A TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2023-2026



PRELIMINARY DRAFT

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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INTRODUCTION

This transportation improvement program (TIP) is the thirty-second such program prepared for the Southeastern Wisconsin Region. The TIP is a Federally required listing of all arterial highway and public transit improvement projects proposed to be carried out by State and local governments over the next four years (2023-2026) in the seven-county Southeastern Wisconsin Region.

The TIP was developed under the guidance of the Southeastern Wisconsin Regional Planning Commission's Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, Round Lake Beach, and West Bend Urbanized Areas, and in close cooperation with municipal, county, and State transportation implementation agencies. The rosters of these committees are listed in Appendix F of this report. Map 1 shows the Southeastern Wisconsin Region and the approved adjusted boundaries for the five Census-defined urbanized areas within the Region. The TIP contains 404 projects within the Region for the four-year programming period of 2023 through 2026. The TIP represents a total potential investment in transportation improvements and services of $3.2 billion. Of this total, $1.8 billion, or about 56.8 percent, is proposed to be provided in Federal aids; $978 million or about 30.8 percent, in State funds; and $394 million, or about 12.4 percent, in local monies.

The first year of the four-year program—2023—is significant as it constitutes an agreed to list of projects for project selection purposes and no further project selection action is required for the implementing agency to proceed with its project. Under Federal regulations, the Commission in consultation with WisDOT and area transit operators can advance a project from the remaining three years of the TIP following the request by the implementing agency, with the exception of projects on the National Highway System (NHS), which can be advanced by WisDOT in cooperation with the Commission from the remaining three years of the TIP. Proposed expenditures in the first year of the TIP total $826 million.

The key elements of this TIP document are:

1. A project-by-project listing of the transportation improvement projects constituting the 2023-2026 transportation improvement program, including identification of the projects programmed for each of the four years of the TIP: 2023, 2024, 2025, and 2026 (Appendix A).

2. A list of the status of projects contained in the previous 2021-2024 TIP including an identification of projects which were completed or dropped from the TIP (Appendix B).

3. An assessment of conformity of the 2023-2026 TIP with the Wisconsin State Implementation Plan for air quality. (Appendix C).

4. An assessment of the ability of available funding to implement the 2023-2026 TIP (Appendix D).

5. An assessment of how the projects programmed in the 2023-2026 TIP contribute to the achievement of both the VISION 2050 performance goals and the targets established for the National performance measures (Appendix E).

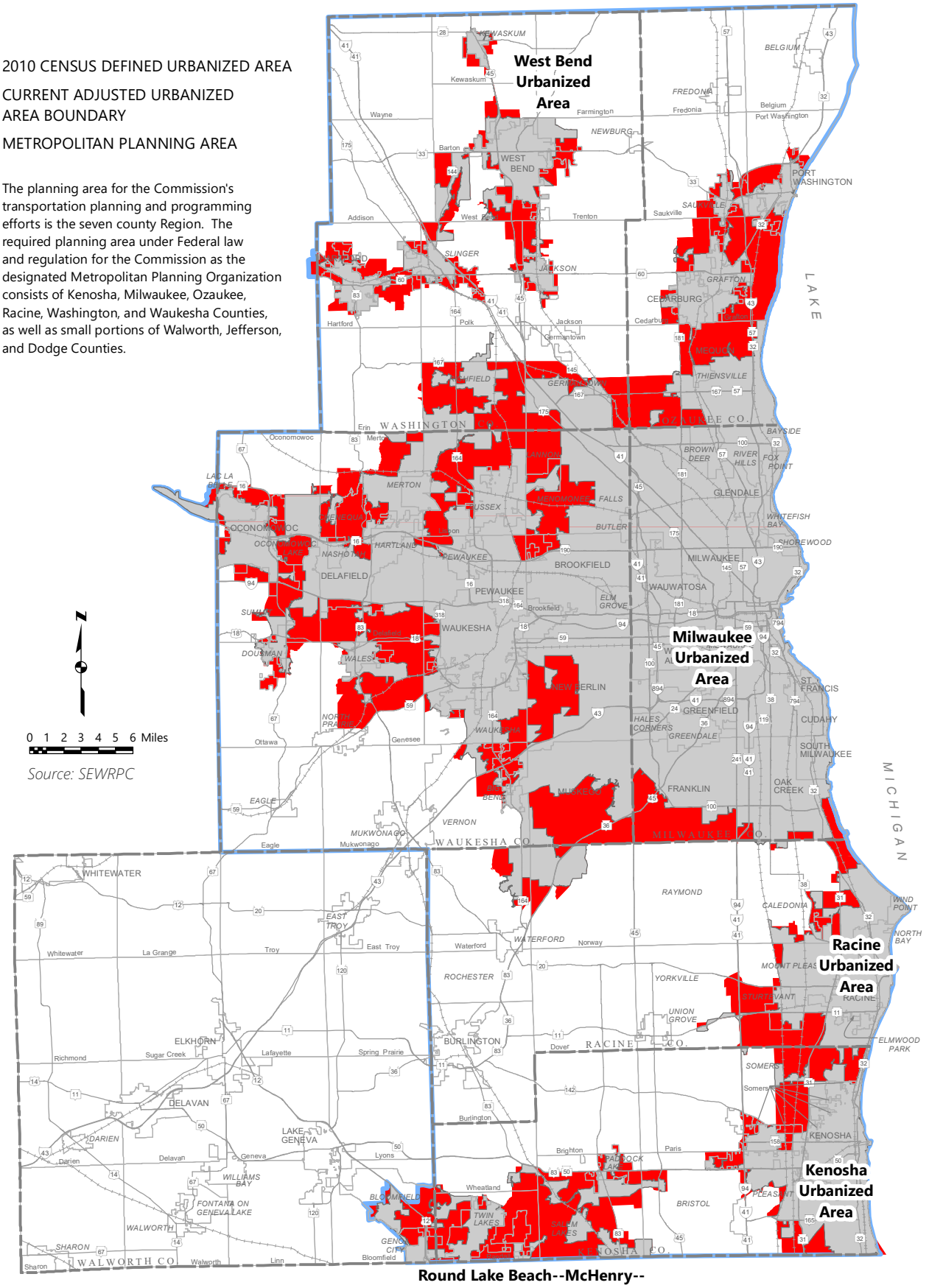
Map 1
The Southeastern Wisconsin Region and Census Defined and Adjusted Urbanized Area Boundaries: 2010

2010 CENSUS DEFINED URBANIZED AREA

CURRENT ADJUSTED URBANIZED AREA BOUNDARY

METROPOLITAN PLANNING AREA

Note: The planning area for the Commission's transportation planning and programming efforts is the seven county Region. The required planning area under Federal law and regulation for the Commission as the designated Metropolitan Planning Organization consists of Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties, as well as small portions of Walworth, Jefferson, and Dodge Counties.



6. A list of the membership of the Advisory Committees on Transportation System Planning and Programming (Appendix F).

7. A summary of the selection processes used for Federal funding sources for local highway and transit projects (Appendix G).

8. A tabular description of projected 2023 operations of the nine transit operators in the Region and a description of the financial capacity of the nine transit operators in the Region (Appendix H).

9. An assessment of the impacts of the regional TIP on minority and low-income populations in Southeastern Wisconsin (Appendix I).

10. A summary of the public comment received on the draft 2023-2026 TIP (Appendix J).

Federal regulations require that transit and arterial highway improvement projects within the seven-county Southeastern Wisconsin Region be included in this TIP if these projects are to be eligible for capital or operating Federal funding. The program also includes non-Federally funded transit and arterial highway projects within the Region. The program provides information to identify each project; shows estimated total costs and the estimated amounts of Federal, State, and local funds proposed to be obligated during the program period against those costs; designates the proposed type of Federal funds to be used by the project; and identifies the State and local agencies responsible for carrying out each project. Federal regulations also require that the TIP be determined to be consistent with the adopted regional transportation plan and be approved by the Regional Planning Commission as the Metropolitan Planning Organization for the urbanized areas in Southeastern Wisconsin. Approval by the Governor of the State of Wisconsin, or his designee, the Secretary of the Wisconsin Department of Transportation, is also required. Specifically, the Southeastern Wisconsin TIP must be approved by the State and incorporated into the Statewide transportation improvement program, which is submitted by WisDOT to the Federal Transit Administration and Federal Highway Administration for approval and potential funding action by these agencies.

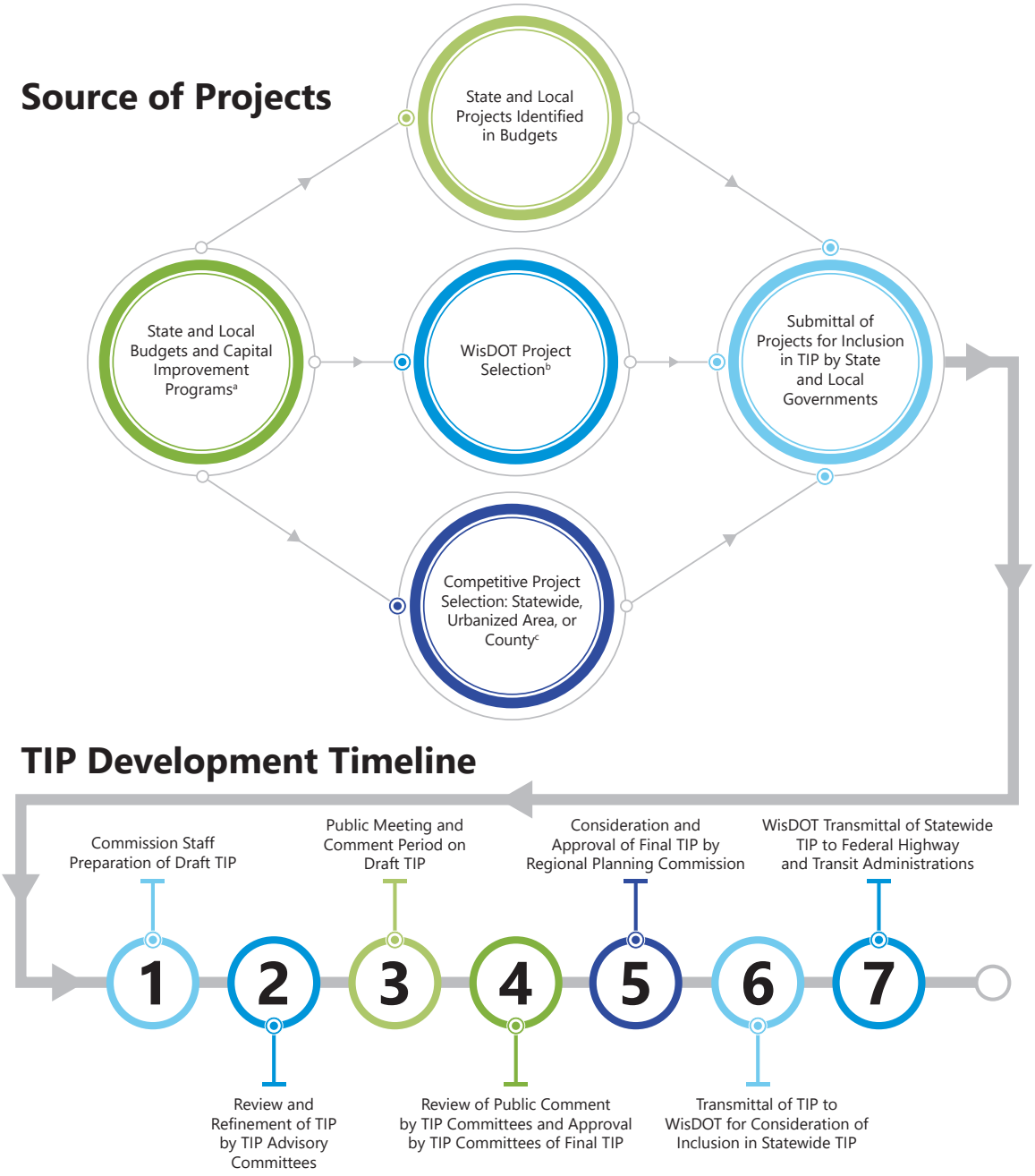
The TIP by definition indicates the transportation improvement priorities of State and local governments by their program of projects for implementation in each of the four years of the program. The TIP represents a stage of implementation of VISION 2050—the year 2050 regional land use and transportation plan.[1] The TIP includes an assessment of how the projects programmed contribute to the achievement of both the VISION 2050 transportation performance goals and the targets established for the National performance measure (NPM). The TIP also includes a demonstration that available funding sources are adequate to implement the TIP by comparing total TIP costs and revenues for the program period. Federal regulations allow projects eligible for a particular Federal and State funding source, but that are not approved for such funding, to be illustratively listed in the TIP for informational purposes. Illustrative projects would be added to the TIP, and included in the assessment of available funding, should they be approved for the Federal or State funds being sought.

TIP DEVELOPMENT PROCESS

Figure 1 shows the process used to develop the TIP every two years. The identification of proposed TIP projects is generally accomplished by the State and local governments in Southeastern Wisconsin ahead of the development of the four-year TIP. State and local government budgets identify levels of funding for specific programs, and typically also identify specific projects. While the TIP covers a four-year period, the State budget is only for a two-year period and local budgets are for one year. Generally, the levels of funding

[1] *See SEWRPC Planning No. 55,* VISION 2050: VISION 2050: A Regional Land Use and Transportation System Plan for Southeastern Wisconsin.

Figure 1
Transportation Improvement Program Development Process



[a] *State and local government budgets identify levels of funding for specific programs, and typically also identify specific projects. While the TIP covers a four year period, the State budget is only for a two year period and local budgets are for one year. Generally, the levels of funding provided in State and local budgets are anticipated to extend through the TIP four year time frame. State and local multi-year capital improvement programs also provide guidance on potential budgets and identify projects over the TIP four year period.*

[b] *For some categories of funding, such as Federal Highway Administration (FHWA) Surface Transportation Program - Other (STP-O) and National Highway Performance Program (NHPP) funding and State funding, WisDOT selects projects for funding in addition to those identified in the State budget.*

[c] *For some categories of funding, a competitive project selection process selects projects for funding, including at the State level for FHWA Transportation Alternatives Program and FHWA Safety funding, at the urbanized area level for STP-Urbanized Area funding, and at the county level for Bridge funding. The projects are typically selected for a multi-year period which extends to or beyond the TIP four year period. Listed below for each category of Federal transportation funding is the level at which project selection processes are conducted:*

Statewide
FHWA Highway Safety Improvement
FHWA Transportation Alternatives
FHWA Congestion Mitigation and Air Quality
FTA 5339 Bus and Bus Facilities Capital Funding
FTA 5310 Mobility for Seniors and People with Disabilities FTA 5307/5340 Transit Operating and Capital Funding for Urbanized Areas 50,000 - 200,000 Population (Funding Allocated to Transit Operators)
FTA 5311 Rural and Small Urban Operating and Capital Funding (Funding Allocated to Transit Operators)

Urbanized Area
FHWA Surface Transportation Program - Urbanized Area
FHWA Transportation Alternatives (Milwaukee Only)
FTA 5310 Mobility for Seniors and People with Disabilities (Only Milwaukee)
FTA 5339 Bus and Bus Facilities Capital Funding (Only Milwaukee)
FTA 5307/5340 Transit Capital and Capitalized Maintenance Funding (Milwaukee Only-Allocated to Transit Operators)

County
FHWA/State Bridge Replacement (WisDOT determines amount of funding available to each county)

provided in current State and local budgets are anticipated to extend through the four-year time frame of the TIP. State and local multi-year capital improvement programs also provide guidance on potential budgets and identify projects over the four-year period of the TIP. For some categories of funding, such as Federal Highway Administration (FHWA) Surface Transportation Block Grant Program - Other (STP-O), FHWA National Highway Performance Program (NHPP) funding, and State funding, WisDOT selects projects for funding in addition to those specifically identified in the State budget. For other categories of funding, a competitive process is utilized to select projects for funding, including at the State level for FHWA Transportation Alternatives Program (TAP) and FHWA Safety Improvement Program funding (HSIP), at the urbanized area level for STP-Urbanized Area funding, and at the county level for Federal/State Bridge funding. The projects are typically selected for a multi-year period, which can extend beyond the four-year TIP period.

As part of the development of the draft TIP, the Commission staff conducts a financial feasibility analysis by comparing the total amount of Federal, State, and local funding programmed in the TIP to an estimate of available revenues. The Commission staff also reviews the projects proposed to be included in the TIP for consistency with VISION 2050, specifically, the year 2050 fiscally constrained transportation system (FCTS).[2] In addition, an assessment is conducted of the contribution of projects listed in the draft TIP towards achieving the VISION 2050 performance goals and the targets established for the National performance measure. An assessment is also conducted of the impacts—positive and negative—on the minority populations and low-income populations within Southeastern Wisconsin.

The draft TIP is provided to the Advisory Committees established for each of the five urbanized areas for their review and refinement. The draft TIP is also made available to the public for review at a public meeting and on the Commission website. The public can provide comments on the draft TIP at the public meeting and during a public comment period. The Advisory Committees consider the proposed refinements to, and public comment on, the draft TIP when considering the recommendation of approval of a final TIP by the Commission. The approved final TIP is then provided to the Secretary of the Wisconsin Department of Transportation for review and consideration of approval for inclusion in the Statewide Transportation Improvement Program (STIP). Following WisDOT approval of the final TIP and inclusion into the STIP, the final STIP is transmitted to FHWA and FTA.

The following sections provide more detail on the preparation of the TIP, the Advisory Committees established to guide TIP development, public involvement for the TIP, and project selection.

Preparation of TIP

The technical effort required to develop the TIP is provided by an interagency staff team composed of representatives of the WisDOT, Southeast Region; the Milwaukee County Department of Transportation; the Milwaukee County Transit System; the City of Milwaukee; and the Regional Planning Commission. Commission staff contact local engineers, planners, and transit operators within the Region to assure not only participation in, and understanding of, the program development process, but also to assure that all proposed State and local government transportation projects are considered for inclusion in the TIP. Requests were made to implementing agencies to provide Commission staff an update for all projects listed in the previous TIP and new projects to be considered for addition to the new TIP, including projects that

[2] *An important aspect related to implementing VISION 2050 relates to funding. The amount of public funding needed to construct, operate, and maintain the transportation component of VISION 2050 has been compared to the amount of funding expected to be available. Federal metropolitan planning regulations (23 CFR Part 450) and conformity regulations (40 CFR Part 93.108) require that the Region's transportation plan be "fiscally constrained"—only including projects that can be funded with expected funds, taking into account the limitations placed on these funding sources by Federal and State law. Therefore, only the portion of VISION 2050 that can be funded with these revenues is considered the "fiscally constrained" regional plan by the Federal Government and is titled the Fiscally Constrained Transportation System (FCTS). The FCTS is used in the determination of conformity and in the development of the transportation improvement program.*

were recommended for FHWA and FTA funding since the adoption of the previous TIP and that have not yet been added by amendment. In addition, pursuant to Federal regulations, transit operators provide Commission staff with a description of the operating assistance and planning elements of the FTA Section 5307 program of projects, a description of the justification for the transit capital projects to be included in the four years of the TIP, and financial data and nonfinancial operating statistics for their transit system, as set forth in Appendix H.

The information provided by the implementing agencies was used by Commission staff to prepare a project-by-project listing, provided in Appendix A, that includes for each project a brief description to identify the project, the estimated total costs and the estimated amounts of Federal, State, and local funds proposed to be obligated during the program period against those costs, the proposed type of Federal funds to be used by the project, and the State and local agencies responsible for carrying out the project. Commission staff reviewed each project proposed to be listed in the TIP for consistency with the adopted year 2050 (FCTS). In addition, an assessment was made of the contribution of the projects programmed in the TIP towards achievement of both the VISION 2050 performance goals and the NPM targets. This assessment is provided in Appendix E.

The Commission staff also compared the total costs of the proposed projects in the TIP to estimates of available Federal, State, and local funding to ensure that available funding sources are adequate to implement the TIP (see Appendix D). The estimate of available funding is based upon authorized Federal funding levels and historical State and local funding sources. Federal regulations allow projects eligible for a particular Federal and State funding source, but that are not approved for such funding, to be illustratively listed in the TIP for informational purposes. These projects would not be required to be included in the assessment of available funding. Such projects would be added to the TIP, and included in the assessment of available funding, should they be approved for the Federal or State funds being sought.

The information provided by the implementing agencies was also used to prepare a list of the status of projects contained in the previous TIP, including an identification of projects that were completed or dropped from the TIP, as provided in Appendix B.

In addition, the Commission staff conducted an evaluation assessing the impact of the projects programmed in the TIP on minority populations and low-income populations—both positive and negative—and evaluated whether minority populations and low-income populations may be expected to receive a proportionate share of TIP benefits, and not receive a disproportionate share of TIP negative impacts. Specifically, the evaluation included identifying the magnitude and location of minority populations and low-income populations within the Region; a comparison of the mode of travel used by minority populations and by white (non-Hispanic) populations; and a comparison of the programmed transit, arterial highway, and bicycle/pedestrian projects with locations of concentrations of minority populations and low-income populations. This evaluation is documented in Appendix I.

Advisory Committees

To assist in, and guide, the preparation of the TIP, the Commission has established advisory committees in each of the urbanized areas of the Region—Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, Round Lake Beach, and West Bend Urbanized Areas (TIP Committees). These committees include local technical staff and elected officials and State and Federal agency representatives responsible for transportation system improvement, operation, and maintenance within each urbanized area. The TIP Committees are charged with the responsibility of reviewing and approving the TIP as it is prepared biennially for submission to the Commission and then to the State and Federal governments. In addition, the TIP Committees, as necessary, provide guidance in the development of procedures for the evaluation and recommendation of projects for various Federal funding programs,

including FHWA Surface Transportation Program-Milwaukee Urbanized Area (STP-M) funding. Rosters of the TIP Committees are set forth in Appendix F.

The Milwaukee TIP Committee which guides the development of the TIP for the Milwaukee urbanized area is established on a population-proportional basis reflecting the population proportionality of each County and municipality within the Milwaukee urbanized area. The 22 members of the Milwaukee TIP Committee include local technical staff and elected officials typically appointed by the community/county's chief elected official, and include five members representing Milwaukee County (with four members appointed by the County Executive and one member appointed by the County Board Chairman) and six members representing the City of Milwaukee (with five members appointed by the Mayor and one member appointed by the City Council President). The Milwaukee TIP Committee also includes representation from each of the five public transit operators within the Milwaukee urbanized area—Milwaukee County, Waukesha County, City of Waukesha, Washington County, and Ozaukee County. The Milwaukee TIP Committee guides the development and application of procedures to evaluate, prioritize, and recommend projects for FHWA Surface Transportation Program – Milwaukee Urbanized Area (STP-M) funding.

