFFIC VOLUME ON SELECTED
ARTERIAL STREETS AND HIGHWAYS: 2008**

AVERAGE WEEKDAY TRAFFIC VOLUMES

- | | |
|-------|---------------------------------------|
| 41200 | ASSIGNMENT OF SIMULATED VEHICLE TRIPS |
| 42400 | ESTIMATED BY TRAFFIC COUNT |



Source: SEWRPC

Table 2

**COMPARISON OF AVERAGE WEEKDAY PUBLIC TRANSIT BOARDING
PASSENGER ESTIMATES ON MILWAUKEE AREA FIXED-ROUTE BUS SERVICES:
2008 PASSENGER COUNT ESTIMATES AND MODEL ESTIMATES**

Transit Systems	Average Weekday Unlinked Trips (boarding passengers)			
	2008 Estimated Actual	2008 Model Estimated	Difference	
			Amount	Percent
Milwaukee Area Transit Systems				
• Milwaukee County Transit System				
• Ozaukee Co. Express Bus (MCTS Rt 143)				
• Washington Co. Commuter Express				
• Waukesha Co. Commuter (MCTS, WCL, Metro)				
• Waukesha Metro Transit				
Subtotal	176,380	177,700	1,320	0.8

Source: National Transit Database and SEWRPC.

Table 3

**COMPARISON OF AVERAGE WEEKDAY PUBLIC TRANSIT BOARDING PASSENGER
ESTIMATES ON MILWAUKEE COUNTY TRANSIT SYSTEM BUS ROUTES:
2008 PASSENGER COUNT ESTIMATES AND MODEL ESTIMATES**

Milwaukee County Transit System	Average Weekday Unlinked Trips (boarding passengers)			
	Estimated Actual	Model Estimated	Difference	
			Amount	Percent
Selected Major Routes				
Route No. 10	7,100	8,880	1,780	25.1
Route No. 12	9,030	7,210	-1,820	-20.2
Route No. 15	8,460	9,440	980	11.6
Route No. 18	7,100	5,610	-1,490	-21.0
Route No. 19	9,680	7,810	-1,870	-19.3
Route No. 23	9,720	9,250	-470	-4.8
Route No. 27	13,710	9,250	-4,460	-32.5
Route No. 30	16,630	16,220	-410	-2.5
Route No. 62	8,400	8,690	290	3.5
Route No. 80	8,270	7,920	-350	-4.2
Route No. 21	6,730	5,550	-1,180	-17.5
Route No. 22	4,790	9,440	4,650	97.1
Route No. 35	5,950	3,860	-2,090	-35.1
Route No. 60	6,160	5,610	-550	-8.9
Route No. 76	6,570	7,620	1,050	16.0
Subtotal	128,300	122,360	-5,940	-4.6
Remainder of Routes	43,650	45,370	1,720	3.9
Total	171,950	167,730	-4,220	-2.5

Source: National Transit Database and SEWRPC.

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Appendix F

ASSESSMENT OF CONFORMITY OF THE PROPOSED AMENDED YEAR 2035 REGIONAL TRANSPORTATION PLAN AND THE YEAR 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE 1997 AND 2008 EIGHT-HOUR OZONE AND 2006 24-HOUR FINE PARTICULATE (PM_{2.5}) NATIONAL AMBIENT AIR QUALITY STANDARDS (NAAQS)