Public Involvement

There is public involvement attendant to each project in the TIP. The TIP is consistent with, and drawn from, the regional transportation plan and the Commission conducts extensive public involvement efforts as part of that planning process. Also, each project as proposed by State and local governments likely has had, or will have, public involvement as part of the preparation of preliminary engineering, environmental assessment, annual government budget, and/or a capital improvement program.

During the development of the 2023-2026 TIP, the Commission staff prepared a draft copy of the TIP that was made available to the public on the Commission's website. Hard copies of the draft TIP were also available upon request. There was a 30-day comment period on the draft TIP, and a public meeting was held on the draft TIP, consistent with the Commission's public participation plan. The public meeting was held virtually to increase the opportunity for local officials and residents in the Region to attend and offer comment and input on the draft 2023-2026 TIP. Formal announcement of the public meeting and comment period was provided through paid notices appearing in the regional Milwaukee Journal-Sentinel newspaper and two minority newspapers—the Milwaukee Community Journal and El Conquistador—as well as the Commission's website.

Under the Commission's outreach to minority and low-income populations outlined in its public participation plan, the Commission staff provided the draft TIP—including an evaluation of impacts (positive and negative) of the draft TIP on minority and low-income populations—to members of the Commission's Environmental Justice Task Force (EJTF) for review and comment. Members were invited to attend the public informational meeting and to provide additional comment, either at the meeting or during the 30-day comment period. In addition, the Commission staff maintains a list of approximately 90 minority and low-income groups and organizations that are consulted regarding the most effective means and materials for interacting with their membership and/or populations, and are informed of the Commission's public participation opportunities for its planning and programming activities, including the TIP. During the preparation of the TIP, the Commission staff sent a letter to each of these groups and organizations briefly describing the purpose of the TIP, and informing them of the availability of the draft TIP, the evaluation of impacts of the draft TIP on minority populations and low-income populations, and the public information meeting. The Commission staff offered to meet with each group and organization to further explain the TIP and obtain their comments.

Commission staff prepared a formal record of the public meeting and comments received on the draft TIP, including responses to each comment received, as documented in Appendix J. The response to comments received may result in changes to the draft TIP that are recommended by Commission staff to be included

in the final TIP. The record of public meeting and comments, including any potential changes to the draft TIP, was reviewed by the TIP Committees and the Commission when considering approval of the TIP. In addition, the public participation process for the TIP satisfies the public participation process for the Program of Projects, as prescribed in accordance with Chapter 53 of Title 49, United States Code, and the current metropolitan and statewide planning regulations, for the following Transit Administration grantees: the City of Hartford, City of Kenosha, Kenosha County, the City of Milwaukee, Milwaukee County, Ozaukee County, the City of Racine, Walworth County, Washington County, Waukesha County, and the City of West Bend.

Project Selection for Federal and State Transportation Funding

Federal and State transportation funding have specific project eligibility, and other limitations and requirements. Funding may be limited to a specific transportation mode, program, or geographic area, or may require funding to be used only for capital projects and not operating costs. Federal law allows the transfer, or flexing, of FHWA funds, such as Surface Transportation Block Grant Program (STP), National Highway Performance Program (NHPP), and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, to fund transit capital projects, and in the case of CMAQ to also fund the operation of transit improvement or expansion projects for a limited number of years. With regard to State funding for transportation projects, the amount of State and Federal funding that is available for State and local transportation projects is established in the State biennial budget. The biennial budget is very prescriptive with respect to the State and Federal funding available for different types of transportation projects throughout the State. For example, the State budget establishes the amount of State and Federal funding that will be available for transit operating expenses, and also for the maintenance and reconstruction of the freeway system in Southeastern Wisconsin.

The process used for selecting projects for State and Federal funding, and inclusion in the TIP, varies by funding source. The level of the Commission's involvement in the evaluation and recommendation of projects for funding also depends on the funding source. With regard to State projects, WisDOT provides the Commission a listing of projects proposed to be included in the TIP for use of State and Federal funding, including FHWA NHPP funding and STP funding that are available to State projects statewide, including within Southeastern Wisconsin. The process of selecting State highway projects for implementation (and inclusion in the TIP) varies depending on the size and complexity of the projects. Most State highway rehabilitation and reconstruction projects are funded under the State Highway Rehabilitation (SHR) program. The WisDOT determines which projects are implemented based on various factors, such as condition, physical characteristics, rate of crashes, and traffic characteristics. Larger projects are generally funded under the State Majors Program.[3] Potential Majors projects in the Region have to compete for Majors Program funding against other large projects statewide based on the basis of economic impact, traffic flow, safety, and environmental considerations. The evaluation of the potential Majors projects is considered by the State's Transportation Projects Commission in recommending projects for enumeration in the State biennial budget. The funding for large freeway reconstruction projects in Southeastern Wisconsin is specifically enumerated in the State biennial budget under the Southeast Wisconsin Freeway Megaproject Program.[4] Historically, this has included the projects to reconstruct the Marquette Interchange, the Zoo Interchange, and IH 94 from the Mitchell Interchange to the State line.

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[3] Based on Wisconsin State Statutes, Major projects include projects with a total cost of $35.7 million or more (adjusted with inflation) and involve 1) constructing a new highway 2.5 miles or more in length; 2) reconstructing or reconditioning an existing highway by relocating 2.5 miles or adding 5 or more miles in length; or 3) improving to freeway standards 10 or more miles of an existing divided highway having two or more lanes in either direction. Major projects also include SHR projects with a cost of at least $89.2 million (adjusted with inflation)—that do not otherwise meet the other statutory requirements for the State Majors Program.

[4] Based on Wisconsin State Statutes, projects in the Southeast Wisconsin Freeway Reconstruction Megaproject Program include the freeway reconstruction projects that have a minimum cost of $596.8 million (adjusted with inflation).

With respect to local projects, WisDOT solicits highway, transit, and other projects for all FHWA funding programs and transit projects for some FTA funding programs. The solicitations typically occur annually or biennially, depending on the funding source. The Commission is directly involved with the selection of projects for FHWA funding specifically allocated to the Milwaukee urbanized area, such as FHWA STP and TAP funding. The Commission staff has also been asked from time-to time to assist in evaluating and prioritizing projects for FHWA STP funding allocated to the other four urbanized areas within the Region (Kenosha, Racine, Round Lake Beach, and West Bend) and for FHWA STP/State Bridge Replacement funding available for local projects within counties. WisDOT evaluates and recommends local projects on a statewide basis for FHWA/State Bridge and FHWA HSIP funding. WisDOT, the Wisconsin Department of Natural Resources (WDNR), and the Commission work cooperatively to prioritize and recommend projects for FHWA CMAQ funding. Additional information on the project selection processes for FHWA funding is provided in Appendix G.

With regard to transit projects, the Commission works with the transit operators in the Milwaukee urbanized area on the distribution of FTA Section 5307/5340 Urbanized Area Formula Program, FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, and FTA Section 5339 Bus and Bus Facilities Program funding that is specifically allocated to the urbanized area. The designated recipients of these funds—each transit operator in the Milwaukee urbanized area in the case of Section 5307/5340 and Section 5339 funds and Milwaukee County in the case of Section 5310 funds—applies directly to FTA for the projects recommended for these funding sources. Since the Round Lake Beach urbanized area was extended from Illinois into Kenosha County based on the 2000 U.S. Census, and into Walworth County based on the 2010 Census, the FTA Section 5307/5340 funding allocated to the Wisconsin portion of the urbanized area has been transferred to transit operators located in the Illinois portion of the urbanized area due to a lack of an eligible local transit operator. WisDOT determines the distribution of FTA Section 5307/5340 funding to the other urbanized areas having a population between 50,000 and 200,000 within Southeastern Wisconsin. For the FTA Section 5339 funding available to bus and bus facilities projects statewide, WisDOT distributes a portion of the funding to the urbanized areas within the State with a population of 200,000 or more, such as the Milwaukee urbanized area. WisDOT solicits, evaluates, and recommends projects for the remaining FTA Section 5339 that is available for all of the urbanized areas within the State.

WisDOT also solicits, evaluates, and recommends mobility projects serving seniors and people with disabilities for FTA Section 5310 funding available to projects statewide and outside of the urbanized areas with populations of 200,000 or more. In addition, WisDOT distributes Section 5311 Non-Urbanized Area Formula Grant funds to transit systems outside of the urbanized areas, such as the shared-ride taxi systems in the City of Whitewater and Walworth County. The State also distributes State operating assistance funds to the transit operators in Southeastern Wisconsin to supplement the FTA funding used by the transit operators for the operation and maintenance of their systems. Additional information on the project selection processes for FTA funding is provided in Appendix G.

The Region also receives FTA Section 5337 funding for maintaining two existing fixed-guideway transit systems—Waukesha County Transit System's bus service operated in a reserved lane on W. Bluemound Road and the City of Kenosha's streetcar system. Projects recommended for Section 5337 funds are provided by the operators of these two systems for inclusion in the TIP. Based on the implementation of the Milwaukee streetcar system in 2018, it is expected that the City of Milwaukee will become a recipient of these funds beginning in Federal Fiscal Year 2026. Similarly, the East-West Bus Rapid Transit is anticipated to begin revenue service in 2023, and become eligible for FTA Section 5337 funding starting in Federal Fiscal Year 2031.

TIP AMENDMENT PROCESS

Following approval of a TIP by the Commission and appropriate State and Federal agencies, changes to projects listed in the TIP, and the addition or deletion of projects within the TIP, are requested periodically by the various levels of governments and agencies. Figure 2 summarizes the criteria used to determine if a proposed change to the TIP is considered a major amendment, minor amendment, or an administrative modification.

In general, amendments to the TIP are used for adding projects to, or removing projects from, the TIP and for changes to projects already listed in the TIP that would substantially modify project scope, cost, or timing. Major amendments to the TIP involve the addition or deletion of a transportation capacity expansion project, the addition or deletion of a project of more than $3 million in construction costs, or a significant change in project scope, cost, or timing. Public review and comment are formally solicited for major amendments, which is noticed with a 14-day comment period on the Commission's website (www.sewrpc.org) and for such amendments that do not also require an amendment to the FCTS of the regional transportation plan. Per the Commission's public participation plan, full notification and a 30-day public review and comment period would occur for any amendment to the TIP that would also require an amendment to the regional transportation plan. While public review and comment is not formally solicited for minor amendments, such amendments are posted on the Commission's webpage and sent to interested parties that have indicated that they would like to receive all TIP-related information. Amendments typically occur bimonthly and are generally noticed on the Commission's website during the first or second week of those months. Proposed amendments are reviewed by the TIP Committee(s) where the projects contained within the proposed amendment are located prior to being approved by the Commission.

Administrative modifications are used for modest changes to the TIP—such as modest changes in project cost, a change in funding source of non-discretionary funds, and changes in project timing within the four years of the program—that do not require the solicitation of public comment, air quality conformity determination, and demonstration of fiscal constraint. Administrative modifications are also used to correct data entry or typographical errors, splitting or combining projects, and changing or clarifying elements of the project description, as long as these changes would not modify the original scope of the project. The Commission and the TIP Committees are not required to approve administrative modifications to the TIP.

The above TIP amendment procedures would also be utilized for adding projects illustratively included in the TIP— as Federal funding has not yet been awarded—that are subsequently approved for full or partial Federal funding. However, as the project information for the illustrative projects are already included in the TIP (and have been reviewed by the Committees and the public), formally adding illustrative projects to the TIP, which do not also require other changes necessitating a minor or major amendment (as outlined in Figure 2), would be done through an administrative modification.

Like the TIP document, approved amendments and processed administrative modifications to the TIP are submitted for approval to the appropriate State and Federal agencies. All pending and approved amendments, and all processed administrative modifications, to the TIP are posted on the Commission's webpage, and sent to interested parties that have indicated that they would like to receive all TIP related information.

LIST OF OBLIGATED PROJECTS

Each year, the Commission staff, in coordination with staffs from WisDOT, area transit operators, FHWA, and FTA, prepares a listing of projects that were obligated for FHWA or FTA funding during the previous calendar year. The obligation of funds for a project by the appropriate Federal agency—FHWA or FTA—indicates the Federal government's commitment to fund the approved Federal share of the cost of a project.

Figure 2
Types of Changes to the Transportation Improvement Program (TIP)

MAJOR AMENDMENT

Requires formal public comment period[a]

- Adding or deleting a project of more than $3 million in construction costs
- Adding or deleting a capacity expansion project
- A significant change in cost ($3 million or more)

MINOR AMENDMENT

Does not require formal public comment period[a]

- Adding or deleting a project of less than $3 million in construction costs
- Adding or deleting non-capacity expansion project
- Minor changes in cost (less than $3 million)

ADMINISTRATIVE MODIFICATION

Does not require formal public comment period[b]

- Modest changes in TIP that do not require the solicitation of public comment, air quality conformity determination, and demonstration of financial constraint:
  - Modest changes in cost (less than $200,000)
  - Changes in non-discretionary funding sources (for example changing State funding to NHPP funding for state highway projects)
  - Changes in project timing within the four yearsof the program
- In addition, administrative modification can be used to correct data entries or typographical errors, splitting or combining projects, and changing clarifying elements of the project description as long as these changes do not modify the original scope of the project.

[a] *Amendments to the TIP require approval by the appropriate TIP Advisory Committee and the Commission. All potential amendments are posted on the Commission's website and sent to a listing of interested parties regardless of whether the TIP amendments require a formal comment period.*

[b] *Administrative modifications can be made without formal approval by the TIP Advisory Committees and the Commission. Completed administrative modifications are posted on the Commission's website.*

Source: SEWRPC

The listing of obligated projects is completed within the first three months of the year and made available to the public on the TIP webpage of the Commission's website. It should be noted that projects for which funds have been obligated are not necessarily initiated or completed in the four program years of the TIP. Further, the Federal funding for projects, or elements of projects, which have been previously obligated are not required to be listed in the TIP.

THE TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLANNING

Since 1961, the Regional Planning Commission has carried out the planning necessary to guide transportation improvement programming within the Region. The adopted regional land use and transportation plan for the year 2050 (VISION 2050) is documented in SEWRPC Planning Report No. 55, *VISION 2050: A Regional Land Use and Transportation System Plan for Southeastern Wisconsin*.

VISION 2050 includes recommendations for which arterial facilities require preservation or improvement (widening to provide additional lanes) and new arterial facilities proposed as system expansion. VISION 2050 recommends those transit facilities and services that should be preserved, improved, and expanded. Demand and traffic management actions are also recommended to increase the capacity of the existing transportation system at low costs and disruption. VISION 2050 also recommends bicycle accommodations on surface arterial streets and off-street bicycle facilities. Appendix E includes an assessment of how the projects programmed in the 2021-2024 TIP contribute to the achievement of VISION 2050 performance goals.

As described previously, implementation of VISION 2050 relies on adequate funding for transportation infrastructure and services. The amount of public funding needed to construct, operate, and maintain the transportation component of VISION 2050 has been compared to the amount of funding expected to be available. Federal metropolitan planning regulations (23 CFR Part 450) and conformity regulations (40 CFR Part 93.108) require that the Region's transportation plan be "fiscally constrained"—only including projects that can be funded with reasonably available funds, taking into account the limitations placed on these funding sources by Federal and State law. Therefore, only the portion of VISION 2050 within the FCTS (which can be funded within these revenue limitations) is considered the regional plan by the Federal Government. The FCTS is used in the determination of conformity and in the development of the TIP.

To establish a consistent nationwide process for monitoring the effectiveness of Federal transportation investments, MAP-21, enacted in 2012, created a framework for a national performance management (NPM) approach to transportation decision-making on investments with Federal highway and transit funding. In implementing the NPM approach, FHWA and FTA have developed 1) specific highway and transit NPMs and 2) requirements for States, transit operators, and Metropolitan Planning Organizations (MPOs) in establishing and reporting targets, along with the monitoring of achievement of the targets, for each NPM. The Commission is responsible for establishing baseline data and performance targets for all of the NPMs for Southeastern Wisconsin, and is required to report, in VISION 2050, the established baseline data and the NPM targets. In addition, the Commission is required to include in the TIP a description of how the projects programmed in the TIP promote the achievement of the NPM targets. Appendix E provides a summary of the targets established by the Commission, and an evaluation of how the projects programmed in the TIP are expected to contribute to the achievement of the targets.

THE 2023 THROUGH 2026 TRANSPORTATION IMPROVEMENT PROGRAM

Table 1 summarizes the total funds required to implement the projects located in each of the seven counties in Southeastern Wisconsin within each of the four years of the TIP. The total funds required to implement the projects contained within the first year—2023—of the TIP are $825,821,600; and, Federal funding sources would supply $496,225,700; State sources, $224,484,000; and local sources, the remaining $105,111,900. A more detailed program cost summary by Federal aid program, area, and project category is presented for the year 2023 in Tables 2 through 4.

Appendix A presents a project-by-project listing of the TIP. Sufficient information is provided to identify the type of project; the termini and length of the project; the estimated total cost and amount of Federal, State, and local funds proposed to be obligated during the program year[5]; the proposed Federal funding program; and the recipient or agency responsible for implementing the project. Table A-1 of Appendix A sets forth the TIP for the Milwaukee area, including Milwaukee, Ozaukee, Washington, and Waukesha Counties, one table for each county; and, Table A-2 of Appendix A sets forth the TIP for the Kenosha-Racine-Walworth area. Each table is structured to indicate the TIP projects listed by order of implementing agency and, for each implementing agency, in ten categories: highway system preservation, highway system improvement, highway system expansion, transit system preservation, transit system improvement, transit system expansion, bicycle and pedestrian, highway safety, environmental enhancement, and off-system highway. Descriptions of each category are provided below.

- Highway Preservation: Projects that result in little or no increase in the traffic-carrying capacity of the existing arterial street system, but are necessary to maintain existing capacity and structural adequacy of the arterial facility for which the project is proposed. These projects which are described as resurfacing or reconstruction may also provide bicycle and pedestrian accommodations and 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.

- Highway Improvement: Projects generally involve roadway reconstruction (similar to highway preservation), but also include in the reconstruction an increase in the traffic carrying capacity of the existing arterial highway system, typically through the addition of traffic lanes.

- Highway Expansion: Projects that increase the traffic carrying capacity of the arterial highway system through development of new arterial streets or highways.

- Transit Preservation: Projects that are necessary to maintain the current quality and level of service on the existing transit system.

- Transit Improvement: Projects that improve the quality and level of service on the existing transit system.

- Transit Expansion: Projects that either expand the existing transit system or create new transit systems or subsystems.

- Bicycle/Pedestrian: Projects that involve preservation, improvement, and expansion of bicycle and pedestrian accommodations along arterial streets and highways, or on adjacent roadway corridors or off-roadway locations.

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[5] The costs shown in Appendix A are as provided by project sponsors. These cost estimates were treated as constant dollars for purposes of the assessment (Appendix D).

Table 1
Cost Summary of Projects Within First Four Years of 2023-2026 Transportation Improvement Program

Milwaukee Area		2023	2024	2025	2026
Milwaukee County	Federal	296,309,100	269,052,000	238,747,300	351,357,100
	State	156,441,900	172,614,200	185,942,400	254,652,900
	Local	68,566,400	55,164,400	60,756,600	81,603,700
	Total	521,317,400	496,830,600	485,446,300	687,613,700
Ozaukee County	Federal	33,256,400	2,736,800	5,106,900	2,210,800
	State	17,943,700	4,134,200	2,993,000	1,973,900
	Local	1,649,600	1,883,300	1,641,700	1,658,200
	Total	52,849,700	8,754,300	9,741,600	5,842,900
Washington County	Federal	25,134,300	13,252,300	10,253,500	22,844,800
	State	7,607,700	3,652,000	2,583,500	6,147,600
	Local	5,533,200	4,431,600	3,782,400	2,633,900
	Total	38,275,200	21,335,900	16,619,400	31,626,300
Waukesha County	Federal	45,948,300	90,643,400	62,655,300	49,668,500
	State	16,788,500	29,458,100	17,995,300	14,089,900
	Local	13,763,800	12,310,300	13,815,800	15,017,000
	Total	76,500,600	132,411,800	94,466,400	78,775,400
Area Subtotal	Federal	400,648,100	375,684,500	316,763,000	426,081,200
	State	198,781,800	209,858,500	209,514,200	276,864,300
	Local	89,513,000	73,789,600	79,996,500	100,912,800
	Total	688,942,900	659,332,600	606,273,700	803,858,300
Kenosha, Racine, Walworth Area		**2023**	**2024**	**2025**	**2026**
Kenosha County	Federal	23,473,600	20,461,900	4,997,100	6,869,100
	State	6,733,500	5,743,900	2,731,600	3,386,100
	Local	6,129,200	6,231,000	4,781,500	4,757,400
	Total	36,336,300	32,436,800	12,510,200	15,012,600
Racine County	Federal	45,957,600	19,967,300	31,606,200	14,696,600
	State	9,084,800	4,247,300	8,151,200	4,228,400
	Local	6,232,500	4,817,600	3,875,000	5,269,200
	Total	61,274,900	29,032,200	43,632,400	24,194,200
Walworth County	Federal	26,146,400	23,133,100	3,530,900	67,624,600
	State	9,883,900	8,577,300	840,500	20,298,600
	Local	3,237,200	2,060,300	1,161,200	1,041,500
	Total	39,267,500	33,770,700	5,532,600	88,964,700
Area Subtotal	Federal	95,577,600	63,562,300	40,134,200	89,190,300
	State	25,702,200	18,568,500	11,723,300	27,913,100
	Local	15,598,900	13,108,900	9,817,700	11,068,100
	Total	136,878,700	95,239,700	61,675,200	128,171,500
Region		**2023**	**2024**	**2025**	**2026**
Region Total	Federal	496,225,700	439,246,800	356,897,200	515,271,500
	State	224,484,000	228,427,000	221,237,500	304,777,400
	Local	105,111,900	86,898,500	89,814,200	111,980,900
	Total	825,821,600	754,572,300	667,948,900	932,029,800

Source: SEWRPC

Table 2
Cost Summary of Projects in the First Year of the Transportation Improvement Program by Federal Aid Program and Area—2023

Federal Aid Program	Milwaukee Area[a]	Kenosha, Racine, and Walworth Area[b]	Total
FTA			
Section 5307	42,044,700	18,067,900	60,112,600
Section 5309	--	--	--
Section 5310	130,000	157,700	287,700
Section 5311	--	3,899,600	3,899,600
Section 5337	250,000	125,000	375,000
Section 5339	4,778,300	9,600,000	14,378,300
FTA Subtotal[c]	47,418,000	31,850,200	79,268,200
FHWA			
NHPP	325,736,500	27,396,600	353,133,100
STP-B	8,480,300	2,726,000	11,206,300
TAP	1.959.000	--	1,959,000
STP-M	59,932,800	--	59,932,800
STP-O	26,711,000	37,259,200	63,970,200
HSIP	12,998,300	2,950,900	15,949,200
CMAQ	19,661,300	600,000	20,261,300
PL	5,430,500	--	5,430,500
FHWA Subtotal[d]	492,688,100	94,493,600	587,181,700
Total[e]	561,959,800	135,475,500	697,435,300

Note: Costs shown are total project costs including State and local match.