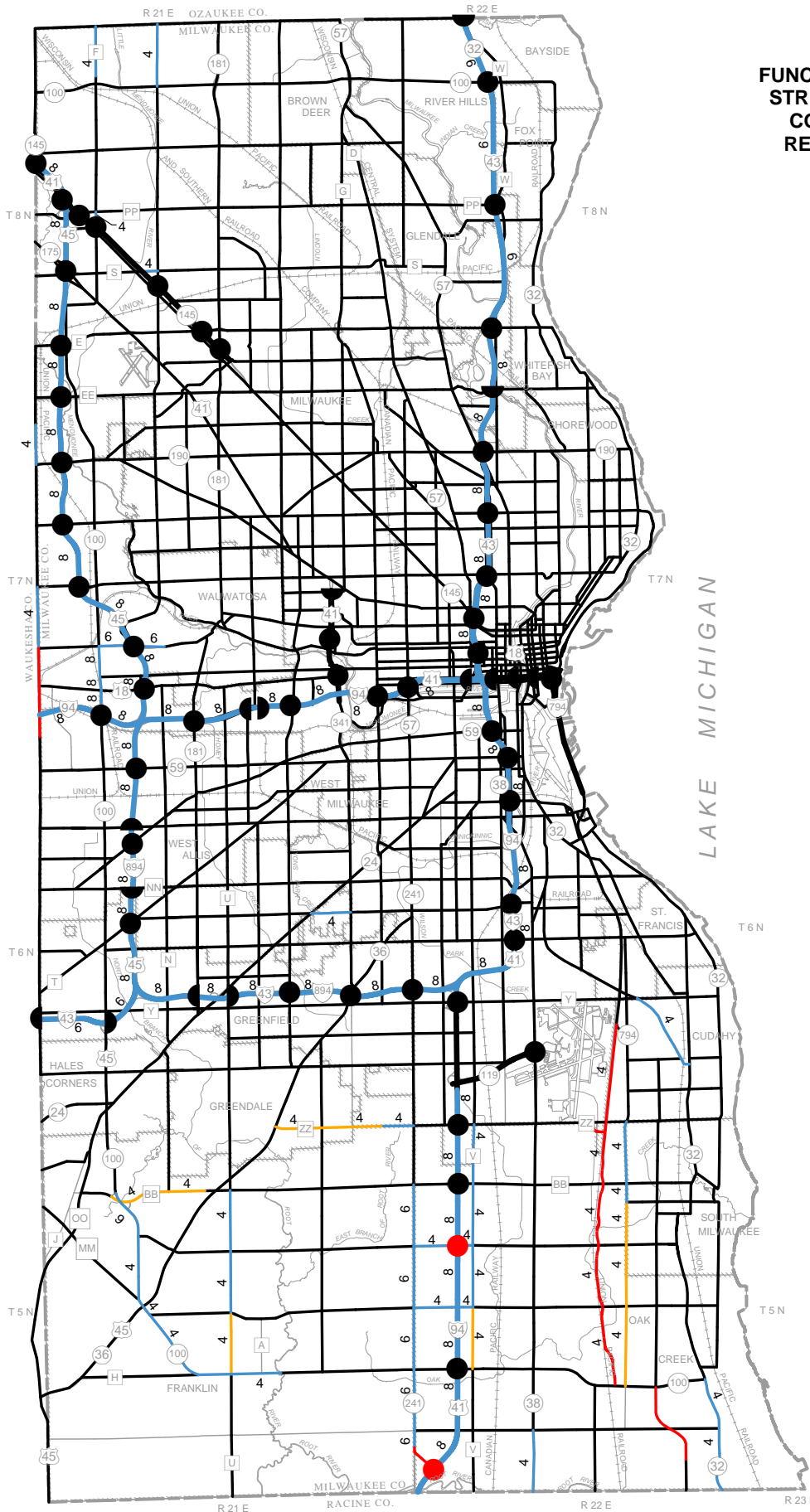
Two amendments to the year 2035 regional transportation system plan (RTP) have been requested by the Wisconsin Department of Transportation (WisDOT) and Milwaukee County. The first amendment to the RTP would include the extension of the Lake Parkway south from its current terminus at Edgerton Avenue to STH 100. This amendment would consist of the addition of six miles of urban four-lane divided roadway on new alignment generally east of the Union Pacific Railroad right-of-way and within the existing WE Energies right-of-way. This proposed amendment is being requested by the Milwaukee County Board based on the Lake Parkway Extension Study recommendations as documented in Commission Memorandum Report No. 201, *Study of a Lake Parkway (STH 794) Extension from Edgerton Avenue to STH 100 in Milwaukee County*. The second amendment to the year 2035 RTP—the improvement of STH 100 West Rawson Avenue (CTH BB) and Drexel Avenue from four- to six-lanes—has been requested by the WisDOT based on the conclusions of a preliminary engineering study. This amendment would add approximately 0.8 miles of roadway improvement to the RTP. Map F-1 and Table F-1 present the proposed amended highway element of the RTP.