[a] *Includes Milwaukee, Ozaukee, Washington, and Waukesha Counties.*

[b] *Includes Kenosha, Racine, and Walworth Counties.*

[c] *Approximately $215,000 from a combination of Federal Transit Administration funding sources ($127,000 in FTA Section 5339 funds, $44,800 in FTA Section 5307 funds, and $43,000 in local funds) are programmed in the Milwaukee Transportation Management Area*

[d] *Approximately $31,778,400 from a combination of Federal Highway Administration funding sources ($13,808,000 in FHWA NHPP funds, $11,106,000 in CRRSAA funds, $302,300 in FHWA HSIP funds, and $6,562,100 in State funds) are programmed in the Milwaukee Transportation Management Area; and approximately $23,560,900 from a combination of FHWA funding sources ($1,763,100 in FHWA HSIP, $16,554,800 in FHWA STP-O funds, $5,158,500 in State funds, and $84,500 in local funds) are programmed in the Kenosha-Racine-Walworth Transportation Management Area*

[e] *Includes $1,853,700 in U.S. Transportation Investment Generating Economic Recovery (TIGER) grant funds and $20,000,000 in American Rescue Plan Act (ARPA) funds programmed in the Milwaukee Transportation Management Area, and $9,131,700 in Federal Coronavirus Response & Relief Supplemental Appropriations Act (CRRSAA) funds programmed in the Kenosha-Racine-Walworth Transportation Management Area*

Source: SEWRPC

Table 3
Cost Summary of FHWA-Funded Projects in the First Year of the Transportation Improvement Program—2023

Funding Source	Highway System			Transit System			Bike and Pedestrian	Off-System	Safety	Environmental Enhancement	Total
	Preservation	Improvement	Expansion	Preservation	Improvement	Expansion					
Federal Coronavirus Response and Relief Supplemental Appropriations Act											
Federal	8,189	--	--	--	--	--	--	--	--	--	8,189
Local	942	--	--	--	--	--	--	--	--	--	942
Total	9,132	--	--	--	--	--	--	--	--	--	9,132
Federal Bridge											
Federal	8,965	--	--	--	--	--	--	--	--	--	8,965
Local	2,241	--	--	--	--	--	--	--	--	--	2,241
Total	11,206	--	--	--	--	--	--	--	--	--	11,206
Congestion Mitigation and Air Quality Improvement											
Federal	--	--	--	7,147	--	5,320	832	--	--	2,910	16,209
Local	--	--	--	1,787	--	1,330	208	--	--	728	4,052
Total	--	--	--	8,933	--	6,650	1,040	--	--	3,638	20,261
Highway Safety Improvement Program											
Federal	--	--	--	--	--	--	--	--	13,123	--	13,123
Local	--	--	--	--	--	--	--	--	2,827	--	2,827
Total	--	--	--	--	--	--	--	--	15,949	--	15,949
Surface Transportation Program – Milwaukee Urbanized Area											
Federal	39,889	429	--	3,771	--	--	--	--	--	--	44,089
Local	14,594	307	--	943	--	--	--	--	--	--	15,844
Total	54,483	736	--	4,714	--	--	--	--	--	--	59,933
Surface Transportation Program – Other (rural, other urban & urbanized areas, discretionary)											
Federal	47,234	--	--	--	--	--	--	--	--	--	47,234
Local	16,736	--	--	--	--	--	--	--	--	--	16,736
Total	63,970	--	--	--	--	--	--	--	--	--	63,970
Metropolitan Planning (PL) Funds											
Federal	4,344	--	--	--	--	--	--	--	--	--	4,344
Local	1,086	--	--	--	--	--	--	--	--	--	1,086
Total	5,431	--	--	--	--	--	--	--	--	--	5,431
Transportation Alternatives Program (TAP)											
Federal	--	--	--	--	--	--	1,567	--	--	--	1,567
Local	--	--	--	--	--	--	392	--	--	--	392
Total	--	--	--	--	--	--	1,959	--	--	--	1,959
National Highway Performance Program											
Federal	182,535	58,539	--	--	--	--	--	--	--	--	241,074
Local	55,558	56,501	--	--	--	--	--	--	--	--	112,059
Total	238,093	115,040	--	--	--	--	--	--	--	--	353,133
Total											
Federal	291,158	58,968	--	10,918	--	5,320	2,399	--	13,123	2,910	384,795
Local	91,157	56,808	--	2,729	--	1,330	600	--	2,827	728	165,382
Total	382,315	115,776	--	13,647	--	6,650	2,999	--	15,949	3,638	550,177

Note: Local match includes State funding. Costs are in thousands of dollars.

Source: SEWRPC

PRELIMINARY DRAFT

Table 4
Cost Summary of FTA-Funded Projects in the First Year of the Transportation Improvement Program—2023

Funding Source	Transit System			Environmental Enhancement	Total
	Preservation	Improvement	Expansion		
Section 5307					
Federal	33,457	--	--	--	33,457
Local	26,656	--	--	--	26,656
Total	60,113	--	--	--	60,113
Section 5309					
Federal	--	--	--	--	--
Local	--	--	--	--	--
Total	--	--	--	--	--
Section 5310					
Federal	232	--	--	--	232
Local	56	--	--	--	56
Total	288	--	--	--	288
Section 5339					
Federal	11,503	--	--	--	11,503
Local	2,876	--	--	--	2,876
Total	14,378	--	--	--	14,378
Section 5311					
Federal	1,619	--	--	--	1,619
Local	2,281	--	--	--	2,281
Total	3,900	--	--	--	3,900
Section 5337 (State of Good Repair)					
Federal	300	--	--	--	300
Local	75	--	--	--	75
Total	375	--	--	--	375
American Rescue Plan Act (ARPA)					
Federal	--	--	20,000	--	20,000
Local	--	--	--	--	--
Total	--	--	20,000	--	20,000
Total					
Federal	47,110	--	20,000	--	67,110
Local	31,943	--	--	--	31,943
Total	79,053	--	20,000	--	99,053

Note: Local match includes State funding. Costs are in thousands of dollars.

Source: SEWRPC

- 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.

- Environmental Enhancement: Projects that can reduce air, noise, or visual pollution, and provide some benefit to highway system operation or capacity.

- Highway Off-System: Projects on streets or highways that are not on the arterial street and highway system and are candidates for special Federal funding.

Figure 3 graphically presents the proposed expenditures in the first year of the TIP by each of the ten project categories for each of two areas, the Milwaukee Transportation Management Area including Milwaukee, Ozaukee, Washington, and Waukesha Counties, and the Kenosha, Racine, and Walworth Transportation Management Area including Kenosha, Racine, and Walworth Counties. Certain expenditure patterns are apparent from an examination of Figure 3. These include the following:

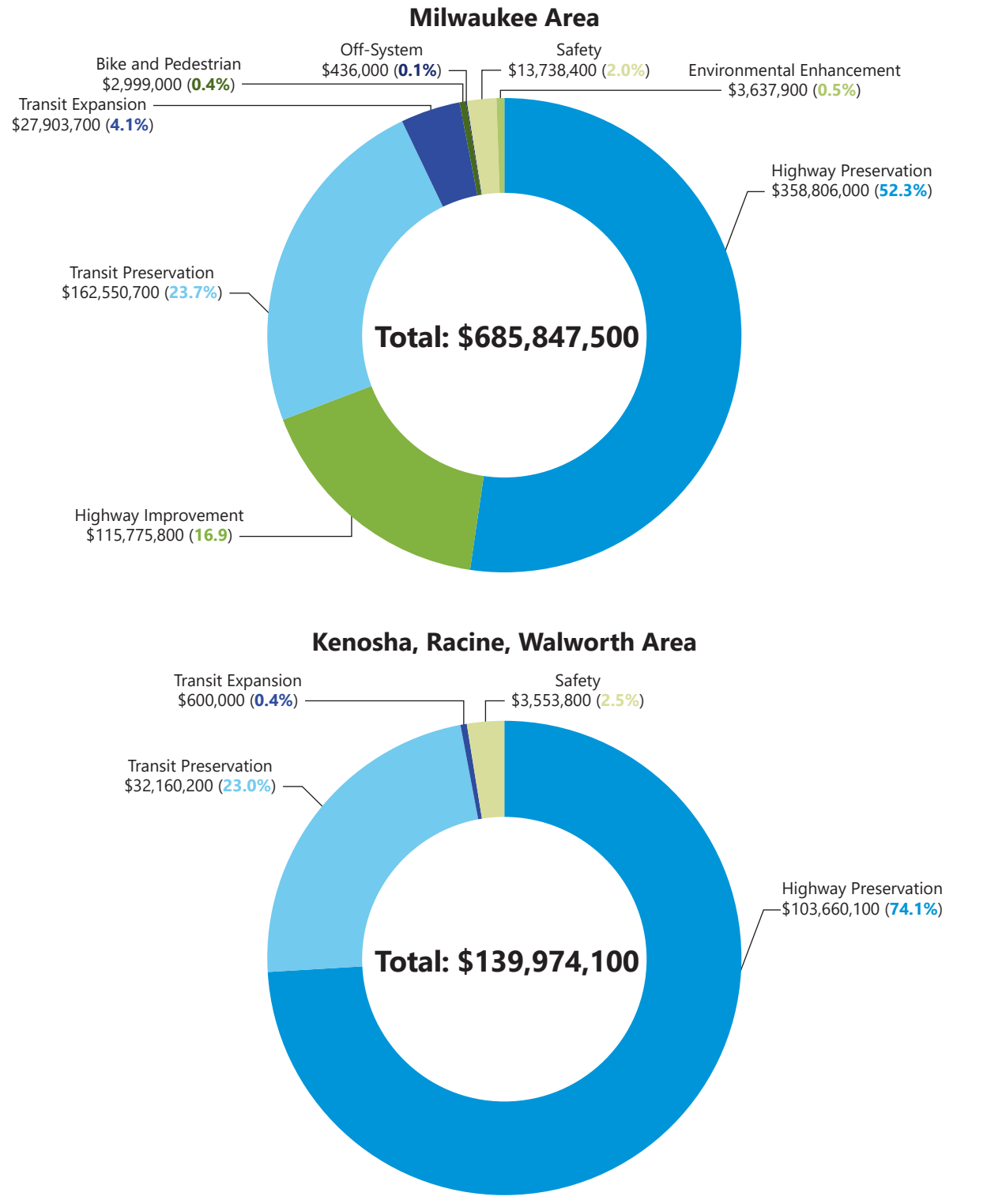
- A significant portion of financial resources programmed for 2023 are to be devoted to the preservation of the existing transportation facilities and services—both highway and transit—about $657.2 million, or 79.6 percent of expenditures in the Region. This allocation of resources does not involve routine highway operations and maintenance activities—snowplowing, ice control, grass cutting, and power for traffic control and street lighting.

- The expenditures for highway improvement in 2023 are approximately $115.8 million, or 14 percent of total expenditures. A vast majority of these funds—over 99 percent—are programmed for the two freeway reconstruction projects—IH 43 between Silver Spring Drive and STH 60 and IH 94 between N. 70th Street and N. 16th Street. (It should be noted that much of the cost of a highway improvement project is due to the 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.) In 2023, no expenditures are programmed for highway expansion projects.

- About $223.2 million, or 27 percent of the total financial resources in 2023, is devoted to public transit projects. Of the total year 2023 programmed resources for public transit, $194.7 million, or 87 percent, is for preservation and $28.5 million, or 13 percent, is for service expansion. However, one of the transit expansion projects also includes transit improvement activities.

Similar programmed funding patterns exist for the full four years of the 2023-2026 TIP. About $2.34 billion, or about 74 percent of the total $3.2 billion 2023-2026 programmed funding, is for highways. Of the total 2023-2026 programmed resources for highways, $1.4 billion, or 58 percent, is for highway preservation and $984.7 million, or 42 percent, is for highway improvement. There are no highway expansion projects programmed in the 2023-2026 TIP. About $743.7 million, or about 24 percent, of the 2023-2026 programmed funding is for transit. Of the total 2023-2026 programmed resources for transit, $712.2 million, or about 96 percent, is for transit preservation, and $31.6 million, or about 4 percent, is for transit expansion. However, one of the transit expansion projects also includes transit improvement activities.

Figure 3
Distribution of Expenditures in 2023 of the 2023 Through 2026 Transportation Improvement Program by Project Category



Note: For 2023 through 2026, no expenditures are expected to be incurred for transit improvement or highway expansion for the Milwaukee Area. No expenditures are expected to be incurred for highway improvement, highway expansion, transit improvement, bicycle and pedestrian, off-system, and environmental enhancement for the Kenosha, Racine, Walworth Area. However, one of the transit expansion projects for the Kenosha, Racine, Walworth Area also includes transit improvement activities.

Source: SEWRPC

STATUS OF PROJECTS IDENTIFIED WITHIN ANNUAL ELEMENT OF THE 2021 THROUGH 2024 TRANSPORTATION IMPROVEMENT PROGRAM

Appendix B of the TIP reports on the status of projects contained within the 2021-2024 TIP. These projects have been completed; are currently underway and are intended to continue or be completed within the time period of this 2023-2026 transportation improvement program; are on schedule to be initiated during the time period of the 2023-2026 TIP; were deferred from the 2021-2024 TIP and are contained in the 2023-2026 TIP; are not included in the 2023-2026 TIP due to the project no longer being considered for implementation or the project being combined with another project in the 2023-2026 TIP; or were programmed in the 2021-2024 TIP, but have no work scheduled until beyond the last year of the 2023-2026 TIP.

SUMMARY

This TIP sets forth, in tabular format in Appendix A, the list of projects for improving transportation facilities and services proposed for the years 2023 through 2026 by State and local governments within Southeastern Wisconsin. All projects have been determined to be in conformance with the adopted regional transportation plan.

APPENDIX A

2023 THROUGH 2026 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 (Milwaukee, Ozaukee, Washington, and Waukesha Counties)

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 the 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, bicycle and pedestrian projects, 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)	
ARPA	American Rescue Plan Act
BUILD	Better Utilizing Investments to Leverage Development Grant Program
CMAQ	Congestion Mitigation and Air Quality Improvement Program
COMB	Combination of FHWA and FTA Funds
CRRSAA	Federal Coronavirus Response and Relief Supplemental Act
FTA 5307	FTA Section 5307 Funds--Urban Formula Program
FTA 5309	FTA Section 5309 Funds--Capital Program
FTA 5310	FTA Section 5310 Funds--Enhanced Mobility of Seniors and Individuals with Disabilities Program
FTA 5311	FTA Section 5311 Funds--Nonurban Area Formula Program
FTA 5337	FTA Section 5337 Funds--State of Good Repair Grant Program
FTA 5339	FTA Section 5339 Funds--Bus and Bus Facilities Formula Program
HSIP	Highway Safety Improvement Program
IH-C/S	Interstate Highway Cost Estimate Funds - Completion or Substitution
INFRA	Infrastructure for Rebuilding America Grant Program
LRIP	Local Road Improvement Program
NHPP	National Highway Performance Program
OTHER FED	Federal funding programs not sponsored by FHWA or FTA (Economic Development Funds and Community Development Block Grants are examples)
OTHER FHWA	FHWA funding program other than those listed (includes certain limited demonstration funds)
PL	FHWA Public Law Funds (Federal Metropolitan Planning Funds)
STP-B	FHWA Surface Transportation Block Grant Program - Bridge
STP-M	Surface Transportation Block Grant Program - Milwaukee Urbanized Area Funds
STP-O	Surface Transportation Block Grant Program - Other Funds (Rural, other urban and urbanized areas, discretionary)

Source of Funds (federal and state fund codes) (continued)

TAP	Transportation Alternatives Program
TIGER	Transportation Investment Generating Economic Recovery Program

Project No.

1	Project number for project in 2023-2026 TIP
(1)	2021-2024 TIP project number for project contained in 2023-2026 TIP
I	Indicates that the project is being shown in the TIP for informational purposes, and is not included in the evaluation of fiscal constraint.

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
BP	Bicycle/Pedestrian
EE	Environmental Enhancement
HS	Highway Safety
OH	Off Arterial Highway System

Cost[1]

PE	Preliminary engineering
ROW	Right-of-way
CONST	Construction
OTHER	Purchase and/or installation of equipment, operation of transit services, and planning activities (not related to preliminary engineering work)
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 NEUTRAL	Project implementation requires air quality conformity assessment. However, project is considered to have a minimal impact on air quality and does not need to be included in a regional emissions analysis supporting an air quality conformity assessment.
NON-EXEMPT	Project implementation requires air quality conformity assessment. Project is considered to have an impact on air quality and must be included in a regional emissions analysis supporting an air quality conformity assessment.

[1] *The costs shown in Appendix A are as provided by project sponsors. For purposes of the comparison of programmed costs and available revenues (Appendix D), they are treated as constant dollars.*

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	1 (1)	CONTINUATION OF THE REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION 8000180	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	5,430.5	5,430.5	5,430.5	5,430.5	- -	
					TOTAL	5,430.5	5,430.5	5,430.5	5,430.5	- -	
				SOURCE OF FUNDS	LOCAL	883.2	883.2	883.2	883.2		
					STATE	202.9	202.9	202.9	202.9		
					FEDERAL	4,344.4	4,344.4	4,344.4	4,344.4		
				PL	TOTAL	5,430.5	5,430.5	5,430.5	5,430.5		
	2 (2)	INSTALLATION OF NEW AND REPLACEMENT SIGNALS AT VARIOUS LOCATIONS IN SE WISCONSIN 8000046	HP	DETAIL COSTS	PE	50.0	50.0	50.0	50.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	250.0	250.0	250.0	250.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	300.0	300.0	300.0	300.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	300.0	300.0	300.0	300.0		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	300.0	300.0	300.0	300.0		
	3 (532)	DECK SEALING OF VARIOUS INTERSTATE ROUTES PER PLAN IN MILWAUKEE COUNTY (LIST AVAILABLE UPON REQUEST) 8002000 1000-50-30	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	275.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	275.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	55.0	- -	- -		
					FEDERAL	- -	220.0	- -	- -		
				NHPP	TOTAL	- -	275.0	- -	- -		
	4 (533)	DECK SEALING OF VARIOUS STATE HIGHWAY ROUTES PER PLAN IN MILWAUKEE COUNTY (LIST AVAILABLE UPON REQUEST) 8002001 1000-50-31	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	505.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	505.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	101.0	- -	- -		
					FEDERAL	- -	404.0	- -	- -		
				NHPP	TOTAL	- -	505.0	- -	- -		
	5 (3)	INSPECTION OF VARIOUS BRIDGES IN MILWAUKEE, OZAUKEE, WAUKESHA, KENOSHA, RACINE, WALWORTH AND WASHINGTON COUNTIES 8000074	HP	DETAIL COSTS	PE	1,000.0	1,000.0	1,000.0	1,000.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,000.0	1,000.0	1,000.0	1,000.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	200.0	200.0	200.0	200.0		
					FEDERAL	800.0	800.0	800.0	800.0		
				NHPP	TOTAL	1,000.0	1,000.0	1,000.0	1,000.0		
	6 (4)	REPLACEMENT AND REPAIR OF SIGN BRIDGES WITHIN SOUTHEASTERN WISCONSIN 8000189 1000-20-67	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	150.0	150.0	150.0	150.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	150.0	150.0	150.0	150.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	150.0	150.0	150.0	150.0		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	150.0	150.0	150.0	150.0		
	7 (6)	RAILROAD SURFACE CROSSING REPAIRS AT VARIOUS LOCATIONS IN SOUTHEASTERN WISCONSIN 8009682 2791-01-50	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	300.0	300.0	300.0	300.0	- -	
					TOTAL	300.0	300.0	300.0	300.0	- -	
				SOURCE OF FUNDS	LOCAL	45.0	45.0	45.0	45.0		
					STATE	255.0	255.0	255.0	255.0		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	300.0	300.0	300.0	300.0		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	8 (7)	PAVEMENT MARKING WITHIN SOUTHEASTERN WISCONSIN 8009778 1000-77-13	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,200.0	1,200.0	1,200.0	1,200.0	- -	
					TOTAL	1,200.0	1,200.0	1,200.0	1,200.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	240.0	240.0	240.0	240.0		
					FEDERAL	960.0	960.0	960.0	960.0		
				STP-O	TOTAL	1,200.0	1,200.0	1,200.0	1,200.0		
	9 (8)	REHABILITATION OF NOISE WALLS IN VARIOUS LOCATIONS IN SE WISCONSIN (LIST AVAILABLE UPON REQUEST) 8000191 1060-53-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,220.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,220.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	244.0	- -	- -	- -		
					FEDERAL	976.0	- -	- -	- -		
				NHPP	TOTAL	1,220.0	- -	- -	- -		
	10 (9)	RESURFACING OF IH 41 FROM SILVER SPRING DR TO GOOD HOPE RD, BRIDGE MAINTENANCE OF CARMEN AVE (213-4), GOOD HOPE RD (248-9), STH 175 (346-7, 350-1), CNW RR (365-6), & FLORIST AVE (369) IN MILWAUKEE COUNTY 8000304 1100-21-10	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	26,385.0	- -	- -	
					OTHER	- -	- -	750.0	- -	- -	
					TOTAL	- -	- -	27,135.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	6,027.0	- -		
					FEDERAL	- -	- -	21,108.0	- -		
				NHPP	TOTAL	- -	- -	27,135.0	- -		
	11 [a] (9)	REHABILITATION OF IH 41 B/N BURLEIGH & SILVER SPRING, ADDITIONAL AUXILIARY LANES & NOISE WALL WITHIN THE EXISTING ROW (BURLEIGH TO CAPITOL NB/SB & CAPITOL TO HAMPTON SB), & VARIOUS BRIDGE WORK B/N BURLEIGH & CAPITOL 8000183 1100-20-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	26,348.0	25,933.0	- -	- -	- -	
					OTHER	300.0	750.0	- -	- -	- -	
					TOTAL	26,648.0	26,683.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	5,569.6	5,936.6	- -	- -		
					FEDERAL	21,078.4	20,746.4	- -	- -		
				COMB	TOTAL	26,648.0	26,683.0	- -	- -		
	12 (13)	RESURFACING OF THE IH 41 MITCHELL INTERCHANGE FROM RAWSON AVE (CTH BB) (S) TO HOWARD AVE (N) AND 35TH ST (W) IN MILWAUKEE COUNTY (6.09 MI) 8000254 1030-43-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	41,063.1	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	41,063.1	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	8,857.0	- -	- -	- -		
					FEDERAL	32,206.1	- -	- -	- -		
				NHPP	TOTAL	41,063.1	- -	- -	- -		
	13 (534)	RESURFACING OF IH 43 FROM THE OAK LEAF TRAIL TO BENDER RD, RETAINING WALL REPAIRS (R40-154, 156, 159, 160, 163, 610, 611) AND NOISE WALL (40-28) IN MILWAUKEE COUNTY (1.43 MI) 8002012 1228-03-06	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	72.2	- -	- -	- -	- -	
					CONST	- -	- -	9,900.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	72.2	- -	9,900.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	72.2	- -	1,980.0	- -		
					FEDERAL	- -	- -	7,920.0	- -		
				NHPP	TOTAL	72.2	- -	9,900.0	- -		
	14 (14)	REPLACEMENT OF THE HAMPTON AVE SB RAMP TO IH 43 OVER THE MILWAUKEE RIVER (B40-893), ADDITION OF A RETAINING WALL (R40-728), & NOISE WALL (40-104) IN MILWAUKEE COUNTY 8001902 1228-22-74	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	5,345.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	5,345.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,069.0	- -	- -	- -		
					FEDERAL	4,276.0	- -	- -	- -		
				NHPP	TOTAL	5,345.0	- -	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	15 (15)	RESURFACING OF IH 43 B/N BROWN & CAPITOL, CONSIDERATION OF ADDITIONAL AUXILIARY LANES, DECK REPLACEMENT B/N CAPITOL & BURLEIGH (74,78,158,72,204,207-206), OVERLAY B/N WRIGHT & BROWN (209-215) & PAINTING AT CENTER (208) 8000071 1228-22-70	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	55,731.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	55,731.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	11,146.2	- -	- -	- -		
					FEDERAL	44,584.8	- -	- -	- -		
				NHPP	TOTAL	55,731.0	- -	- -	- -		
	16 (461)	RESURFACING OF THE IH 43 ON/OFF RAMPS FROM THE MITCHELL INTERCHANGE TO THE MARQUETTE INTERCHANGE & THIN POLYMER OVERLAYS TO BRIDGES (B40-171 AND 265) IN THE CITY OF MILWAUKEE 8002108 1228-09-06	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	110.0	- -	- -	- -	- -	
					CONST	- -	2,568.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	110.0	2,568.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	110.0	513.6	- -	- -		
					FEDERAL	- -	2,054.4	- -	- -		
				NHPP	TOTAL	110.0	2,568.0	- -	- -		
	17 (17)	REPLACEMENT OF THE IH 43 BRIDGE AT LOOMIS RD (STH 36) (B198) IN MILWAUKEE COUNTY 8001904 1100-46-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	12,035.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	12,035.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	57.5	- -	- -	- -		
					STATE	2,395.5	- -	- -	- -		
					FEDERAL	9,582.0	- -	- -	- -		
				NHPP	TOTAL	12,035.0	- -	- -	- -		
	18 (18)	RESURFACING AND BRIDGE DECK OVERLAY OF IH 43 FROM 84TH ST TO 35TH ST (B40-191, 192, 196, 197, 321), NOISE WALL REPAIRS (9-10), & DECK SEALS (B40-151, 165, 166, 193, 200, 201, 1002) IN MILWAUKEE COUNTY (3.08 MI) 8009451 1100-45-70	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	37,800.0	- -	- -	- -	- -	
					OTHER	500.0	- -	- -	- -	- -	
					TOTAL	38,300.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	8,060.0	- -	- -	- -		
					FEDERAL	30,240.0	- -	- -	- -		
				NHPP	TOTAL	38,300.0	- -	- -	- -		
	19 (20)	REHABILITATON OF THE HALE INTERCHANGE BRIDGES (B190, 304, 323) IN MILWAUKEE COUNTY 8000170 1090-32-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	110.0	- -	- -	- -	- -	
					CONST	- -	- -	5,746.0	- -	- -	
					OTHER	- -	- -	300.0	- -	- -	
					TOTAL	110.0	- -	6,046.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	110.0	- -	1,449.2	- -		
					FEDERAL	- -	- -	4,596.8	- -		
				NHPP	TOTAL	110.0	- -	6,046.0	- -		
	20 (462)	BRIDGE DECK OVERLAY OF THE IH 794 BRIDGE FROM THE MARQUETTE INTERCHANGE TO THE LAKE INTERCHANGE (804-1312-1-6 & 840-1412-1-7) & DECK SEALS (400-1C-D, 2A-F, 3A-C, 4A-D, 5B-E, 6C-D, 7A-B, 8A-C,1AA-BB, B40-1222) 8002100 1060-48-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	10,735.0	- -	- -	- -	
					OTHER	- -	- -	900.0	- -	- -	
					TOTAL	- -	10,735.0	900.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	2,147.0	900.0	- -		
					FEDERAL	- -	8,588.0	- -	- -		
				NHPP	TOTAL	- -	10,735.0	900.0	- -		
	21 (463)	INSTALLATION OF DEBRIS FENCING ON THE HOAN BRIDGE (IH 794) FROM 800' SOUTH OF CLYBOURN ST TO 4000' NORTH OF LINCOLN MEMORIAL DR IN MILWAUKEE COUNTY (1.19 MI) 8002103 1300-15-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,145.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,145.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,145.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	1,145.0	- -	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	22	REHABILITATION OF THE LINCOLN AVE BRIDGE (B125), REPLACEMENT OF THE HOWARD AVE BRIDGE (B185), & DECK SEAL OF THE DAKOTA ST PEDESTRIAN BRIDGE (B889) OVER IH 894 IN MILWAUKEE COUNTY (2.53 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	7,360.0	- -	- -	
					OTHER	- -	- -	200.0	- -	- -	
					TOTAL	- -	- -	7,560.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	1,672.0	- -		
					FEDERAL	- -	- -	5,888.0	- -		
		8000093 1100-35-00		NHPP	TOTAL	- -	- -	7,560.0	- -		
	23	RECONSTRUCTION OF WELLS ST (USH 18) FROM N BROADWAY TO N VAN BUREN ST IN THE CITY OF MILWAUKEE (0.26 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,970.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(27)				TOTAL	2,970.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,580.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,390.0	- -	- -	- -		
		8008949 2195-04-00		STP-O	TOTAL	2,970.0	- -	- -	- -		
	24	RECONSTRUCTION OF USH 45/STH 100 FROM RAWSON AVE TO COLLEGE AVE IN THE CITY OF FRANKLIN (1.0 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	12,630.4	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(29)				TOTAL	12,630.4	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	186.4	- -	- -	- -		
					STATE	2,452.1	- -	- -	- -		
					FEDERAL	9,991.9	- -	- -	- -		
		8000135 2040-14-70		NHPP	TOTAL	12,630.4	- -	- -	- -		
	25	RESURFACING OF USH 45 FROM STH 36 TO RAWSON AVE (CTH BB) IN THE CITY OF FRANKLIN (1.6 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	5,350.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	5,350.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	1,070.0		
					FEDERAL	- -	- -	- -	4,280.0		
		8000307 2040-21-00		NHPP	TOTAL	- -	- -	- -	5,350.0		
	26	RESURFACING OF STH 24 FROM WAUKESHA COUNTY LINE TO 108TH ST AND DECK SEALS (B40-764 & 765) IN THE VILLAGE OF HALES CORNERS (2.0 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	2,452.5	- -	
					OTHER	- -	- -	- -	- -	- -	
	(474)				TOTAL	- -	- -	- -	2,452.5	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	490.5		
					FEDERAL	- -	- -	- -	1,962.0		
		8003014 2380-04-00		NHPP	TOTAL	- -	- -	- -	2,452.5		
	27	RESURFACING OF STH 24 FROM USH 45 TO 45TH ST AND DECK SEAL TO THE BRIDGE OVER HONEY CREEK (B77) IN MILWAUKEE COUNTY (5.27 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	13,615.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(30)				TOTAL	- -	13,615.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	2,723.0	- -	- -		
					FEDERAL	- -	10,892.0	- -	- -		
		8000196 2120-18-00		NHPP	TOTAL	- -	13,615.0	- -	- -		
	28	RESURFACING OF STH 32 (N LAKE DR) FROM SCHOOL RD TO DEAN RD IN THE VILLAGE OF FOX POINT (2.63 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	54.0	- -	- -	- -	- -	
					CONST	- -	- -	2,712.5	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(31)				TOTAL	54.0	- -	2,712.5	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	54.0	- -	542.5	- -		
					FEDERAL	- -	- -	2,170.0	- -		
		8000198 2225-00-03		STP-O	TOTAL	54.0	- -	2,712.5	- -		

Source: SEWRPC

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Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	29	RECONSTRUCTION OF STH 32 (LAKE DR) FROM EDGEWOOD AVE TO KENSINGTON BLVD IN THE VILLAGE OF SHOREWOOD (1.22 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	120.0	- -	- -	- -	- -	
					CONST	- -	- -	5,920.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(579)				TOTAL	120.0	- -	5,920.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	279.6	- -		
					STATE	120.0	- -	904.4	- -		
					FEDERAL	- -	- -	4,736.0	- -		
		8004003 2225-13-00		STP-O	TOTAL	120.0	- -	5,920.0	- -		
	30	PAVEMENT REPLACEMENT OF LAKE DR (STH 32) FROM NEWBERRY BLVD TO EDGEWOOD AVE IN THE CITY OF MILWAUKEE (0.85 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	5,610.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(32)				TOTAL	- -	5,610.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	606.1	- -	- -		
					STATE	- -	2,720.0	- -	- -		
					FEDERAL	- -	2,283.9	- -	- -		
		8008956 2225-15-00		NHPP	TOTAL	- -	5,610.0	- -	- -		
	31	RESURFACING OF STH 36 FROM STH 100 TO 51ST ST, CULVERT REPAIRS (C40-17 & 44), DECK SEAL TO THE BRIDGE OVER THE ROOT RIVER (B40-387), & DECK REPAIRS TO THE SCOUT LAKE PEDESTRIAN BRIDGE (B40-512) (5.34 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	12,071.1	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(33)				TOTAL	- -	12,071.1	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	532.5	- -	- -		
					STATE	- -	2,307.7	- -	- -		
					FEDERAL	- -	9,230.9	- -	- -		
		8000219 2240-00-08		NHPP	TOTAL	- -	12,071.1	- -	- -		
	32	REPLACEMENT OF THE CHASE AVE (STH 38) BRIDGE OVER THE UNION PACIFIC RAILROAD (B40-571) IN THE CITY OF MILWAUKEE	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	4,796.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(34)				TOTAL	4,796.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	959.2	- -	- -	- -		
					FEDERAL	3,836.8	- -	- -	- -		
		8009400 2060-18-00		STP-O	TOTAL	4,796.0	- -	- -	- -		
	33	RESURFACING OF HOWELL AVE (STH 38) FROM OAKWOOD RD TO GRANGE AVE, DECK SEAL TO BRIDGE OVER OAK CREEK (B294-5), & BRIDGE REPAIRS AT STH 119 (B484-5 & C50) IN THE CITY OF MILWAUKEE AND CITY OF OAK CREEK (6.37 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	256.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	9,478.5	- -	
					OTHER	- -	- -	- -	- -	- -	
	(35)				TOTAL	256.0	- -	- -	9,478.5	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	256.0	- -	- -	1,895.7		
					FEDERAL	- -	- -	- -	7,582.8		
		8000352 2060-20-00		NHPP	TOTAL	256.0	- -	- -	9,478.5		
	34	RESURFACING OF N 20TH ST (STH 57) FROM NORTH AVE TO HOPKINS ST IN THE CITY OF MILWAUKEE (1.06 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	3,808.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(37)				TOTAL	- -	3,808.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	105.8	- -	- -		
					STATE	- -	969.4	- -	- -		
					FEDERAL	- -	2,732.8	- -	- -		
		8008936 2275-05-00		STP-O	TOTAL	- -	3,808.0	- -	- -		
	35	RECONSTRUCTION OF W NATIONAL AVE (STH 59) FROM 39TH ST TO 1ST ST IN THE CITY OF MILWAUKEE (2.62 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	22,000.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(38)				TOTAL	- -	- -	22,000.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	845.4	- -		
					STATE	- -	- -	16,923.7	- -		
					FEDERAL	- -	- -	4,230.9	- -		
		8000265 2410-10-00		NHPP	TOTAL	- -	- -	22,000.0	- -		

Source: SEWRPC

Table continued on next page.

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Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	36 (40)	RESURFACING OF STH 100 FROM BURLEIGH ST TO W SILVER SPRING RD & REPLACEMENT OF THE STH 100 BRIDGES (B40-339 & 340) OVER THE MENOMONEE RIVER & DECK SEALS (B344 &345) IN THE CITIES OF MILWAUKEE & WAUWATOSA (2.99 MI) 8000283 2030-10-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	18,410.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	18,410.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	93.5	- -	- -		
					STATE	- -	3,663.3	- -	- -		
					FEDERAL	- -	14,653.2	- -	- -		
				NHPP	TOTAL	- -	18,410.0	- -	- -		
	37 (581)	PAVEMENT REPLACEMENT OF STH 100 (RYAN RD/ST MARTINS RD) FROM 60TH ST TO ST MARTIN ROAD, CULVERT REPLACEMENTS C40-106/107, BRIDGE REPAIRS B40-547, AND DECK SEAL B40-681 IN THE CITY OF FRANKLIN (2.96 MI) 8004002 2040-15-03	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	255.0	- -	- -	- -	- -	
					CONST	- -	12,267.4	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	255.0	12,267.4	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	151.2	443.3	- -	- -		
					STATE	103.8	2,364.8	- -	- -		
					FEDERAL	- -	9,459.3	- -	- -		
				NHPP	TOTAL	255.0	12,267.4	- -	- -		
	38 (42)	BRIDGE DECK REPLACEMENT OF RYAN RD (STH 100) OVER THE UP RR (B40-530) AND DECK SEALING OF THE BRIDGE OVER THE C&NW RR (B633) IN THE CITY OF OAK CREEK 8000155 2040-20-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,213.7	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,213.7	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	242.7	- -	- -		
					FEDERAL	- -	971.0	- -	- -		
				NHPP	TOTAL	- -	1,213.7	- -	- -		
	39	RESURFACING OF STH 100 (RYAN RD) FROM STH 38 TO SHEPARD AVE IN THE CITY OF OAK CREEK (0.6 MI) 8000360 2040-23-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	10.5	- -	- -	- -	- -	
					CONST	- -	- -	- -	1,540.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	10.5	- -	- -	1,540.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	10.5	- -	- -	308.0		
					FEDERAL	- -	- -	- -	1,232.0		
				NHPP	TOTAL	10.5	- -	- -	1,540.0		
	40 (43)	RESURFACING OF RYAN ROAD (STH 100) FROM SHEPARD AVE TO STH 32 IN THE CITY OF OAK CREEK (2.39 MI) 8000262 2040-03-05	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,621.8	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,621.8	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	324.4	- -	- -		
					FEDERAL	- -	1,297.4	- -	- -		
				NHPP	TOTAL	- -	1,621.8	- -	- -		
	41 (44)	PAVEMENT REPLACEMENT OF THE STH 119 RAMPS AT HOWELL AVE IN THE CITY OF MILWAUKEE (0.21 MI) 8000116 2015-10-11	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,452.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	2,452.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	490.4	- -	- -		
					FEDERAL	- -	1,961.6	- -	- -		
				NHPP	TOTAL	- -	2,452.0	- -	- -		
	42 (49)	BRIDGE DECK REPLACEMENT OF FOND DU LAC AVE (STH 145) AT SILVER SPRING DR (B40-253/254) & AT 76TH ST (B-40 255/256), & STRUCTURE REPAIR OF STH 145 PEDESTRIAN BRIDGES IN MILWAUKEE COUNTY (B40-297, 298) 8000154 1360-13-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	4,425.3	2,300.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	4,425.3	2,300.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	296.8	- -	- -	- -		
					STATE	791.8	460.0	- -	- -		
					FEDERAL	3,336.7	1,840.0	- -	- -		
				NHPP	TOTAL	4,425.3	2,300.0	- -	- -		

Source: SEWRPC

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Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	43	RESURFACING OF W FOND DU LAC AVENUE (STH 145) FROM N 20TH STREET TO N 12TH STREET IN THE CITY OF MILWAUKEE (0.69 MI)	HP	DETAIL COSTS	PE	600.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	8,062.5	
					OTHER	- -	- -	- -	- -	- -	
	(615)				TOTAL	600.0	- -	- -	- -	8,062.5	
				SOURCE OF FUNDS	LOCAL	150.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	450.0	- -	- -	- -		
	8006001	1360-14-00		NHPP	TOTAL	600.0	- -	- -	- -		
	44	RESURFACING OF STH 175 FROM STH 181 TO IH 41 IN THE CITY OF MILWAUKEE (3.55 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	135.0	- -	- -	- -	- -	
					CONST	- -	- -	9,480.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(401)				TOTAL	135.0	- -	9,480.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	948.0	- -		
					STATE	135.0	- -	1,706.4	- -		
					FEDERAL	- -	- -	6,825.6	- -		
	8009101	2010-03-02		NHPP	TOTAL	135.0	- -	9,480.0	- -		
	45	RESURFACING OF 76TH ST (STH 181) FROM FLORIST AVE TO COUNTY LINE RD AND CULVERT WORK (C 40-53) IN THE CITY OF MILWAUKEE (3.52 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	265.1	- -	- -	- -	- -	
					CONST	- -	- -	11,928.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	265.1	- -	11,928.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	28.8	- -		
					STATE	265.1	- -	2,356.8	- -		
					FEDERAL	- -	- -	9,542.4	- -		
	8000353	2140-14-00		NHPP	TOTAL	265.1	- -	11,928.0	- -		
	46	BRIDGE REHABILITATION OF THE STH 181/76TH ST BRIDGES OVER THE UP RR (B40-380/381) AND THE STH 175 BRIDGE OVER MENOMONEE RIVER (B40-402) IN MILWAUKEE COUNTY	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,780.0	2,452.3	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(51)				TOTAL	1,780.0	2,452.3	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	356.0	490.5	- -	- -		
					FEDERAL	1,424.0	1,961.8	- -	- -		
	8008989	2967-17-00		STP-O	TOTAL	1,780.0	2,452.3	- -	- -		
	47	RESURFACING OF STH 181 FROM WISCONSIN AVE TO CENTER ST IN THE CITY OF WAUWATOSA (2.21 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	5,912.5	- -	
					OTHER	- -	- -	- -	- -	- -	
	(397)				TOTAL	- -	- -	- -	5,912.5	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	1,182.5		
					FEDERAL	- -	- -	- -	4,730.0		
	8000381	2160-06-01		NHPP	TOTAL	- -	- -	- -	5,912.5		
	48	RESURFACING OF 27TH ST (STH 241) FROM BOTTSFORD AVE TO HOWARD AVE AND CULVERT REPAIRS (C40-42) IN THE CITIES OF GREENFIELD AND MILWAUKEE (0.64 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	1,870.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(477)				TOTAL	- -	- -	- -	1,870.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	374.0		
					FEDERAL	- -	- -	- -	1,496.0		
	8003011	2265-11-02		NHPP	TOTAL	- -	- -	- -	1,870.0		
	49	RESURFACING OF 27TH ST (STH 241) FROM LAYTON AVE TO COLLEGE AVE IN THE CITY OF MILWAUKEE (2.0 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	4,922.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(53)				TOTAL	- -	4,922.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	984.4	- -	- -		
					FEDERAL	- -	3,937.6	- -	- -		
	8000263	2265-18-00		NHPP	TOTAL	- -	4,922.0	- -	- -		