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 (SEWRPC), WisDOT, Wisconsin Department of Natural Resources (WDNR), USDOT, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), and United States Environmental Protection Agency (USEPA). The conformity criteria to be applied to the six-county maintenance area under the 1997 eight-hour ozone NAAQS with respect to volatile organic compounds (VOC) and Nitrogen oxides (NO_x) require the satisfaction of emission budget tests; the three-county area under the 2006 24-hour PM_{2.5} NAAQS with respect to VOC, NO_x, PM_{2.5} requires the satisfaction of interim emissions tests described in 40 CFR 93.119; and the Wisconsin portion of the Chicago-Naperville, IL-IN-WI marginal ozone nonattainment area¹ under the 2008 eight-hour ozone NAAQS with respect to VOC and NO_x requires satisfaction of interim emission tests

¹ The Wisconsin portion of the Chicago-Naperville, IL-IN-WI marginal ozone nonattainment area consists of that part of Kenosha County east of IH 94

Map F-1

FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN MILWAUKEE COUNTY: PROPOSED AMENDED YEAR 2035 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 LANES (2 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, expansion, or 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 freeway half-interchanges. The plan recommends that the Wisconsin Department of Transportation, during the reconstruction of the freeway system:

--Convert the S. 27th Street with IH 94 interchange to a full interchange;

--Consider as an alternative (where conditions permit) combining selected half-interchanges into one full interchange. (For example, STH 100 and S. 124th Street with IH 43.)

--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 W. 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.



GRAPHIC SCALE

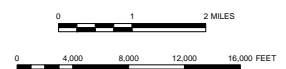


Table F-1

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

County	System Preservation (miles)	System Improvement (miles)	System Expansion (miles)	Total Miles
Kenosha				
Freeway	4.6	7.4	0.0	12.0
Standard Arterial	313.3	33.2	2.8	349.3
Subtotal	317.9	40.6	2.8	361.3
Milwaukee				
Freeway	11.6	54.8	0.0	66.4
Standard Arterial	705.0	29.4	7.9	742.3
Subtotal	716.6	84.2	7.9	808.7
Ozaukee				
Freeway	12.6	14.8	0.0	27.4
Standard Arterial	263.3	17.6	3.0	283.9
Subtotal	275.9	32.4	3.0	311.3
Racine				
Freeway	0.0	12.0	0.0	12.0
Standard Arterial	398.4	20.1	13.9	432.4
Subtotal	398.4	32.1	13.9	444.4
Walworth				
Freeway	50.4	4.5 ^a	12.7	67.6 ^a
Standard Arterial	401.3	5.4	14.8	421.5
Subtotal	451.7	9.9	27.5	489.1
Washington				
Freeway	36.2	6.5	0.0	42.7
Standard Arterial	386.7	10.4	20.8	417.9
Subtotal	422.9	16.9	20.8	460.6
Waukesha				
Freeway	32.2	26.5	0.0	58.7
Standard Arterial	631.7	87.2	9.7	728.6
Subtotal	663.9	113.7	9.7	787.3
Region				
Freeway	147.6	126.5 ^b	12.7	286.8 ^b
Standard Arterial	3,099.7	203.3	72.9	3,375.9
Total	3,247.3	329.8	85.6	3,662.7

^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 2010 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

described in 40 CFR 93.119. As there is also a proposed redesignation request and maintenance plan for the three-county PM_{2.5} nonattainment area with emission budgets (VOC, NO_x, sulfur dioxide (SO₂), and PM_{2.5}), and there is a requirement that conformity of the plan and TIP be demonstrated within two years of a maintenance plan approval or a budget or budgets being determined adequate by USEPA, a conformity test of the plan and TIP with respect to the budgets in the proposed maintenance plan is also being conducted so that the two-year requirement is met when these budgets are determined to be adequate.

The implementation schedule for the widening of STH 100 between West Rawson Avenue (CTH BB) and West Drexel Avenue would have the improvement completed and open to traffic between the 2015 and 2020 analysis years. Thus, the emission forecasts for the 2020, 2022, 2025, and 2035 analysis years will include this highway improvement. It is anticipated that the proposed extension of the Lake Parkway would be completed and open to traffic within the 2025 to 2035 time frame. Thus, the 2035 analysis year will include the extension of the Lake Parkway.