Source: SEWRPC

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Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	50 (478)	RESURFACING OF 27TH ST (STH 241) FROM W ELM RD TO W VILLA RD, BRIDGE REPAIRS (B40-709), AND CULVERT REPAIRS (C114) IN THE CITIES OF FRANKLIN AND OAK CREEK (3.3 MI) 8003010 2265-09-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	6,955.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	6,955.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	1,391.0		
					FEDERAL	- -	- -	- -	5,564.0		
				NHPP	TOTAL	- -	- -	- -	6,955.0		
	51 (54)	RESURFACING AND BRIDGE REPAIR ALONG 27TH ST (STH 241) FROM 8 MILE RD TO ELM RD IN THE CITIES OF OAK CREEK AND FRANKLIN (0.48 MI) & CONSTRUCT A WB AUXILIARY LANE ON ELM RD FROM IH 41 SB EXIT RAMP TO 27TH ST (0.32 MI) 8000120 2265-10-02	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	3,010.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	3,010.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	950.0	- -	- -		
					STATE	- -	412.0	- -	- -		
					FEDERAL	- -	1,648.0	- -	- -		
				NHPP	TOTAL	- -	3,010.0	- -	- -		
	52 (536)	RESURFACING OF O'CONNOR ST FROM HONEY CREEK DR TO 72ND ST IN THE CITY OF MILWAUKEE (0.56 MI) 8002003 1100-16-02	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	23.3	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*1,460.0*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	23.3	- -	- -	- -	*1,460.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	23.3	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	23.3	- -	- -	- -		
	53 (55)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF IH 43 FROM SILVER SPRING DR TO STH 60 AND CONSTRUCTION OF A NEW INTERCHANGE AT HIGHLAND RD IN MILWAUKEE AND OZAUKEE COUNTIES (14.0 MI) 8000079 1229-04-02	HI	DETAIL COSTS	PE	2,714.9	- -	- -	- -	- -	NON-EXEMPT
					ROW	310.0	300.0	- -	- -	- -	
					CONST	64,581.3	2,992.3	- -	- -	- -	
					OTHER	6,325.0	- -	- -	- -	- -	
					TOTAL	73,931.2	3,292.3	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	126.0	300.0	- -	- -		
					STATE	25,848.8	2,992.3	- -	- -		
					FEDERAL	47,956.4	- -	- -	- -		
				NHPP	TOTAL	73,931.2	3,292.3	- -	- -		
	54 [b] (56)	IMPLEMENTATION OF THE PREFERRED ALTERNATIVE RESULTING FROM THE NEPA PROCESSES' RECORD OF DECISION FOR RECONSTRUCTION & MODERNIZATION OF IH 94 (EAST-WEST FREEWAY) FROM 70TH ST TO 16TH ST IN THE CITY OF MILWAUKEE (3.5 MI) 8009698 1060-27-03	HI	DETAIL COSTS	PE	13,131.8	28,257.9	10,260.6	1,395.7	- -	NON-EXEMPT
					ROW	15,546.8	21,189.2	- -	45,443.3	- -	
					CONST	110.0	114,636.0	156,398.2	426,759.0	*315,173.3*	
					OTHER	12,320.0	14,633.3	34,373.2	5,677.0	- -	
					TOTAL	41,108.6	178,716.4	201,032.0	479,275.0	*315,173.3*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	30,526.1	75,864.8	83,344.7	179,427.2		
					FEDERAL	10,582.5	102,851.6	117,687.3	299,847.8		
				NHPP	TOTAL	41,108.6	178,716.4	201,032.0	479,275.0		
	55 (57)	OCR RAILROAD SAFETY IMPROVEMENT PROJECTS IN SE REGION (LIST AVAILABLE UPON REQUEST) 8009962	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	800.0	1,350.0	800.0	800.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	800.0	1,350.0	800.0	800.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	280.0	472.5	280.0	280.0		
					FEDERAL	520.0	877.5	520.0	520.0		
				HSIP	TOTAL	800.0	1,350.0	800.0	800.0		
	56 (58)	IMPROVEMENT AND MAINTENANCE OF LIGHTING SYSTEMS ON VARIOUS INTERSTATE HIGHWAYS WITHIN SOUTHEASTERN WISCONSIN 8000218	HS	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	500.0	500.0	500.0	500.0		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	500.0	500.0	500.0	500.0		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	57	ELIMINATION OF RAILROAD CROSSINGS AT HAZARDOUS LOCATIONS WITHIN THE SE REGION	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	30.0	30.0	30.0	30.0	- -	
	(59)				TOTAL	30.0	30.0	30.0	30.0	- -	
				SOURCE OF FUNDS	LOCAL	15.0	15.0	15.0	15.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	15.0	15.0	15.0	15.0		
		8009720		HSIP	TOTAL	30.0	30.0	30.0	30.0		
	58	REPLACE WARNING DEVICE EQUIPMENT AT VARIOUS RR CROSSINGS IN SOUTHEASTERN WISCONSIN (LIST AVAILABLE UPON REQUEST)	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	100.0	100.0	100.0	100.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(60)				TOTAL	100.0	100.0	100.0	100.0	- -	
				SOURCE OF FUNDS	LOCAL	50.0	50.0	50.0	50.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	50.0	50.0	50.0	50.0		
		8008992 2380-03-50		HSIP	TOTAL	100.0	100.0	100.0	100.0		
MILWAUKEE COUNTY	59	RECONSTRUCTION OF W RAWSON AVE (CTH BB) FROM 13TH ST TO S HOWELL AVE IN THE CITY OF OAK CREEK (1.0 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	285.0	- -	- -	- -	
					CONST	- -	- -	6,270.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(62)				TOTAL	- -	285.0	6,270.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	57.0	1,254.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	228.0	5,016.0	- -		
		4009962 2050-08-01		STP-M	TOTAL	- -	285.0	6,270.0	- -		
	60	RECONSTRUCTION OF S 76TH ST (CTH U) FROM W LAYTON AVE TO W HOWARD AVE IN THE CITY OF GREENFIELD (1.00 MI)	HP	DETAIL COSTS	PE	400.0	300.0	300.0	- -	- -	EXEMPT
					ROW	- -	150.0	150.0	- -	- -	
					CONST	- -	- -	- -	7,050.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	400.0	450.0	450.0	7,050.0	- -	
				SOURCE OF FUNDS	LOCAL	400.0	450.0	450.0	7,050.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000802			TOTAL	400.0	450.0	450.0	7,050.0		
	61	REHABILITATION OF THE S 76TH ST (CTH U) BRIDGE OVER W FOREST HOME AVE IN MILWAUKEE COUNTY (B-40-0164)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	578.6	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(65)				TOTAL	- -	- -	578.6	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	115.7	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	462.9	- -		
		4000026 2160-07-03		STP-B	TOTAL	- -	- -	578.6	- -		
	62	RECONSTRUCTION OF S 76TH ST (CTH U) FROM THE SOUTH MILWAUKEE COUNTY LINE TO PUETZ RD IN THE CITY OF FRANKLIN (3.00 MI)	HP	DETAIL COSTS	PE	500.0	250.0	250.0	- -	- -	EXEMPT
					ROW	- -	375.0	375.0	- -	- -	
					CONST	- -	- -	- -	9,200.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(68)				TOTAL	500.0	625.0	625.0	9,200.0	- -	
				SOURCE OF FUNDS	LOCAL	500.0	625.0	625.0	9,200.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000029			TOTAL	500.0	625.0	625.0	9,200.0		
	63	RECONSTRUCTION OF S 13TH ST (CTH V) FROM PUETZ RD TO DREXEL AVE IN THE CITY OF OAK CREEK (1.00 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	5,240.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(71)				TOTAL	- -	5,240.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	1,344.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	3,896.0	- -	- -		
		4000009 2505-03-01		STP-M	TOTAL	- -	5,240.0	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	64	RECONSTRUCTION OF S 13TH ST (CTH V) FROM SOUTH MILWAUKEE COUNTY LINE TO PUETZ RD IN THE CITY OF OAK CREEK (3.0 MI)	HP	DETAIL COSTS	PE	500.0	500.0	- -	- -	- -	EXEMPT
					ROW	- -	- -	500.0	- -	- -	
					CONST	- -	- -	- -	9,200.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(70)				TOTAL	500.0	500.0	500.0	9,200.0	- -	
				SOURCE OF FUNDS	LOCAL	500.0	500.0	500.0	9,200.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000027			TOTAL	500.0	500.0	500.0	9,200.0		
	65	RECONSTRUCTION OF N PORT WASHINGTON RD (CTH W) FROM W DAPHNE ST TO W GOOD HOPE RD (CTH PP) IN THE CITY OF GLENDALE (0.70 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	250.0	- -	EXEMPT
					ROW	- -	- -	- -	150.0	- -	
					CONST	- -	- -	- -	- -	*3,000.0*	
					OTHER	- -	- -	- -	- -	- -	
	(72)				TOTAL	- -	- -	- -	400.0	*3,000.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	400.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000016			TOTAL	- -	- -	- -	400.0		
	66	RECONDITIONING OF W COLLEGE AVE (CTH ZZ) FROM S 26TH ST TO S HOWELL AVE IN THE CITY OF OAK CREEK (1.5 MI)	HP	DETAIL COSTS	PE	500.0	500.0	100.0	- -	- -	EXEMPT
					ROW	- -	100.0	- -	- -	- -	
					CONST	- -	- -	6,800.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	500.0	600.0	6,900.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	500.0	600.0	6,900.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000803			TOTAL	500.0	600.0	6,900.0	- -		
	67	RECONDITIONING OF W FOREST HOME AVE (CTH OO) FROM HI-VIEW DR TO S NORTH CAPE RD IN THE CITY OF FRANKLIN (2.04 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	5,200.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(74)				TOTAL	5,200.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	3,685.0	- -	- -	- -		
					STATE	1,515.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000001		*LRIP*	TOTAL	5,200.0	- -	- -	- -		
	68	RECONSTRUCTION OF W FOREST HOME AVE (CTH OO) FROM W SPEEDWAY DR TO S 108TH ST IN THE CITY OF FRANKLIN (0.7 MI)	HP	DETAIL COSTS	PE	350.0	350.0	60.0	- -	- -	EXEMPT
					ROW	- -	200.0	- -	- -	- -	
					CONST	- -	- -	4,640.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	350.0	550.0	4,700.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	350.0	550.0	4,700.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000805			TOTAL	350.0	550.0	4,700.0	- -		
	69	RECONSTRUCTION OF W HAMPTON AVE (CTH EE) FROM N 91ST ST TO N 76TH ST IN THE CITY OF MILWAUKEE (1.00 MI)	HP	DETAIL COSTS	PE	- -	500.0	500.0	- -	- -	EXEMPT
					ROW	- -	50.0	300.0	- -	- -	
					CONST	- -	- -	- -	7,350.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	550.0	800.0	7,350.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	550.0	800.0	7,350.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000804			TOTAL	- -	550.0	800.0	7,350.0		
	70	BRIDGE REHABILITATION OF THE E MASON ST BRIDGE OVER LINCOLN MEMORIAL DR (B40-0524) IN THE CITY OF MILWAUKEE	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,150.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(583)				TOTAL	- -	- -	1,150.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	274.4	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	875.6	- -		
		4000502 2984-15-08		*STP-B*	TOTAL	- -	- -	1,150.0	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2023	2024	2025	2026	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	71	RECONSTRUCTION OF W SILVER SPRING DR FROM N 124TH ST TO W APPLETON AVE IN THE CITY OF MILWAUKEE (1.3 MI	HP	DETAIL COSTS	PE	400.0	400.0	400.0	- -	- -	EXEMPT
					ROW	- -	250.0	250.0	- -	- -	
					CONST	- -	- -	- -	9,450.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	400.0	650.0	650.0	9,450.0	- -	
				SOURCE OF FUNDS	LOCAL	400.0	650.0	650.0	9,450.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000806			TOTAL	400.0	650.0	650.0	9,450.0		
	72	RECONSTRUCTION OF N TEUTONIA AVE/43RD ST FROM W BRADLEY RD TO N GREEN BAY RD (STH 57) IN THE VILLAGE OF BROWN DEER (0.7 MI)	HP	DETAIL COSTS	PE	- -	400.0	400.0	- -	- -	EXEMPT
					ROW	- -	- -	100.0	440.0	- -	
					CONST	- -	- -	- -	- -	*5,160.0*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	400.0	500.0	440.0	*5,160.0*	
				SOURCE OF FUNDS	LOCAL	- -	400.0	500.0	440.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000801		*LRIP*	TOTAL	- -	400.0	500.0	440.0		
	73 (78)	BRIDGE REHABILITATION OF W VIENNA AVE OVER THE MENOMONEE RIVER AT GRANTOSA PKWY IN MILWAUKEE COUNTY (P-40-0771)	HP	DETAIL COSTS	PE	- -	- -	- -	200.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*1,000.0*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	200.0	*1,000.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	200.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000005			TOTAL	- -	- -	- -	200.0		
	74 (79)	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	90,000.0	90,000.0	90,000.0	90,000.0	- -	
					TOTAL	90,000.0	90,000.0	90,000.0	90,000.0	- -	
				SOURCE OF FUNDS	LOCAL	25,000.0	25,000.0	25,000.0	25,000.0		
					STATE	65,000.0	65,000.0	65,000.0	65,000.0		
					FEDERAL	- -	- -	- -	- -		
		4000149			TOTAL	90,000.0	90,000.0	90,000.0	90,000.0		
	75 (80)	CONTRACT SERVICES FOR MILWAUKEE COUNTY TRANSIT SYSTEM PARATRANSIT OPERATIONS	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	2,250.0	2,250.0	2,250.0	2,250.0	- -	
					TOTAL	2,250.0	2,250.0	2,250.0	2,250.0	- -	
				SOURCE OF FUNDS	LOCAL	450.0	450.0	450.0	450.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,800.0	1,800.0	1,800.0	1,800.0		
		4000008		*FTA 5307*	TOTAL	2,250.0	2,250.0	2,250.0	2,250.0		
	76 (81)	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR THE ELDERLY AND DISABLED IN MILWAUKEE COUNTY (SEC 85.21)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	2,750.0	2,750.0	2,750.0	2,750.0	- -	
					TOTAL	2,750.0	2,750.0	2,750.0	2,750.0	- -	
				SOURCE OF FUNDS	LOCAL	550.0	550.0	550.0	550.0		
					STATE	2,200.0	2,200.0	2,200.0	2,200.0		
					FEDERAL	- -	- -	- -	- -		
		4009848			TOTAL	2,750.0	2,750.0	2,750.0	2,750.0		
	77 (82)	PURCHASE OF 16 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (8 BUSES EACH IN YEARS 2023 AND 2024)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	4,298.3	4,298.3	- -	- -	- -	
					TOTAL	4,298.3	4,298.3	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	859.7	859.7	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	3,438.6	3,438.6	- -	- -		
		4000085		*FTA 5339*	TOTAL	4,298.3	4,298.3	- -	- -		

Source: SEWRPC

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Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2023	2024	2025	2026	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	78	CAPITALIZATION OF TRANSIT VEHICLE MAINTENANCE ACTIVITIES	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	20,000.0	20,000.0	20,000.0	20,000.0	- -	
	(84)				TOTAL	20,000.0	20,000.0	20,000.0	20,000.0	- -	
				SOURCE OF FUNDS	LOCAL	4,000.0	4,000.0	4,000.0	4,000.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	16,000.0	16,000.0	16,000.0	16,000.0		
		4000028		FTA 5307	TOTAL	20,000.0	20,000.0	20,000.0	20,000.0		
	79	REPLACEMENT OF 12 BUS LIFTS AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FLEET MAINTENANCE FACILITY - MECHANICAL REPAIR UNIT	TP	DETAIL COSTS	PE	100.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	900.0	- -	- -	- -	- -	
	(85)				TOTAL	1,000.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,000.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000084			TOTAL	1,000.0	- -	- -	- -		
	80	PURCHASE OF MISCELLANEOUS SUPPORT SERVICE AND MAINTENANCE EQUIPMENT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,250.0	1,250.0	1,250.0	1,250.0	- -	
	(87)				TOTAL	1,250.0	1,250.0	1,250.0	1,250.0	- -	
				SOURCE OF FUNDS	LOCAL	1,250.0	1,250.0	1,250.0	1,250.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000047			TOTAL	1,250.0	1,250.0	1,250.0	1,250.0		
	81	MILWAUKEE COUNTY ADMINISTRATION OF THE SECTION 5310 PROGRAM FOR THE MILWAUKEE URBANIZED AREA	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	130.0	130.0	- -	- -	- -	
	(88)				TOTAL	130.0	130.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	130.0	130.0	- -	- -		
		4009844		FTA 5310	TOTAL	130.0	130.0	- -	- -		
	83	PURCHASE OF 9 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	4,713.7	- -	- -	- -	- -	
	(584)				TOTAL	4,713.7	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	942.7	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	3,771.0	- -	- -	- -		
		4003000 2967-19-10		STP-M	TOTAL	4,713.7	- -	- -	- -		
	82	PURCHASE OF 17 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (10 IN 2023, AND 7 IN 2024)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	5,372.9	3,761.0	- -	- -	- -	
	(91)				TOTAL	5,372.9	3,761.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,074.6	752.2	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	4,298.3	3,008.8	- -	- -		
		4009890 1693-34-34		CMAQ	TOTAL	5,372.9	3,761.0	- -	- -		
	84	PURCHASE OF 12 FORTY FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	2,812.5	7,250.0	7,203.1	- -	- -	
	(537)				TOTAL	2,812.5	7,250.0	7,203.1	- -	- -	
				SOURCE OF FUNDS	LOCAL	562.5	1,450.0	1,440.6	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	2,250.0	5,800.0	5,762.5	- -		
		4005000 1693-34-44		CMAQ	TOTAL	2,812.5	7,250.0	7,203.1	- -		

Source: SEWRPC

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Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	85	PURCHASE OF 7 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM: 2024	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	3,761.0	- -	- -	- -	
	(92)				TOTAL	- -	3,761.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	752.2	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	3,008.8	- -	- -		
		4000220 2967-02-71		FTA 5307	TOTAL	- -	3,761.0	- -	- -		
	86	REPLACEMENT OF THE INTERIOR LIGHTING AT THE MILWAUKEE COUNTY TRANSIT SYSTEM KINNICKINNIC GARAGE	TP	DETAIL COSTS	PE	101.5	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	693.6	- -	- -	
	(93)				TOTAL	101.5	- -	693.6	- -	- -	
				SOURCE OF FUNDS	LOCAL	101.5	- -	693.6	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000089			TOTAL	101.5	- -	693.6	- -		
	87	TRANSIT VEHICLE TIRE LEASING SERVICES	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	560.0	570.0	580.0	590.0	- -	
	(94)				TOTAL	560.0	570.0	580.0	590.0	- -	
				SOURCE OF FUNDS	LOCAL	112.0	114.0	116.0	118.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	448.0	456.0	464.0	472.0		
		4000050		FTA 5307	TOTAL	560.0	570.0	580.0	590.0		
	88	LIGHTING UPGRADES AT MCTS ADMINISTRATION BUILDING	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	380.2	- -	380.2	- -	
	(95)				TOTAL	- -	380.2	- -	380.2	- -	
				SOURCE OF FUNDS	LOCAL	- -	380.2	- -	380.2		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4009873			TOTAL	- -	380.2	- -	380.2		
	89	LIGHTING UPGRADES AT THE MCTS FOND DU LAC GARAGE	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	1,545.5	- -	- -	- -	
	(96)				TOTAL	- -	1,545.5	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	1,545.5	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4009871			TOTAL	- -	1,545.5	- -	- -		
	90	PURCHASE OF A MAINTENANCE WORK ORDER SYSTEM FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	1,000.0	- -	- -	- -	
	(97)				TOTAL	- -	1,000.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	1,000.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000097			TOTAL	- -	1,000.0	- -	- -		
	91	LOCAL MARKETING FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	470.0	- -	- -	- -	- -	
	(101)				TOTAL	470.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	94.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	376.0	- -	- -	- -		
		4009961 1693-34-37		CMAQ	TOTAL	470.0	- -	- -	- -		

Source: SEWRPC

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Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2023	2024	2025	2026	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	92	REPLACEMENT OF GARAGE DOORS AT THE FLEET MAINTENANCE GARAGE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	750.0	- -	- -	- -	- -	
	(103)				TOTAL	750.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	750.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000202			TOTAL	750.0	- -	- -	- -		
	93	FIRE ALARM SYSTEM UPGRADES FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	120.0	- -	- -	- -	- -	
	(105)				TOTAL	120.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	120.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000204			TOTAL	120.0	- -	- -	- -		
	94	PURCHASE OF AIR COMPRESSORS FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	120.0	- -	- -	- -	- -	
	(106)				TOTAL	120.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	120.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000205			TOTAL	120.0	- -	- -	- -		
	95	NATURAL GAS UPGRADES FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	160.0	- -	- -	- -	- -	
	(108)				TOTAL	160.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	160.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000207			TOTAL	160.0	- -	- -	- -		
	96	SPRINKLER UPGRADES FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	410.0	- -	- -	- -	- -	
	(109)				TOTAL	410.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	410.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000208			TOTAL	410.0	- -	- -	- -		
	97	WATER DISTRIBUTION RENEWAL FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	230.0	- -	- -	- -	- -	
	(110)				TOTAL	230.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	230.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000209			TOTAL	230.0	- -	- -	- -		
	98	NATURAL GAS SYSTEM UPGRADES FOR THE MCTS KINNICKINNIC BUS STORAGE GARAGE	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	530.0	- -	- -	- -	- -	
	(111)				TOTAL	530.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	530.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000210			TOTAL	530.0	- -	- -	- -		

Source: SEWRPC

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Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	**99**	SPRINKLER UPGRADES FOR THE MCTS KINNICKINNIC BUS STORAGE GARAGE	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,370.0	- -	- -	- -	- -	
	(112)				***TOTAL***	1,370.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	1,370.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000211			***TOTAL***	1,370.0	- -	- -	- -		
	100	HEATING SYSTEM UPGRADES FOR THE MCTS KINNICKINNIC WASHHOUSE BUILDING	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	200.0	- -	- -	- -	- -	
	(113)				***TOTAL***	200.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	200.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000212			***TOTAL***	200.0	- -	- -	- -		
	101	LIGHTING UPGRADES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM LARGE FLEET MAINTENANCE GARAGE BUILDING	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	324.0	- -	- -	- -	
	(515)				***TOTAL***	- -	324.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	324.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000601			***TOTAL***	- -	324.0	- -	- -		
	102	UPGRADES TO THE HVAC CONTROL SYSTEM AT THE MILWAUKEE COUNTY TRANSIT SYSTEM KINNICKINNIC GARAGE	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	500.0	- -	- -	- -	- -	
	(518)				***TOTAL***	500.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	500.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000604			***TOTAL***	500.0	- -	- -	- -		
	103	CAPITAL INVESTMENT FOR THE NORTH - SOUTH TRANSIT ENHANCEMENT PROJECT IN MILWAUKEE COUNTY	TE	***DETAIL COSTS***	***PE***	20,000.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*45,000.0*	
					OTHER	- -	- -	- -	- -	- -	
	(519)				***TOTAL***	20,000.0	- -	- -	- -	*45,000.0*	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	20,000.0	- -	- -	- -		
		4000605		*ARPA*	***TOTAL***	20,000.0	- -	- -	- -		
	104	OPERATING ASSISTANCE FOR THE EAST - WEST BUS RAPID TRANSIT PROJECT BETWEEN DOWNTOWN MILWAUKEE AND THE REGIONAL MEDICAL CENTER IN MILWAUKEE COUNTY	TE	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	4,950.0	2,475.0	- -	- -	- -	
	(116)				***TOTAL***	4,950.0	2,475.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	990.0	495.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	3,960.0	1,980.0	- -	- -		
		4000004 1693-06-05		*CMAQ*	***TOTAL***	4,950.0	2,475.0	- -	- -		
	105	CONSTRUCTION OF A PAVED MULTI-USE TRAIL THROUGH BENDER PARK IN MILWAUKEE COUNTY (1.9 MI)	BP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,403.9	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(118)				***TOTAL***	- -	1,403.9	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	280.8	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,123.1	- -	- -		
		4009965 2967-11-01		*CMAQ*	***TOTAL***	- -	1,403.9	- -	- -		

Source: SEWRPC

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Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	**106** (539)	CONSTRUCTION OF THE EXTENSION OF THE BEERLINE TRAIL FROM CAPITOL DR TO THE 20TH ST WE ENERGIES CORRIDOR IN THE CITY OF MILWAUKEE (1.65 MI) 4005001 2978-09-00	BP	***DETAIL COSTS***	***PE***	- -	282.0	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	1,536.6	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	282.0	- -	1,536.6	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	56.4	- -	307.3		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	225.6	- -	1,229.3		
				CMAQ	***TOTAL***	- -	282.0	- -	1,536.6		
	107 (119)	DEVELOPMENT OF A CONNECTIVITY PLAN FOR THE LINCOLN CREEK PARKWAY IN MILWAUKEE COUNTY 4000301 2967-10-01	BP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	62.0	- -	- -	- -	- -	
					TOTAL	62.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	12.4	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	49.6	- -	- -	- -		
				TAP	***TOTAL***	62.0	- -	- -	- -		
	108 (120)	CONSTRUCTION OF A PAVED MULTI-USE TRAIL THROUGH KOHL PARK FROM SWAN BLVD TO 70TH ST IN MILWAUKEE COUNTY (2.36 MI) 4009966 2967-11-02	BP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,100.5	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	2,100.5	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	420.1	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,680.4	- -	- -		
				CMAQ	***TOTAL***	- -	2,100.5	- -	- -		
	109	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ALONG THE LITTLE MENOMONEE RIVER PARKWAY FROM APPLETON AVE (STH 175) TO LEON TERRACE IN THE CITY OF MILWAUKEE (0.9 MI) 4000875	BP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,600.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,600.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,600.0	- -	- -		
				ARPA	***TOTAL***	- -	1,600.0	- -	- -		
	110	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ALONG THE LINCOLN CREEK PARKWAY FROM 23RD ST TO 27TH ST IN THE CITY OF MILWAUKEE (0.3 MI) 4000876	BP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	686.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	686.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	686.0	- -	- -		
				ARPA	***TOTAL***	- -	686.0	- -	- -		
	111 (451)	INTERSECTION IMPROVEMENTS ON RAWSON AVE (CTH BB) AT 68TH ST, 51ST ST, AND 31ST ST IN MILWAUKEE COUNTY 4000500 2050-12-00	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	355.3	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	355.3	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	35.5	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	319.8	- -	- -		
				HSIP	***TOTAL***	- -	355.3	- -	- -		
	112 (452)	INTERSECTION IMPROVEMENTS AT COLLEGE AVE (CTH ZZ) AND 20TH ST IN THE CITY OF MILWAUKEE 4000501 2355-08-00	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	295.3	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	295.3	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	29.5	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	265.8	- -		
				HSIP	***TOTAL***	- -	- -	295.3	- -		

Source: SEWRPC

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Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2023	2024	2025	2026	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	113	INTERSECTION IMPROVEMENTS AT COLLEGE AVE (CTH ZZ) AND 13TH ST IN THE CITIES OF MILWAUKEE AND OAK CREEK	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,665.4	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(540)				TOTAL	- -	- -	1,665.4	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	312.3	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	1,353.1	- -		
		4005006 2355-05-01		HSIP	TOTAL	- -	- -	1,665.4	- -		
	114	INTERSECTION IMPROVEMENTS AT W FOREST HOME AVE (CTH OO) AND SPEEDWAY DR IN THE CITY OF FRANKLIN	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	96.6	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(453)				TOTAL	- -	96.6	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	9.7	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	86.9	- -	- -		
		4000300 2305-02-00		HSIP	TOTAL	- -	96.6	- -	- -		
	115	IMPROVEMENTS AT INTERSECTIONS OF GOOD HOPE RD (CTH PP) WITH 99TH ST, 91ST ST, 86TH ST, UIHLEIN SOCCER PARK DRIVEWAY (7101 W), AND 60TH ST IN MILWAUKEE COUNTY	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	709.1	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(124)				TOTAL	709.1	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	75.5	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	633.6	- -	- -	- -		
		4009867 2984-07-06		HSIP	TOTAL	709.1	- -	- -	- -		
	116	IMPROVEMENTS AT INTERSECTIONS OF GOOD HOPE RD (CTH PP) WITH 51ST ST, 43RD ST, TEUTONIA AVE & RANGE LINE RD, INTERSECTION OF PORT WASHINGTON RD (CTH W) WITH GREEN TREE RD, AND INTERSECTION OF SHERMAN AVE WITH BRADLEY RD	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,027.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(125)				TOTAL	1,027.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	128.6	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	898.4	- -	- -	- -		
		4009868 2967-00-07		HSIP	TOTAL	1,027.0	- -	- -	- -		
	117	INSTALLATION OF AN ADAPTIVE TRAFFIC SIGNAL SYSTEM AT VARIOUS INTERSECTIONS ON 76TH ST (CTH U) & 92ND ST FROM OKLAHOMA AVE TO COLD SPRING RD AND ON OKLAHOMA AVE FROM 76TH ST TO 92ND ST IN MILWAUKEE COUNTY	EE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	591.2	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(126)				TOTAL	- -	591.2	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	118.2	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	473.0	- -	- -		
		4009964 2160-19-00		CMAQ	TOTAL	- -	591.2	- -	- -		
	118	INSTALLATION OF AN ADAPTIVE TRAFFIC SIGNAL SYSTEM ON W SILVER SPRING DR IN MILWAUKEE COUNTY	EE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	275.5	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(127)				TOTAL	275.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	55.1	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	220.4	- -	- -	- -		
		4009963 2090-14-00		CMAQ	TOTAL	275.5	- -	- -	- -		
BAYSIDE (VILLAGE)	119	PURCHASE OF TWO ELECTRIC VEHICLE CHARGING STATIONS AND AN ELECTRIC PATROL BICYCLE IN THE VILLAGE OF BAYSIDE	EE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	55.5	- -	- -	- -	
	(541)				TOTAL	- -	55.5	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	11.1	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	44.4	- -	- -		
		4012000 2966-00-01		CMAQ	TOTAL	- -	55.5	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
BROWN DEER (VILLAGE)	120 (585)	BRIDGE REPLACEMENT OF THE N 51ST BRIDGE OVER BEAVER CREEK (P40-0550) IN THE VILLAGE OF BROWN DEER 4020500 2020-00-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,024.9	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,024.9	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	204.9	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	820.0	- -	- -		
				STP-B	TOTAL	- -	1,024.9	- -	- -		
FRANKLIN (CITY)	121 (542)	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ALONG THE WE ENERGIES ROW CORRIDOR FROM W RYAN RD TO MAYERS DR IN THE CITY OF FRANKLIN (2.00 MI) 4052000 2976-00-02	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,040.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,040.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	208.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	832.0	- -	- -	- -		
				CMAQ	TOTAL	1,040.0	- -	- -	- -		
GLENDALE (CITY)	122 (129)	SAFETY IMPROVEMENTS AT THE INTERSECTION OF STH 57 (GREEN BAY AVE) AND CTH PP (GOOD HOPE RD) IN THE CITY OF GLENDALE 4069999 2565-02-01	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,144.8	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,144.8	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	114.5	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,030.3	- -	- -	- -		
				HSIP	TOTAL	1,144.8	- -	- -	- -		
GREENDALE (VILLAGE)	123 (131)	RECONDITIONING OF W GRANGE AVE FROM S 76TH ST (CTH U) TO S 84TH ST IN THE VILLAGE OF GREENDALE (0.5 MI) 4070005 2365-05-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,324.4	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	2,324.4	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	465.4	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,859.0	- -	- -		
				STP-M	TOTAL	- -	2,324.4	- -	- -		
GREENFIELD (CITY)	124 (586)	BRIDGE REPLACEMENT OF THE W HOWARD AVE BRIDGE OVER MINER CREEK (B40-0532) IN THE CITY OF GREENFIELD 4080500 2395-07-01	HP	DETAIL COSTS	PE	144.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	920.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	144.0	- -	- -	920.0	- -	
				SOURCE OF FUNDS	LOCAL	28.8	- -	- -	184.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	115.2	- -	- -	736.0		
				STP-B	TOTAL	144.0	- -	- -	920.0		
	125 (543)	CONSTRUCTION OF THE EXTENSION OF THE POWERLINE TRAIL FROM 60TH ST TO PONDVIEW PARK AND 40TH ST TO HOWARD AVE IN THE CITY OF GREENFIELD (1.65 MI) 4082000 2980-22-00	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	928.9	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	928.9	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	185.8	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	743.1	- -	- -		
				CMAQ	TOTAL	- -	928.9	- -	- -		
MILWAUKEE (CITY)	126 (464)	RECONSTRUCTION OF KINNICKINNIC AVE (STH 32) NORTH AND SOUTH OF THE CP RR BRIDGE IN THE CITY OF MILWAUKEE (0.01 MI) 4101000 2185-09-70	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,462.8	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,462.8	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	731.4	- -	- -	- -		
					STATE	731.4	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
				TEA	TOTAL	1,462.8	- -	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
MILWAUKEE (CITY)	127	RESURFACING OF W HAMPTON AVE FROM N 60TH ST TO N TEUTONIA AVE IN THE CITY OF MILWAUKEE (2.0 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	8,437.5	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(138)				TOTAL	8,437.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,687.5	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	6,750.0	- -	- -	- -		
		4100414 2545-09-01		STP-M	TOTAL	8,437.5	- -	- -	- -		
	128	BRIDGE REHABILITATION OF THE N HOLTON ST BRIDGE OVER THE MILWAUKEE RIVER (P40-0875) IN THE CITY OF MILWAUKEE	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	4,462.4	3,272.0	3,623.7	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(135)				TOTAL	4,462.4	3,272.0	3,623.7	- -	- -	
				SOURCE OF FUNDS	LOCAL	892.5	654.4	724.7	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	3,569.9	2,617.6	2,899.0	- -		
		4100509 2984-12-03		STP-B	TOTAL	4,462.4	3,272.0	3,623.7	- -		
	129	RECONSTRUCTION OF E/W HOWARD AVE FROM 6TH ST TO S CLEMENT AVE IN THE CITY OF MILWAUKEE (1.3 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	7,663.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(136)				TOTAL	7,663.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,532.6	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	6,130.4	- -	- -	- -		
		4100413 2395-05-01		STP-M	TOTAL	7,663.0	- -	- -	- -		
	130	RECONDITIONING OF W LOCUST ST FROM N 7TH ST TO N HOLTON ST IN THE CITY OF MILWAUKEE (0.74 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	3,665.6	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(140)				TOTAL	- -	3,665.6	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	864.5	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	2,801.1	- -	- -		
		4100506 2455-07-00		STP-M	TOTAL	- -	3,665.6	- -	- -		
	131	RECONSTRUCTION OF N SHERMAN BLVD FROM W NORTH AVE TO W BURLEIGH ST IN THE CITY OF MILWAUKEE (1.00 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	550.0	- -	- -	- -	
					CONST	- -	- -	- -	8,050.1	- -	
					OTHER	- -	- -	- -	- -	- -	
	(587)				TOTAL	- -	550.0	- -	8,050.1	- -	
				SOURCE OF FUNDS	LOCAL	- -	110.0	- -	4,853.9		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	440.0	- -	3,196.2		
		4107000 2984-26-02		STP-M	TOTAL	- -	550.0	- -	8,050.1		
	132	BRIDGE REHABILITATION OF THE S 16TH ST BRIDGE OVER THE MENOMONEE RIVER (B40-0550-14) IN THE CITY OF MILWAUKEE	HP	DETAIL COSTS	PE	1,755.9	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	13,227.7	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(588)				TOTAL	1,755.9	- -	13,227.7	- -	- -	
				SOURCE OF FUNDS	LOCAL	351.2	- -	2,650.1	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,404.7	- -	10,577.6	- -		
		4100550 2615-15-03		STP-B	TOTAL	1,755.9	- -	13,227.7	- -		
	133	BRIDGE REPLACEMENT OF THE S 70TH ST BRIDGE OVER CP R/R (P40-0856) IN THE CITY OF MILWAUKEE (0.04 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,713.4	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(143)				TOTAL	2,713.4	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	766.7	- -	- -	- -		
					STATE	1,946.7	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4109899 2656-00-02			TOTAL	2,713.4	- -	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
MILWAUKEE (CITY)	134	BRIDGE REHABILITATION OF THE S 72ND ST BRIDGE OVER HONEY CREEK (P40-0633) IN THE CITY OF MILWAUKEE	HP	DETAIL COSTS	PE	72.9	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	157.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(589)				TOTAL	72.9	157.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	14.6	31.4	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	58.3	125.6	- -	- -		
		4100500 2984-15-07		STP-B	TOTAL	72.9	157.0	- -	- -		
	135	PREVENTATIVE MAINTENANCE FOR THE MILWAUKEE STREETCAR (FTA 5307)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	341.8	341.8	341.8	341.8	- -	
	(145)				TOTAL	341.8	341.8	341.8	341.8	- -	
				SOURCE OF FUNDS	LOCAL	68.4	68.4	68.4	68.4		
					STATE	- -	- -	- -	- -		
					FEDERAL	273.4	273.4	273.4	273.4		
		4100520		FTA 5307	TOTAL	341.8	341.8	341.8	341.8		
	136	OPERATING ASSISTANCE FOR THE LAKEFRONT LINE OF THE MILWAUKEE STREETCAR	TE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,100.0	- -	- -	- -	- -	
	(146)				TOTAL	1,100.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	220.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	880.0	- -	- -	- -		
		4100188 1693-34-32		CMAQ	TOTAL	1,100.0	- -	- -	- -		
	137	CONSTRUCTION OF THE LAKEFRONT EXTENSION OF THE MILWAUKEE STREETCAR BETWEEN N BROADWAY AND LINCOLN MEMORIAL DRIVE	TE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,853.7	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(147)				TOTAL	1,853.7	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,239.5	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	614.2	- -	- -	- -		
		4109959		FED TIGER	TOTAL	1,853.7	- -	- -	- -		
	138	CONSTRUCTION OF A SHARED USE PATH ALONG THE OLD WE ENERGIES CORRIDOR PARALLEL TO 20TH ST FROM OLIVE ST TO VILLARD AVE, AND ALONG THE BEERLINE RAIL CORRIDOR FROM 24TH PL TO 20TH ST IN THE CITY OF MILWAUKEE	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	843.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(149)				TOTAL	843.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	168.6	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	674.4	- -	- -	- -		
		4100102 2984-22-05		TAP	TOTAL	843.0	- -	- -	- -		
	139	MILWAUKEE PUBLIC SCHOOLS SAFE ROUTES TO SCHOOL EDUCATION AND ENCOURAGEMENT PROGRAM: 2023 AND 2024	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	206.0	206.0	- -	- -	- -	
	(151)				TOTAL	206.0	206.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	41.2	41.2	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	164.8	164.8	- -	- -		
		4100101 1009-01-23		TAP	TOTAL	206.0	206.0	- -	- -		
	140	MULTIMODAL IMPROVEMENTS ALONG W OKLAHOMA AVE FROM S 27TH ST TO S 6TH ST IN THE CITY OF MILWAUKEE (1.47 MI)	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	720.9	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(152)				TOTAL	- -	720.9	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	144.2	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	576.7	- -	- -		
		4100103 2400-07-01		TAP	TOTAL	- -	720.9	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
MILWAUKEE (CITY)	141	DEVELOPMENT OF A TRAVEL DEMAND MANAGEMENT PROGRAM NEAR THE MENOMONEE VALLEY IN THE CITY OF MILWAUKEE	BP	DETAIL COSTS	PE	- -	65.6	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	65.6	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	13.1	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	52.5	- -	- -		
		4107500 2984-34-04		CMAQ	TOTAL	- -	65.6	- -	- -		
	142 (156)	PEDESTRIAN AND TRANSIT IMPROVEMENTS ALONG W BURLEIGH ST AND S CESAR CHAVEZ DR IN THE CITY OF MILWAUKEE (2.3 MI)	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,010.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,010.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	202.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	808.0	- -	- -		
		4100507 2555-07-00		CMAQ	TOTAL	- -	1,010.0	- -	- -		
	143 (157)	CONSTRUCTION OF BICYCLE FACILITIES CONNECTING SECTIONS OF THE KK RIVER TRAIL ALONG S 1ST ST, S WATER ST, AND W PITTSBURGH AVE IN THE CITY OF MILWAUKEE (2.0 MI)	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,005.5	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,005.5	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	201.1	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	804.4	- -	- -		
		4100513 2984-22-04		CMAQ	TOTAL	- -	1,005.5	- -	- -		
	144 (158)	LOCAL STREET IMPROVEMENT AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	OH	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,020.0	- -	2,020.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	2,020.0	- -	2,020.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	1,010.0	- -	1,010.0		
					STATE	- -	1,010.0	- -	1,010.0		
					FEDERAL	- -	- -	- -	- -		
		4100412		LRIP	TOTAL	- -	2,020.0	- -	2,020.0		
	145 (166)	IMPROVEMENTS AT INTERSECTION OF STH 181 AND HAMPTON AVE IN THE CITY OF MILWAUKEE	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	18.0	- -	- -	- -	- -	
					CONST	679.1	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	697.1	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	139.4	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	557.7	- -	- -	- -		
		4109915 2545-03-02		HSIP	TOTAL	697.1	- -	- -	- -		
	146 (167)	INTERSECTION IMPROVEMENTS AT W CENTER ST, W LISBON AVE, AND N 60TH ST IN THE CITY OF MILWAUKEE	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	296.6	- -	- -	- -	- -	
					OTHER	121.9	- -	- -	- -	- -	
					TOTAL	418.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	46.4	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	372.1	- -	- -	- -		
		4100416 2984-13-04		HSIP	TOTAL	418.5	- -	- -	- -		
	147 (493)	IMPROVEMENTS AT INTERSECTIONS OF W MORGAN AVE WITH 20TH ST, 16TH ST, 13TH ST, AND 6TH ST IN THE CITY OF MILWAUKEE	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,848.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,848.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	185.7	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,662.3	- -	- -		
		4103002 2984-21-03		HSIP	TOTAL	- -	1,848.0	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2023	2024	2025	2026	REMAINING	AIR QUAL STAT
MILWAUKEE (CITY)	148 (169)	IMPROVEMENTS AT INTERSECTIONS OF SHERMAN BLVD WITH DOUGLAS AVE, FLORIST AVE, CUSTER AVE, VILLARD AVE, CONGRESS ST, HOPE AVE, AND ROOSEVELT DR IN THE CITY OF MILWAUKEE 4100503 2155-05-00	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,309.9	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,309.9	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	131.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,178.9	- -	- -		
				HSIP	TOTAL	- -	1,309.9	- -	- -		
	149 (170)	IMPROVEMENTS AT INTERSECTIONS OF SHERMAN BLVD WITH TOWNSEND ST, BURLEIGH ST, LOCUST ST, CENTER ST, WRIGHT ST, AND NORTH AVE IN THE CITY OF MILWAUKEE 4100504 2155-05-01	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,514.4	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,514.4	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	151.4	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,363.0	- -	- -		
				HSIP	TOTAL	- -	1,514.4	- -	- -		
	150 (168)	SAFETY IMPROVEMENTS AT THE INTERSECTIONS OF W SILVER SPRING DR WITH N 68TH ST, N 64TH ST, N 51ST ST, N 43RD ST, N 37TH ST, AND N 35TH ST IN THE CITY OF MILWAUKEE 4100100 2090-16-00	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,217.7	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,217.7	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	126.3	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,091.4	- -	- -	- -		
				HSIP	TOTAL	1,217.7	- -	- -	- -		
	151 (171)	IMPROVEMENTS AT INTERSECTIONS OF W VILLARD AVE WITH N 60TH ST AND N 51ST ST IN THE CITY OF MILWAUKEE 4100510 2984-15-01	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,211.3	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,211.3	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	121.1	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,090.2	- -	- -	- -		
				HSIP	TOTAL	1,211.3	- -	- -	- -		
	152 (494)	IMPROVEMENTS AT THE INTERSECTION OF N 35TH ST AND W CENTER ST IN THE CITY OF MILWAUKEE 4103000 2984-21-01	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	75.0	- -	- -	- -	- -	
					CONST	- -	- -	743.6	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	75.0	- -	743.6	- -	- -	
				SOURCE OF FUNDS	LOCAL	75.0	- -	75.2	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	668.4	- -		
				HSIP	TOTAL	75.0	- -	743.6	- -		
	153 (495)	IMPROVEMENTS AT THE INTERSECTIONS OF N 35TH ST AND NORTH AVE AND 35TH ST AND W LISBON AVE IN THE CITY OF MILWAUKEE 4103001 2984-21-02	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	90.0	- -	- -	- -	- -	
					CONST	- -	- -	1,251.7	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	90.0	- -	1,251.7	- -	- -	
				SOURCE OF FUNDS	LOCAL	90.0	- -	126.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	1,125.7	- -		
				HSIP	TOTAL	90.0	- -	1,251.7	- -		
	154 (545)	PURCHASE OF TRAFFIC SIGNAL CONTROL SOFTWARE FOR 780 TRAFFIC SIGNALS IN THE CITY OF MILWAUKEE 4106003 2984-24-03	EE	DETAIL COSTS	PE	- -	20.0	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	480.0	- -	- -	- -	
					TOTAL	- -	500.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	100.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	400.0	- -	- -		
				CMAQ	TOTAL	- -	500.0	- -	- -		

Source: SEWRPC

Table continued on next page.