Table F-2 presents for the years 2015, 2020, 2022, 2025, and 2035 forecast vehicle-miles of travel, Table 3 and presents the estimated transportation system emissions for the years 2015, 2022, 2025, and 2035 within the six-county ozone maintenance area for the 1997 eight-hour ozone NAAQS (VOC and NO_x emissions), for the years 2015, 2025, and 2035 within the Wisconsin portion of the Chicago-Naperville, IL-IN-WI marginal ozone nonattainment area for the 2008 eight-hour ozone NAAQS (VOC and NO_x emissions), for the years 2015, 2020, 2025, and 2035 within the three-county 2006 24-hour PM_{2.5} nonattainment area (VOC, NO_x, SO₂, and PM_{2.5} emissions) under the RTP with the proposed amendment and year 2013-2016 transportation improvement program (TIP), and compares those forecast emissions to the year 2015 and 2022 emission budgets (VOC and NO_x) within the six-county ozone maintenance area, the proposed year 2020 and 2025 emission budgets (VOC, NO_x, SO₂, and PM_{2.5}) and the year 2008 estimated baseline emissions (VOC, NO_x, and PM_{2.5}) within the three-county PM_{2.5} nonattainment area, and the year 2011 estimated baseline emissions (VOC, NO_x) within the Wisconsin portion of the Chicago-Naperville, IL-IN-WI marginal ozone nonattainment area. In all cases, the RTP and TIP forecast emissions are less than the emissions budgets and baseline emissions; thus, the conformity criteria are fully met for the 1997 and 2008 eight hour ozone NAAQS and 2006 24-hour PM_{2.5} NAAQS by the RTP as amended and the 2013-2016 TIP.

* * *

Table F-2

**AVERAGE WEEKDAY VEHICLE MILES OF TRAVEL WITHIN SOUTHEASTERN
WISCONSIN: FORECAST YEAR 2015, 2020, 2022, 2025 and 2035^a**

Facility Type	Speed Range	2015	2020	2022	2025	2035
Standard Arterials Six County Area	0 to 10	11,703	12,047	12,318	12,110	10,956
	10 to 15	405,064	418,534	459,004	429,995	437,966
	15 to 20	2,362,665	2,392,014	2,461,257	2,380,022	2,375,604
	20 to 25	3,492,925	3,518,691	3,670,856	3,523,452	3,563,158
	25 to 30	4,818,152	4,988,047	5,163,433	5,021,714	5,093,620
	30 to 35	3,036,237	3,064,434	3,184,940	3,133,207	3,195,133
	35 to 40	2,685,994	2,899,318	3,017,640	2,957,298	3,297,417
	40 to 45	3,222,635	3,409,693	3,504,310	3,478,439	3,735,005
	45 to 50	4,283,118	4,658,063	4,766,308	4,820,563	5,091,973
	50 to 55	1,494,208	1,606,005	1,641,675	1,704,501	1,817,232
	55 to 60	2,271	2,825	2,875	2,974	3,518
	60+	--	--	--	--	--
Subtotal	--	25,814,976	26,969,673	27,884,616	27,464,276	28,621,617
Freeways Six County Area	0 to 10	15,865	13,756	16,744	11,643	10,128
	10 to 15	27,251	10,639	9,408	13,953	2,665
	15 to 20	279,369	246,950	203,048	214,502	261,363
	20 to 25	399,200	446,922	544,290	424,761	328,807
	25 to 30	279,564	334,344	364,774	279,207	213,255
	30 to 35	297,929	311,869	272,007	253,158	229,453
	35 to 40	460,303	458,511	469,731	466,027	423,663
	40 to 45	517,347	507,273	475,737	509,041	617,583
	45 to 50	1,633,622	1,551,820	1,550,326	1,658,036	1,717,057
	50 to 55	3,105,339	3,770,483	3,697,470	4,057,080	4,367,466
	55 to 60	1,375,037	1,309,444	1,291,910	1,310,350	1,547,367
	60+	8,339,654	8,568,451	9,042,832	9,416,520	10,509,522
Subtotal	--	16,730,480	17,530,463	17,938,278	18,614,277	20,228,330
Six County Area Total	--	42,545,455	44,500,136	45,822,894	46,078,553	48,849,946
Standard Arterials Three County Area	0 to 10	11,420	11,747	12,023	11,821	10,591
	10 to 15	392,389	404,492	444,811	412,357	423,906
	15 to 20	2,213,385	2,241,545	2,309,766	2,228,615	2,222,458
	20 to 25	3,089,400	3,106,320	3,246,527	3,100,024	3,141,375
	25 to 30	4,218,569	4,365,584	4,514,881	4,388,349	4,408,904
	30 to 35	2,294,904	2,281,575	2,376,116	2,332,796	2,334,388
	35 to 40	2,135,115	2,310,680	2,361,240	2,317,079	2,559,325
	40 to 45	1,922,548	2,041,176	2,104,898	2,078,923	2,226,405
	45 to 50	2,447,982	2,684,013	2,708,251	2,730,179	2,870,069
	50 to 55	587,455	621,360	631,327	677,938	724,012
	55 to 60	--	--	--	--	--
	60+	--	--	--	--	--
Subtotal	--	19,313,167	20,068,493	20,709,842	20,278,081	20,921,434
Freeways Three County Area	0 to 10	15,865	13,756	16,744	11,643	10,128
	10 to 15	27,251	10,639	9,408	13,953	2,665
	15 to 20	279,369	246,950	203,048	214,502	261,363
	20 to 25	392,233	440,018	523,692	424,502	328,807
	25 to 30	272,889	314,300	322,497	263,847	213,255
	30 to 35	265,963	270,543	223,301	231,363	211,614
	35 to 40	407,649	409,107	454,492	436,036	406,524
	40 to 45	498,332	501,532	462,859	487,391	617,583
	45 to 50	1,589,468	1,519,006	1,517,085	1,657,825	1,717,057
	50 to 55	3,070,616	3,682,763	3,627,041	3,973,282	4,341,972
	55 to 60	1,110,600	1,104,774	1,033,522	1,100,605	1,230,276
	60+	4,457,620	4,423,640	4,853,581	4,956,267	5,685,571
Subtotal	--	12,387,855	12,937,027	13,247,270	13,771,216	15,026,815
Three County Area Total	--	31,701,021	33,005,520	33,957,111	34,049,296	35,948,249

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

Table F-3

**CONFORMITY TESTS OF THE PROPOSED AMENDED YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN
AND 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM**

Area	Conformity Analysis			Forecast Pollutant Emissions Tests (Tons)							
				Volatile Organic Compounds		Nitrogen Oxides		Fine Particulate		Sulfur Dioxide	
	Test	Year	Month	Test Value (Not to be Exceeded)	Forecast Emissions	Test Value (Not to be Exceeded)	Forecast Emissions	Test Value (Not to be Exceeded)	Forecast Emissions	Test Value (Not to be Exceeded)	Forecast Emissions
Six-County Ozone Maintenance Area (1997 Eight-Hour Ozone NAAQS) ^a	Budget Test	2015	July	21.080	17.589	51.220	42.127	--	--	--	--
		2022	July	15.980	12.913	31.910	26.359	--	--	--	--
		2025	July	15.980	11.705	31.910	23.983	--	--	--	--
		2035	July	15.980	10.568	31.910	22.537	--	--	--	--
Three-County Fine Particulate Nonattainment Area (2006 24-Hour Fine Particulate NAAQS) ^b	Budget Test ^d	2015	January	--	21.434	--	37.527	--	2.320	--	0.335
		2020	January	15.890	12.926	32.620	26.216	2.330	1.902	0.390	0.315
		2025	January	11.980	9.320	28.690	22.562	2.160	1.731	0.380	0.304
		2035	January	11.980	7.870	28.690	21.274	2.160	1.675	0.380	0.310
	Build No Greater than Baseline 2008 Emissions (40 CFR 93.119)	2015	January	37.240	21.434	65.700	37.527	3.450	2.320	--	--
		2020	January	37.240	12.926	65.700	26.216	3.450	1.902	--	--
		2025	January	37.240	9.320	65.700	22.562	3.450	1.731	--	--
		2035	January	37.240	7.870	65.700	21.274	3.450	1.675	--	--
Wisconsin Portion of the Chicago-Naperville, IL-IN-WI Marginal Ozone Nonattainment Area (2008 Eight-Hour Ozone NAAQS) ^c	Build No Greater than Baseline 2011 Emissions (40 CFR 93.119)	2015	July	1.389	1.109	3.622	2.632	--	--	--	--
		2025	July	1.389	0.768	3.622	1.560	--	--	--	--
		2035	July	1.389	0.714	3.622	1.506	--	--	--	--

Source: SEWRPC and Wisconsin Department of Natural Resources.

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

^b Milwaukee, Racine, and Waukesha Counties.

^c That portion of Kenosha County east of IH 94

^d Year 2020 and 2025 budgets for Volatile Organic Compounds, Nitrogen Oxides, Fine Particulates, and Sulfur Dioxide are included in a redesignation request and maintenance plan submitted by the Wisconsin Department of Natural Resources to USEPA on June 5, 2012. No adequacy determination of the budgets has been made by US EPA.