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Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
MILWAUKEE (CITY)	155	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 53 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #6)	EE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,223.6	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(175)				TOTAL	1,223.6	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	244.7	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	978.9	- -	- -	- -		
		4100511 2984-22-92		CMAQ	TOTAL	1,223.6	- -	- -	- -		
	156	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 70 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #7)	EE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,751.8	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(176)				TOTAL	1,751.8	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	350.4	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,401.4	- -	- -	- -		
		4100512 2984-22-93		CMAQ	TOTAL	1,751.8	- -	- -	- -		
	157	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 42 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #8)	EE	DETAIL COSTS	PE	189.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,155.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(546)				TOTAL	189.0	- -	1,155.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	37.8	- -	231.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	151.2	- -	924.0	- -		
		4106000 2984-22-06		CMAQ	TOTAL	189.0	- -	1,155.0	- -		
	158	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 44 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #9)	EE	DETAIL COSTS	PE	198.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,210.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(547)				TOTAL	198.0	- -	1,210.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	39.6	- -	242.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	158.4	- -	968.0	- -		
		4106001 2984-22-07		CMAQ	TOTAL	198.0	- -	1,210.0	- -		
	159	FIBER OPTIC INTERCONNECT, ATC CONTROLLER, AND TRAVEL TIME DATA MONITORING INSTALLATION ALONG VARIOUS CORRIDORS IN THE CITY OF MILWAUKEE - LISBON AVE, WALNUT ST, AND 27TH ST	EE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,720.6	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(177)				TOTAL	- -	1,720.6	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	344.1	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,376.5	- -	- -		
		4100089 2984-28-91		CMAQ	TOTAL	- -	1,720.6	- -	- -		
	160	FIBER OPTIC INTERCONNECT, ATC CONTROLLER, AND TRAVEL TIME DATA MONITORING INSTALLATION ALONG VARIOUS CORRIDORS IN THE CITY OF MILWAUKEE - CESAR CHAVEZ DR AND NATIONAL AVE	EE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	831.7	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(178)				TOTAL	- -	831.7	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	166.3	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	665.4	- -	- -		
		4100090 2984-28-04		CMAQ	TOTAL	- -	831.7	- -	- -		
	161	PURCHASE OF 60 ELECTRIC VEHICLES AND 42 CHARGING STATIONS FOR THE CITY OF MILWAUKEE FLEET	EE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	2,079.1	- -	- -	- -	
	(548)				TOTAL	- -	2,079.1	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	415.8	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,663.3	- -	- -		
		4106002 2984-24-02		CMAQ	TOTAL	- -	2,079.1	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2023	2024	2025	2026	REMAINING	AIR QUAL STAT
OAK CREEK (CITY)	162	BRIDGE REPLACEMENT OF THE S 6TH ST BRIDGE OVER OAK CREEK (P40-0558) IN THE CITY OF OAK CREEK	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	958.4	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(590)				TOTAL	- -	958.4	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	191.7	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	766.7	- -	- -		
		4110500 2235-00-04		STP-B	TOTAL	- -	958.4	- -	- -		
	163	IMPLEMENTATION OF SAFE ROUTES TO SCHOOL PLAN IMPROVEMENTS INCLUDING HIGH VISIBILITY & RAISED CROSSWALKS, IMPROVED SIGNAGE, ADA RAMP IMPROVEMENTS, SIDEWALK CONNECTIONS, & HAWK SIGNALS AT 5 SCHOOLS IN THE CITY OF OAK CREEK	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	693.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(180)				TOTAL	693.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	138.6	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	554.4	- -	- -	- -		
		4110100 2987-09-00		TAP	TOTAL	693.0	- -	- -	- -		
WAUWATOSA (CITY)	164	RECONSTRUCTION OF NORTH AVE FROM N MAYFAIR RD (STH 100) TO N MET TO WEE LN IN THE CITY OF WAUWATOSA (0.57 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	9,993.1	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(181)				TOTAL	9,993.1	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	3,669.9	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	6,323.2	- -	- -	- -		
		4160020 2135-04-01		STP-M	TOTAL	9,993.1	- -	- -	- -		
	165	REPLACEMENT OF THE WISCONSIN AVE BRIDGE OVER HONEY CREEK (P40-0776) IN THE CITY OF WAUWATOSA	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	2,055.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(182)				TOTAL	- -	- -	2,055.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	1,423.3	- -		
					STATE	- -	- -	631.7	- -		
					FEDERAL	- -	- -	- -	- -		
		4160008 2190-10-00			TOTAL	- -	- -	2,055.0	- -		
	166	EXPANSION OF THE PUBLIC BIKE SHARING SYSTEM AT 8 LOCATIONS IN THE CITY OF WAUWATOSA - PHASE 3	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	155.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(183)				TOTAL	155.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	31.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	124.0	- -	- -	- -		
		4160009 2994-00-02		TAP	TOTAL	155.0	- -	- -	- -		
WEST ALLIS (CITY)	167	RECONSTRUCTION OF BELOIT RD FROM S 60TH ST TO W LINCOLN AVE IN THE CITY OF WEST ALLIS (0.6 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	10,648.3	- -	- -	- -	- -	
					OTHER	656.5	- -	- -	- -	- -	
	(184)				TOTAL	11,304.8	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	4,249.9	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	7,054.9	- -	- -	- -		
		4170017 2525-03-01		STP-M	TOTAL	11,304.8	- -	- -	- -		
	168	RECONSTRUCTION OF BELOIT RD AT THE UP RR IN THE CITY OF WEST ALLIS	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	276.8	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(612)				TOTAL	- -	276.8	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	55.3	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	221.5	- -	- -		
		4170018 2525-03-03		STP-M	TOTAL	- -	276.8	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
WEST ALLIS (CITY)	**169** (550)	RECONSTRUCTION OF LINCOLN AVE FROM S 93RD ST TO S 96TH ST IN THE CITY OF WEST ALLIS (0.2 MI) 4170051 2110-03-01	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	6,011.8	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	6,011.8	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	2,361.1	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	3,650.7	- -		
				STP-M	***TOTAL***	- -	- -	6,011.8	- -		
	170 (185)	RECONSTRUCTION OF W NATIONAL AVE FROM S 62ND ST TO S 65TH ST IN THE CITY OF WEST ALLIS (0.2 MI) 4170014 2410-13-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,727.6	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	2,727.6	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	545.5	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	2,182.1	- -	- -	- -		
				STP-M	***TOTAL***	2,727.6	- -	- -	- -		
WEST MILWAUKEE (VILLAGE)	**171** (190)	RECONDITIONING OF W GREENFIELD AVE FROM S 56TH ST TO MILLER PARK WAY IN THE VILLAGE OF WEST MILWAUKEE (0.71 MI) 4180001 2230-07-03	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	3,294.8	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	3,294.8	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	659.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	2,635.8	- -	- -		
				STP-M	***TOTAL***	- -	3,294.8	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Ozaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	172	RESURFACING OF IH 43 FROM STH 60 TO STH 32 AND RESURFACING, CULVERT REPLACEMENT, AND LIGHTING UPGRADES FOR THE PARK-RIDE LOT (45-40) AT STH 32 AND CTH V IN OZAUKEE COUNTY (1.7MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	3,850.0	- -	- -	
					OTHER	- -	- -	100.0	- -	- -	
					TOTAL	- -	- -	3,950.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	1,041.1	- -		
					FEDERAL	- -	- -	2,908.9	- -		
		8009394 1229-03-01		NHPP	TOTAL	- -	- -	3,950.0	- -		
	173	CURB RAMP UPGRADES TO 464 RAMPS ON STH 32 FROM E SAUK RD TO CTH LL AND ON STH 33 FROM STH 32 TO TOWER ST IN THE CITY OF PORT WASHINGTON AND THE VILLAGE OF SAUKVILLE (7.23 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	162.0	- -	- -	- -	
					CONST	- -	- -	- -	- -	*3,960.0*	
					OTHER	- -	- -	- -	- -	- -	
	(465)				TOTAL	- -	162.0	- -	- -	*3,960.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	162.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		8002107 4821-04-00			TOTAL	- -	162.0	- -	- -		
	174	PAVEMENT REPLACEMENT OF STH 57 FROM STH 167 TO IH 43 AND DECK SEAL (B45-3) IN THE CITY OF MEQUON (3.03 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	186.8	- -	- -	- -	
					CONST	- -	- -	- -	- -	*8,786.3*	
					OTHER	- -	- -	- -	- -	- -	
	(438)				TOTAL	- -	186.8	- -	- -	*8,786.3*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	186.8	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		8000602 2270-06-00			TOTAL	- -	186.8	- -	- -		
	175	PAVEMENT REPLACEMENT OF WASHINGTON ST (STH 60) FROM 1ST AVE TO 10TH AVE IN THE VILLAGE OF GRAFTON (0.55 MILES)	HP	DETAIL COSTS	PE	306.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*4,228.0*	
					OTHER	- -	- -	- -	- -	- -	
	(616)				TOTAL	306.0	- -	- -	- -	*4,228.0*	
				SOURCE OF FUNDS	LOCAL	76.5	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	229.5	- -	- -	- -		
		8006004 2310-18-02		NHPP	TOTAL	306.0	- -	- -	- -		
	176	RESURFACING OF STH 181 (WAUWATOSA RD) FROM COUNTY LINE RD TO STH 167 (MEQUON RD) (2.21 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	120.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*11,590.0*	
					OTHER	- -	- -	- -	- -	- -	
	(195)				TOTAL	120.0	- -	- -	- -	*11,590.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	120.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		8000215 2729-07-00			TOTAL	120.0	- -	- -	- -		
OZAUKEE COUNTY	177	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	290.9	294.4	297.9	301.5	- -	
	(197)				TOTAL	290.9	294.4	297.9	301.5	- -	
				SOURCE OF FUNDS	LOCAL	48.5	49.1	49.7	50.3		
					STATE	242.4	245.3	248.2	251.2		
					FEDERAL	- -	- -	- -	- -		
		2000007			TOTAL	290.9	294.4	297.9	301.5		
	178	OPERATING ASSISTANCE FOR OZAUKEE COUNTY EXPRESS BUS AND SHARED-RIDE TAXI (SEC 85.20 & SEC 5307)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	3,113.4	3,169.1	3,208.2	3,247.9	- -	
	(198)				TOTAL	3,113.4	3,169.1	3,208.2	3,247.9	- -	
				SOURCE OF FUNDS	LOCAL	1,039.8	1,259.2	1,273.3	1,287.6		
					STATE	1,251.0	1,380.9	1,399.7	1,418.7		
					FEDERAL	822.6	529.0	535.2	541.6		
		2000008		FTA 5307	TOTAL	3,113.4	3,169.1	3,208.2	3,247.9		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Ozaukee County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2023	2024	2025	2026	REMAINING	AIR QUAL STAT
OZAUKEE COUNTY	**179** (199)	CAPITAL COSTS OF MAINTENANCE FOR 3RD PARTY CONTRACTING FOR THE OZAUKEE COUNTY EXPRESS BUS AND PREVENTATIVE MAINTENANCE FOR THE SHARED-RIDE TAXI SERVICE 2000002	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	653.2	661.1	669.0	677.0	- -	
					TOTAL	653.2	661.1	669.0	677.0	- -	
				SOURCE OF FUNDS *FTA 5307*	***LOCAL***	130.6	132.2	133.8	135.4		
					STATE	- -	- -	- -	- -		
					FEDERAL	522.6	528.9	535.2	541.6		
					TOTAL	653.2	661.1	669.0	677.0		
	180 [c] (200)	PURCHASE OF 4 REPLACEMENT VEHICLES EACH YEAR FOR THE OZAUKEE COUNTY SHARED-RIDE TAXI PROGRAM (SEC 5307 & 5339) 2000017	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	215.0	215.0	215.0	215.0	- -	
					TOTAL	215.0	215.0	215.0	215.0	- -	
				SOURCE OF FUNDS *COMB*	***LOCAL***	43.0	43.0	43.0	43.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	172.0	172.0	172.0	172.0		
					TOTAL	215.0	215.0	215.0	215.0		
	181 (496)	SAFETY IMPROVEMENTS ALONG CTH H FROM THE WASHINGTON COUNTY LINE TO CTH A AND FROM CTH A TO CTH KW IN OZAUKEE COUNTY (8.95 MI) 2003000 4822-07-01	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	527.2	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	527.2	- -	- -	- -	
				SOURCE OF FUNDS *HSIP*	***LOCAL***	- -	52.7	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	474.5	- -	- -		
					TOTAL	- -	527.2	- -	- -		
	182 (202)	INTERSECTION IMPROVEMENTS, INCLUDING RECONSTRUCTON OF THE INTERSECTION AND TRAFFIC SIGNAL INSTALLATION, AT CTH NN AND CTH Y AND REMOVAL OF PLEASANT VALLEY RD FROM CTH NN TO CTH Y IN OZAUKEE COUNTY 2000052 2695-07-01	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	912.3	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	912.3	- -	- -	- -	- -	
				SOURCE OF FUNDS *HSIP*	***LOCAL***	91.2	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	821.1	- -	- -	- -		
					TOTAL	912.3	- -	- -	- -		
	183 (203)	PURCHASE OF MINIBUS HYBRID CONVERSIONS FOR THE VEHICLE FLEET FOR THE OZAUKEE COUNTY SHARED-RIDE TAXI 2000051 1693-06-08	EE	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	96.0	- -	- -	- -	
					TOTAL	- -	96.0	- -	- -	- -	
				SOURCE OF FUNDS *CMAQ*	***LOCAL***	- -	19.2	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	76.8	- -	- -		
					TOTAL	- -	96.0	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Washington County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	**184** (551)	RESURFACING OF THE IH 41 AND STH 60 INTERCHANGE IN THE VILLAGE OF SLINGER (0.54 MI) 8002008 2310-25-01	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	1,350.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	1,350.0	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	- -	- -	270.0		
					FEDERAL	- -	- -	- -	1,080.0		
				NHPP	***TOTAL***	- -	- -	- -	1,350.0		
	185 (205)	REHABILITATION OF BRIDGES ALONG IH 41 FROM S WASHINGTON COUNTY LINE TO USH 45 (CTH Q B30, MAPLE RD B31, LANNON RD B32/33, MEQUON RD B34, FREISTADT RD B35, W STH 167 B36, AND S USH 45 B37) 8009458 1100-43-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	15,291.9	- -	- -	- -	- -	
					OTHER	900.0	- -	- -	- -	- -	
					TOTAL	16,191.9	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	195.0	- -	- -	- -		
					STATE	3,599.4	- -	- -	- -		
					FEDERAL	12,397.5	- -	- -	- -		
				NHPP	***TOTAL***	16,191.9	- -	- -	- -		
	186 (207)	RESURFACING OF USH 45 (FOND DU LAC AVE) FROM WB CTH H TO WB STH 28 IN WASHINGTON COUNTY (1.21 MI) 8001030 4070-00-70	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	4,230.4	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	4,230.4	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	1,300.4	- -	- -	- -		
					STATE	586.0	- -	- -	- -		
					FEDERAL	2,344.0	- -	- -	- -		
				NHPP	***TOTAL***	4,230.4	- -	- -	- -		
	187 (440)	RESURFACING OF STH 28 FROM USH 45 TO STH 144 IN WASHINGTON COUNTY (5.78 MI) 8000603 4060-07-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	200.0	- -	- -	- -	
					CONST	- -	- -	- -	- -	*2,709.0*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	200.0	- -	- -	*2,709.0*	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	200.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
				STP-O	***TOTAL***	- -	200.0	- -	- -		
	188 (454)	CURB RAMP UPGRADES TO 287 RAMPS ON STH 33 FROM TRENTON RD TO SCENIC DR AND ON STH 144 FROM STH 33 TO SKYLINE DR IN THE CITY OF WEST BEND (5.74 MI) 8002504 2707-08-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	360.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	3,720.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	360.0	- -	- -	3,720.0	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	360.0	- -	- -	744.0		
					FEDERAL	- -	- -	- -	2,976.0		
				STP-O	***TOTAL***	360.0	- -	- -	3,720.0		
	189 (208)	RESURFACING OF STH 33 FROM 0.5 MI WEST OF N POPLAR RD TO CTH Y AND RETAINING WALL REPAIRS (R1 & R2) IN THE VILLAGE OF NEWBURG AND TOWN OF TRENTON (2.73 MI) 8000022 1410-00-03	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	3,210.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	3,210.0	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	- -	642.0	- -		
					FEDERAL	- -	- -	2,568.0	- -		
				NHPP	***TOTAL***	- -	- -	3,210.0	- -		
	190 (480)	RESURFACING OF STH 60 FROM WAYSIDE DR TO 1,300' W OF IH 41 AND DECK SEALING (B66-100 & 101) IN WASHINGTON COUNTY (3.63 MI) 8003012 2310-25-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	7,098.9	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	7,098.9	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	- -	- -	1,419.8		
					FEDERAL	- -	- -	- -	5,679.1		
				NHPP	***TOTAL***	- -	- -	- -	7,098.9		

Source: SEWRPC

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Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Washington County 2023-2026

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	191 (209)	RESURFACING OF MAIN ST (STH 60) FROM CTH P TO EAGLE DR IN THE VILLAGE OF JACKSON (1.7 MI) 8008935 2310-13-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	3,024.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	3,024.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	604.8	- -	- -		
					FEDERAL	- -	2,419.2	- -	- -		
				NHPP	TOTAL	- -	3,024.0	- -	- -		
	192 (210)	RESURFACING OF STH 83 FROM STH 167 TO E MONROE AVE IN WASHINGTON COUNTY (3.91 MI) 8000112 1330-22-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,725.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	2,725.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	545.0	- -	- -	- -		
					FEDERAL	2,180.0	- -	- -	- -		
				STP-O	TOTAL	2,725.0	- -	- -	- -		
	193 (411)	RESURFACING OF STH 83 FROM WAUKESHA COUNTY LINE TO STH 167 IN WASHINGTON COUNTY (4.2 MI) 8009100 1330-33-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,921.6	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,921.6	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	384.3	- -	- -	- -		
					FEDERAL	1,537.3	- -	- -	- -		
				STP-O	TOTAL	1,921.6	- -	- -	- -		
	194 (412)	RESURFACING OF STH 144 FROM SKYLINE DR TO THE SHEBOYGAN COUNTY LINE, CULVERT REPAIRS (C66-153), AND INSTALLATION OF A SNOW FENCE/PERMA RAILING IN WASHINGTON COUNTY (8.46 MI) 8009111 4010-18-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	48.3	- -	- -	- -	- -	
					CONST	- -	3,670.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	48.3	3,670.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	48.3	734.0	- -	- -		
					FEDERAL	- -	2,936.0	- -	- -		
				STP-O	TOTAL	48.3	3,670.0	- -	- -		
	195 (481)	RESURFACING OF STH 145 FROM STH 100 TO STH 167 IN WASHINGTON AND WAUKESHA COUNTIES (3.33 MI) 8003016 2475-08-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	3,405.6	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	3,405.6	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	681.1		
					FEDERAL	- -	- -	- -	2,724.5		
				STP-O	TOTAL	- -	- -	- -	3,405.6		
	196 (211)	REPLACEMENT OF THE STH 175 CULVERT OVER LITTLE CEDAR CREEK (C66-48), REHABILITATION OF THE STH 167 CULVERT OVER WATERWAY (C66-47) & REPAIRS TO RETAINING WALL ON STH 167 0.25 M E OF STH 164 IN THE VILLAGE OF RICHFIELD 8001110 3360-17-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	772.5	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	772.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	154.5	- -	- -	- -		
					FEDERAL	618.0	- -	- -	- -		
				STP-O	TOTAL	772.5	- -	- -	- -		
	197[d] (498)	INTERSECTION IMPROVEMENTS AND BRIDGE REHABILITATION AT IH 41 AND STH 60 IN THE VILLAGE OF SLINGER 8005004 2310-09-01	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	25.0	- -	- -	- -	
					CONST	- -	- -	- -	5,470.9	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	25.0	- -	5,470.9	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	25.0	- -	857.6		
					FEDERAL	- -	- -	- -	4,613.3		
				COMB	TOTAL	- -	25.0	- -	5,470.9		

Source: SEWRPC

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Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Washington County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	**198** (499)	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF STH 145 AND CTH G IN THE VILLAGE OF GERMANTOWN (0.03 MI) 8005005 2475-04-01	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	59.1	- -	- -	- -	- -	
					CONST	- -	- -	- -	2,166.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	59.1	- -	- -	2,166.0	- -	
				SOURCE OF FUNDS *HSIP*	***LOCAL***	- -	- -	- -	- -		
					STATE	59.1	- -	- -	216.6		
					FEDERAL	- -	- -	- -	1,949.4		
					TOTAL	59.1	- -	- -	2,166.0		
	199[e] (212)	RESURFACING, HIGH FRICTION SURFACE TREATMENT, AND UPGRADE BARRIER GUARD TO STH 167 FROM CTH K TO CTH CC IN WASHINGTON COUNTY (2.1 MI) 8000160 2300-06-00	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,521.9	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,521.9	- -	- -	- -	
				SOURCE OF FUNDS *COMB*	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	162.9	- -	- -		
					FEDERAL	- -	1,359.0	- -	- -		
					TOTAL	- -	1,521.9	- -	- -		
WASHINGTON COUNTY	**200** (214)	RECONSTRUCTION OF CTH P FROM STH 145 TO SHERMAN RD IN WASHINGTON COUNTY (1.85 MI) 6000201 2711-06-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,170.4	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	2,170.4	- -	- -	- -	- -	
				SOURCE OF FUNDS *STP-O*	***LOCAL***	613.9	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,556.5	- -	- -	- -		
					TOTAL	2,170.4	- -	- -	- -		
	201 (215)	OPERATING ASSISTANCE FOR WASHINGTON COUNTY SHARED RIDE TAXI SERVICE (SEC 85.20 AND FTA 5307) 6009994	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,905.6	1,928.5	1,951.6	1,975.0	- -	
					TOTAL	1,905.6	1,928.5	1,951.6	1,975.0	- -	
				SOURCE OF FUNDS *FTA 5307*	***LOCAL***	743.2	752.1	761.1	770.2		
					STATE	552.6	559.3	566.0	572.8		
					FEDERAL	609.8	617.1	624.5	632.0		
					TOTAL	1,905.6	1,928.5	1,951.6	1,975.0		
	202 (216)	OPERATING ASSISTANCE FOR WASHINGTON COUNTY COMMUTER EXPRESS BUS SERVICE (SEC 85.20 & 5307) 6000100	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,521.5	1,539.5	1,557.8	1,576.2	- -	
					TOTAL	1,521.5	1,539.5	1,557.8	1,576.2	- -	
				SOURCE OF FUNDS *FTA 5307*	***LOCAL***	608.6	615.8	623.2	630.4		
					STATE	348.3	352.3	356.4	360.6		
					FEDERAL	564.6	571.4	578.2	585.2		
					TOTAL	1,521.5	1,539.5	1,557.8	1,576.2		
	203 (217)	PURCHASE OF 6 REPLACEMENT VEHICLES EACH YEAR (ANY COMBINATION OF MINIBUS CUTAWAY OR MINIVAN SIDE ENTRY) FOR THE WASHINGTON COUNTY SHARED RIDE TAXI (5307/5339). 6000102	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	235.0	240.0	240.0	240.0	- -	
					TOTAL	235.0	240.0	240.0	240.0	- -	
				SOURCE OF FUNDS *FTA 5339*	***LOCAL***	47.0	48.0	48.0	48.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	188.0	192.0	192.0	192.0		
					TOTAL	235.0	240.0	240.0	240.0		
	204 (218)	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	435.9	439.8	444.1	448.6	- -	
					TOTAL	435.9	439.8	444.1	448.6	- -	
				SOURCE OF FUNDS	***LOCAL***	87.2	88.0	88.8	89.7		
					STATE	348.7	351.8	355.3	358.9		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	435.9	439.8	444.1	448.6		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Washington County 2023-2026

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			2023	2024	2025	2026	REMAINING	AIR QUAL STAT
WASHINGTON COUNTY	205	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF CTH Q AND HILLSIDE RD IN THE VILLAGE OF RICHFIELD AND TOWN OF LISBON (0.03 MI)	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,890.2	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(220)				TOTAL	1,890.2	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	461.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,429.2	- -	- -	- -		
		6000105 2709-07-00		HSIP	TOTAL	1,890.2	- -	- -	- -		
FARMINGTON (TOWN)	206	BRIDGE REPLACEMENT OF THE ORCHARD VALLEY RD BRIDGE OVER THE NORTH BRANCH OF THE MILWAUKEE RIVER (P66-0039) IN THE TOWN OF FARMINGTON	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	417.1	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(591)				TOTAL	- -	417.1	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	83.4	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	333.7	- -	- -		
		6040500 4826-00-01		STP-B	TOTAL	- -	417.1	- -	- -		
GERMANTOWN (VILLAGE)	207	RECONSTRUCTION OF THE INTERSECTION OF STH 167 (LANNON RD) AND MAPLE RD IN THE VILLAGE OF GERMANTOWN (0.01 MI)	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	699.3	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(500)				TOTAL	- -	699.3	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	69.9	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	629.4	- -	- -		
		6063001 2740-02-00		HSIP	TOTAL	- -	699.3	- -	- -		
HARTFORD (CITY)	208	OPERATING ASSISTANCE FOR THE CITY OF HARTFORD TAXI SERVICE	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	285.7	294.3	301.6	310.6	- -	
	(223)				TOTAL	285.7	294.3	301.6	310.6	- -	
				SOURCE OF FUNDS	LOCAL	114.2	117.7	120.7	124.3		
					STATE	76.6	78.9	80.8	83.2		
					FEDERAL	94.9	97.7	100.1	103.1		
		6070006		FTA 5307	TOTAL	285.7	294.3	301.6	310.6		
	209	PURCHASE OF 2 REPLACEMENT VEHICLES FOR THE CITY OF HARTFORD TAXI SERVICE	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	64.0	- -	64.0	- -	
	(224)				TOTAL	- -	64.0	- -	64.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	12.8	- -	12.8		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	51.2	- -	51.2		
		6070005		FTA 5339	TOTAL	- -	64.0	- -	64.0		
JACKSON (VILLAGE)	210	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF STH 60 AND EAGLE DR IN THE VILLAGE OF JACKSON (0.02 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	12.2	- -	- -	- -	- -	
					CONST	- -	1,202.1	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(592)				TOTAL	12.2	1,202.1	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	12.2	1,202.1	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		6103000 2310-13-01			TOTAL	12.2	1,202.1	- -	- -		
KEWASKUM (TOWN)	211	BRIDGE REPLACEMENT OF THE BADGER RD BRIDGE OVER THE KEWASKUM CREEK (P66-913) IN THE TOWN OF KEWASKUM	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	572.6	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(226)				TOTAL	572.6	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	114.5	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	458.1	- -	- -	- -		
		6110005 4824-03-01		STP-B	TOTAL	572.6	- -	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Washington County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
SLINGER (VILLAGE)	212	BRIDGE REPLACEMENT OF THE ARTHUR RD BRIDGE OVER THE CN RR (P66-0075) IN THE VILLAGE OF SLINGER	HP	DETAIL COSTS	PE	165.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,470.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(593)				TOTAL	165.0	1,470.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	33.0	294.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	132.0	1,176.0	- -	- -		
		6150050 2705-00-02		STP-B	TOTAL	165.0	1,470.0	- -	- -		
WAYNE (TOWN)	213	BRIDGE REPLACEMENT OF THE BEECHNUT DR BRIDGE OVER THE KOHLSVILLE RIVER (P66-0047) IN THE TOWN OF WAYNE	HP	DETAIL COSTS	PE	55.2	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	544.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(594)				TOTAL	55.2	- -	- -	544.0	- -	
				SOURCE OF FUNDS	LOCAL	11.0	- -	- -	108.8		
					STATE	- -	- -	- -	- -		
					FEDERAL	44.2	- -	- -	435.2		
		6170500 4823-07-00		STP-B	TOTAL	55.2	- -	- -	544.0		
	214	BRIDGE REPLACEMENT OF THE W BEND RD BRIDGE OVER THE EAST BRANCH OF THE ROCK RIVER (P66-0052) IN THE TOWN OF WAYNE	HP	DETAIL COSTS	PE	55.2	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	544.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(595)				TOTAL	55.2	- -	- -	544.0	- -	
				SOURCE OF FUNDS	LOCAL	11.0	- -	- -	108.8		
					STATE	- -	- -	- -	- -		
					FEDERAL	44.2	- -	- -	435.2		
		6170501 4823-07-01		STP-B	TOTAL	55.2	- -	- -	544.0		
WEST BEND (CITY)	215	RECONSTRUCTION OF MAIN ST FROM HUMAR ST TO PROGRESS DR IN THE CITY OF WEST BEND (0.31 MI)	HP	DETAIL COSTS	PE	434.1	- -	- -	- -	- -	EXEMPT
					ROW	- -	227.4	- -	- -	- -	
					CONST	- -	- -	2,360.4	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(596)				TOTAL	434.1	227.4	2,360.4	- -	- -	
				SOURCE OF FUNDS	LOCAL	434.1	227.4	1,015.1	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	1,345.3	- -		
		6185000 2707-05-01		STP-O	TOTAL	434.1	227.4	2,360.4	- -		
	216	OPERATING ASSISTANCE FOR THE CITY OF WEST BEND SHARED-RIDE TAXI SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,236.0	1,236.0	1,236.0	1,236.0	- -	
	(228)				TOTAL	1,236.0	1,236.0	1,236.0	1,236.0	- -	
				SOURCE OF FUNDS	LOCAL	584.0	584.0	584.0	584.0		
					STATE	279.0	279.0	279.0	279.0		
					FEDERAL	373.0	373.0	373.0	373.0		
		6180003		FTA 5307	TOTAL	1,236.0	1,236.0	1,236.0	1,236.0		
	217 [f]	PURCHASE OF 8 REPLACEMENT VEHICLES FOR THE CITY OF WEST BEND TAXI SERVICE (2 IN 2023, 3 IN 2024, 2 IN 2025, AND 1 IN 2026)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	105.0	210.0	80.0	75.0	- -	
	(229)				TOTAL	105.0	210.0	80.0	75.0	- -	
				SOURCE OF FUNDS	LOCAL	21.0	42.0	16.0	15.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	84.0	168.0	64.0	60.0		
		6189998		FTA 5307	TOTAL	105.0	210.0	80.0	75.0		
	218	INTERSECTION IMPROVEMENTS AT STH 33 AND 18TH AVE IN THE CITY OF WEST BEND	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	35.0	- -	- -	- -	- -	
					CONST	- -	- -	1,212.2	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(501)				TOTAL	35.0	- -	1,212.2	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	121.2	- -		
					STATE	35.0	- -	- -	- -		
					FEDERAL	- -	- -	1,091.0	- -		
		6182001 1410-11-02		HSIP	TOTAL	35.0	- -	1,212.2	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Washington County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
WEST BEND (CITY)	219	INTERSECTION IMPROVEMENTS AT STH 33 AND 7TH AVE/ MAIN ST IN THE CITY OF WEST BEND	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	26.0	- -	- -	- -	- -	
					CONST	- -	- -	1,137.4	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(502)				TOTAL	26.0	- -	1,137.4	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	113.7	- -		
					STATE	26.0	- -	- -	- -		
					FEDERAL	- -	- -	1,023.7	- -		
		6182000 1410-11-01		HSIP	TOTAL	26.0	- -	1,137.4	- -		
	220	INTERSECTION IMPROVEMENTS AT STH 33 AND RIVER RD IN THE CITY OF WEST BEND	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	20.0	- -	- -	- -	- -	
					CONST	- -	- -	1,486.8	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(503)				TOTAL	20.0	- -	1,486.8	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	148.7	- -		
					STATE	20.0	- -	- -	- -		
					FEDERAL	- -	- -	1,338.1	- -		
		6182002 1410-11-03		HSIP	TOTAL	20.0	- -	1,486.8	- -		
	221	INTERSECTION IMPROVEMENTS ON MAIN ST AT PARADISE DR AND DECORAH RD AND ON PARADISE DR AT SILVERBROOK DR IN THE CITY OF WEST BEND	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,525.5	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(455)				TOTAL	- -	1,525.5	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	152.5	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,373.0	- -	- -		
		6180012 2707-09-00		HSIP	TOTAL	- -	1,525.5	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Waukesha County 2023-2026

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	222 (504)	RESURFACING OF IH 43 FROM STH 164 TO MOORLAND RD, CULVERT REPAIRS (67-12/24), RETAINING WALL REPAIRS (67-80/87), RESEAL SLOPE PAVING (B67-114), AND DECK SEALING (B67-116/117) IN WAUKESHA COUNTY 8005008 1090-09-06	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	22,113.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	22,113.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	4,422.6	- -	- -		
					FEDERAL	- -	17,690.4	- -	- -		
				NHPP	TOTAL	- -	22,113.0	- -	- -		
	223 (467)	RESURFACING OF IH 43 FROM STH 83 TO STH 164, BRIDGE REHABILITATION OF IH 43 BRIDGES AT STH 164 (67-324/5), EVERGREEN DR (121), CENTER DR (122), & OAKDALE DR (125), & RESURFACING OF STH 164 PARK-RIDE LOT (6.86 MI) 8002102 1090-39-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	35,625.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	35,625.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	7,405.0	- -		
					FEDERAL	- -	- -	28,220.0	- -		
				NHPP	TOTAL	- -	- -	35,625.0	- -		
	224	RESURFACING OF IH 43 (NB) FROM USH 12 TO STH 83, RESURFACING OF REST AREA, & BRIDGE WORK (PAINT B130, OVERLAY B64, 86, 87, SEAL B98, REPAIRS B92, 110, 129, 88, 100, 102, 104) IN WALWORTH AND WAUKESHA COUNTIES (16.36 MI) 8000301 1090-09-05	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	29,800.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	29,800.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	7,223.6		
					FEDERAL	- -	- -	- -	22,576.4		
				NHPP	TOTAL	- -	- -	- -	29,800.0		
	225	RESURFACING OF IH 43 (SB) FROM USH 12 TO STH 83, RESURFACING OF REST AREA, AND BRIDGE WORK (OVERLAY B63, SEAL B96-97, AND REPAIRS B89, 93, 94, 101, 103, 111, 113, 134) IN WALWORTH AND WAUKESHA COUNTIES (16.36 MI) 8000303 1090-09-07	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	26,851.5	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	26,851.5	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	6,718.1		
					FEDERAL	- -	- -	- -	20,133.4		
				NHPP	TOTAL	- -	- -	- -	26,851.5		
	226[9] (234)	RESURFACING OF IH 94 (STH 83 TO STH 16) & STH 318 (IH 94 TO 1,200' S) & STH 83 & CTH G PARK-RIDE LOTS, HFST TO CURVE (STH 318 TO CTH T), DECK OVERLAY (B369), SEALING (B060,61,266,267), REPAIRS (B245,C25,C866,C1570,C865) 8009452 1060-47-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	27,565.0	- -	- -	- -	
					OTHER	- -	750.0	- -	- -	- -	
					TOTAL	- -	28,315.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	6,887.7	- -	- -		
					FEDERAL	- -	21,427.3	- -	- -		
				COMB	TOTAL	- -	28,315.0	- -	- -		
	227 (235)	BRIDGE REHABILITATION OF THE IH 94 BRIDGES AT CTH T AND CTH JJ (B 67-240 & 67-245) IN WAUKESHA COUNTY 8009000 1060-10-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,876.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,876.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	375.2	- -	- -		
					FEDERAL	- -	1,500.8	- -	- -		
				NHPP	TOTAL	- -	1,876.0	- -	- -		
	228 (468)	SAFETY IMPROVEMENTS AT THE IH 94 AND MOORLAND RD INTERCHANGE IN THE CITY OF BROOKFIELD (0.31 MI) 8002101 1060-10-02	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	3,175.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	3,175.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	3,175.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	3,175.0	- -	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Waukesha County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	229 (243)	BRIDGE REHABILITATION OF THE USH 18 BRIDGES OVER THE BARK RIVER (B67-25/26/27) AND OF THE STH 59 BRIDGE OVER THE FOX RIVER (B67-152), AND RESURFACING OF USH 18 FROM JEFFERSON COUNTY LINE TO STH 67 IN WAUKESHA COUNTY 8008990 2715-03-03	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	7,305.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	7,305.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,461.0	- -	- -	- -		
					FEDERAL	5,844.0	- -	- -	- -		
				STP-O	TOTAL	7,305.0	- -	- -	- -		
	230 [h] (237)	RESURFACING WITH WIDENING OF SHOULDERS OF SUMMIT AVE (USH 18) FROM STH 83 TO STH 318 AND CULVERT REPAIR (C67-73) 0.13 MILES E OF CTH G IN THE TOWN OF DELAFIELD (5.12 MI) 8008937 2210-12-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	5,130.4	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	5,130.4	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	992.5	- -	- -	- -		
					FEDERAL	4,137.9	- -	- -	- -		
				COMB	TOTAL	5,130.4	- -	- -	- -		
	231 (238)	RESURFACING OF BLUEMOUND RD (USH 18) FROM IH 94 TO MILWAUKEE COUNTY LINE IN WAUKESHA COUNTY (5.26 MI) 8000197 2200-20-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	13,950.2	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	13,950.2	- -	- -	- -		
				SOURCE OF FUNDS	LOCAL	98.2	- -	- -	- -		
					STATE	2,770.4	- -	- -	- -		
					FEDERAL	11,081.6	- -	- -	- -		
				NHPP	TOTAL	13,950.2	- -	- -	- -		
	232 (443)	RESURFACING OF STH 16 FROM ROCK RIVER RD TO THE WAUKESHA COUNTY LINE IN JEFFERSON AND WAUKESHA COUNTIES (1.93 MI) 8000609 1370-00-04	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,843.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,843.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	368.6	- -	- -		
					FEDERAL	- -	1,474.4	- -	- -		
				NHPP	TOTAL	- -	1,843.0	- -	- -		
	233 (444)	RESURFACING OF STH 16 FROM THE JEFFERSON COUNTY LINE TO STH 67 IN WAUKESHA COUNTY (1.59 MI) 8000608 3310-06-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,110.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,110.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	222.0	- -	- -		
					FEDERAL	- -	888.0	- -	- -		
				NHPP	TOTAL	- -	1,110.0	- -	- -		
	234 [i] (240)	PAVEMENT REPLACEMENT OF STH 16 FROM E MAIN ST IN WATERTOWN TO ROCK RIVER RD, SHOULDER WIDENING & RUMBLE STRIPS, BRIDGE OVERLAY (B28-12), & BRIDGE REPAIRS (B28-22) IN WAUKESHA AND JEFFERSON COUNTIES (7.9 MI) 8000127 1370-00-03	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	8,443.3	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	8,443.3	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	1,639.0	- -		
					FEDERAL	- -	- -	6,804.3	- -		
				COMB	TOTAL	- -	- -	8,443.3	- -		
	235 (557)	BRIDGE REHABILITATION OF THE STH 16 BRIDGE OVER CAPITOL DR (B67-0179) IN THE VILLAGE OF PEWAUKEE 8002005 1370-11-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	559.5	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	559.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	111.9	- -	- -	- -		
					FEDERAL	447.6	- -	- -	- -		
				NHPP	TOTAL	559.5	- -	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Waukesha County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	236	RESURFACING OF STH 59 FROM JEFFERSON COUNTY LINE TO CTH X (GENESEE RD), DECK SEALING OF THE GENESEE CREEK BRIDGES (B67-320 & 321), & DECK OVERLAY OF THE SAYLESVILLE CREEK BRIDGE (B67-224) IN WAUKESHA COUNTY (16.69 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	26.1	- -	- -	- -	- -	
					CONST	- -	- -	- -	13,900.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	26.1	- -	- -	13,900.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	26.1	- -	- -	2,780.0		
					FEDERAL	- -	- -	- -	11,120.0		
		8000315 3110-08-00		STP-O	TOTAL	26.1	- -	- -	13,900.0		
	237 (469)	RESURFACING OF STH 59 FROM SAYLESVILLE CREEK TO ROCKWOOD TRAIL IN WAUKESHA COUNTY (0.52 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,869.1	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,869.1	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	11.5	- -	- -	- -		
					STATE	371.5	- -	- -	- -		
					FEDERAL	1,486.1	- -	- -	- -		
		8002105 2450-00-03		NHPP	TOTAL	1,869.1	- -	- -	- -		
	238 [j] (241)	PAVEMENT REPLACEMENT OF STH 59/164 (E WAUKESHA BYPASS) FROM SUNSET DR TO ARCADIAN AVE, REMOVE CULVERT (C46), AND EXTEND TURN LANES ON N/S LEGS IN WAUKESHA COUNTY (1.99 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	14,975.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	14,975.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	2,826.5	- -	- -		
					FEDERAL	- -	12,148.5	- -	- -		
		8000083 2773-10-01		COMB	TOTAL	- -	14,975.0	- -	- -		
	239 (456)	INTERSECTION IMPROVEMENTS AT STH 59 AND CTH XX IN WAUKESHA COUNTY	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	336.1	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	336.1	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	336.1	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		8002506 2773-10-02			TOTAL	- -	336.1	- -	- -		
	240 (482)	RESURFACING OF STH 59 FROM WHITEHALL ST TO BROOKFIELD RD IN WAUKESHA COUNTY (2.57 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	5,428.8	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	5,428.8	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	1,085.8		
					FEDERAL	- -	- -	- -	4,343.0		
		8003004 2230-16-00		NHPP	TOTAL	- -	- -	- -	5,428.8		
	241 (417)	RESURFACING OF STH 67 FROM USH 12 TO STH 59 IN WALWORTH AND WAUKESHA COUNTIES (7.84 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	28.0	- -	- -	- -	- -	
					CONST	- -	- -	3,638.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	28.0	- -	3,638.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	7.3	- -		
					STATE	28.0	- -	724.0	- -		
					FEDERAL	- -	- -	2,906.7	- -		
		8009105 3100-00-05		STP-O	TOTAL	28.0	- -	3,638.0	- -		
	242 (245)	RECONSTRUCTION OF STH 83 FROM GOLF RD TO VETTELSON RD AND BRIDGE REPAIRS TO THE VETTELSON RD BRIDGE OVER STH 83 (B168) IN THE CITY OF DELAFIELD AND VILLAGE OF HARTLAND (3.23 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	9,060.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	9,060.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	1,812.0	- -	- -		
					FEDERAL	- -	7,248.0	- -	- -		
		8000021 1330-00-03		NHPP	TOTAL	- -	9,060.0	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Waukesha County 2023-2026

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	243	RESURFACING OF STH 164 FROM SWAN RD TO THE WASHINGTON COUNTY LINE IN WAUKESHA COUNTY (8.03 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	26.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	14,590.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	26.0	- -	- -	14,590.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	26.0	- -	- -	2,918.0		
					FEDERAL	- -	- -	- -	11,672.0		
		8000310 2370-00-05		NHPP	TOTAL	26.0	- -	- -	14,590.0		
	244 [k] (418)	RECONSTRUCTION OF STH 164 FROM HENNEBERRY AVE TO DENOON RD IN WAUKESHA COUNTY (2.31 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	4,066.0	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	4,066.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	799.5	- -	- -		
					FEDERAL	- -	3,266.5	- -	- -		
		8009104 2810-08-00		COMB	TOTAL	- -	4,066.0	- -	- -		
	245 (246)	RESURFACING OF CAPITOL DR (STH 190) FROM STH 16 TO 0.3 MI EAST OF FIVE FIELDS RD IN THE CITY OF PEWAUKEE AND VILLAGE OF PEWAUKEE (1.75 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	11,550.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	11,550.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	2,310.0	- -	- -		
					FEDERAL	- -	9,240.0	- -	- -		
		8000195 2025-07-03		NHPP	TOTAL	- -	11,550.0	- -	- -		
	246 (247)	RESURFACING OF CAPITOL DR (STH 190) FROM BROOKFIELD RD TO 124TH ST IN THE CITY OF BROOKFIELD (4.05 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	11,400.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	11,400.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	2,280.0	- -		
					FEDERAL	- -	- -	9,120.0	- -		
		8000194 2025-03-03		NHPP	TOTAL	- -	- -	11,400.0	- -		
	247 (483)	BRIDGE REHABILITATION OF THE CTH F BRIDGE OVER IH 94 (B67-014/140) IN THE CITY OF PEWAUKEE	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	3,976.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	3,976.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	795.2		
					FEDERAL	- -	- -	- -	3,180.8		
		8003000 1060-55-00		NHPP	TOTAL	- -	- -	- -	3,976.0		
	248 (560)	INTERSECTION IMPROVEMENTS AT USH 18 AND THE WOODMAN'S MARKET ENTRANCE IN THE CITY OF WAUKESHA	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	165.2	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	165.2	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	16.5	- -		
					FEDERAL	- -	- -	148.7	- -		
		8002017 2450-05-01		HSIP	TOTAL	- -	- -	165.2	- -		
WAUKESHA COUNTY	249 (249)	RESURFACING OF VARIOUS COUNTY TRUNK HIGHWAYS IN WAUKESHA COUNTY	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	4,300.0	3,300.0	5,500.0	4,500.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	4,300.0	3,300.0	5,500.0	4,500.0	- -	
				SOURCE OF FUNDS	LOCAL	3,058.0	2,690.0	4,890.0	3,890.0		
					STATE	1,242.0	610.0	610.0	610.0		
					FEDERAL	- -	- -	- -	- -		
		7000406			TOTAL	4,300.0	3,300.0	5,500.0	4,500.0		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Waukesha County 2023-2026

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
WAUKESHA COUNTY	250	BRIDGE REHABILITATION OF THE CTH F (REDFORD BLVD) BRIDGE OVER GREEN RD (B67-0095) IN THE CITY OF PEWAUKEE	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	641.3	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(251)				TOTAL	641.3	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	128.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	513.3	- -	- -	- -		
		7000050 2717-03-00		STP-B	TOTAL	641.3	- -	- -	- -		
	251	PAVEMENT REPLACEMENT OF CTH O (MOORLAND RD) FROM CTH D (CLEVELAND AVE) TO STH 59 (W GREENFIELD AVE) IN THE CITY OF NEW BERLIN (1.47 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	978.8	- -	24.2	- -	
					CONST	- -	- -	- -	13,800.0	*10,465.7*	
					OTHER	- -	- -	- -	- -	- -	
	(253)				TOTAL	- -	978.8	- -	13,824.2	*10,465.7*	
				SOURCE OF FUNDS	LOCAL	- -	176.4	- -	2,924.2		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	802.4	- -	10,900.0		
		7000052 2722-04-01		STP-M	TOTAL	- -	978.8	- -	13,824.2		
	252	PAVEMENT REPLACEMENT OF CTH O (MOORLAND RD) FROM CTH ES (NATIONAL AVE) TO CTH D (CLEVELAND AVE) IN THE CITY OF NEW BERLIN (1.33 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	7,318.6	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(254)				TOTAL	- -	7,318.6	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	1,859.4	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	5,459.2	- -	- -		
		7000053 2722-08-01		STP-M	TOTAL	- -	7,318.6	- -	- -		
	253	RECONSTRUCTION OF CTH O FROM CTH I TO CTH ES IN THE CITY OF NEW BERLIN (1.4 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	11,500.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(255)				TOTAL	11,500.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	2,300.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	9,200.0	- -	- -	- -		
		7000013 2722-07-02		STP-M	TOTAL	11,500.0	- -	- -	- -		
	254	REPLACEMENT OF THE CTH SS DRAINAGE STRUCTURE OVER MEADOWBROOK CREEK IN THE VILLAGE OF PEWAUKEE	HP	DETAIL COSTS	PE	- -	107.0	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	*154.0*	
					CONST	- -	- -	- -	- -	*541.0*	
					OTHER	- -	- -	- -	- -	- -	
	(256)				TOTAL	- -	107.0	- -	- -	*695.0*	
				SOURCE OF FUNDS	LOCAL	- -	107.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7000502			TOTAL	- -	107.0	- -	- -		
	255	RESURFACING OF CTH T (N GRANDVIEW BLVD) FROM NORTHVIEW RD TO IH 94 IN THE CITY OF WAUKESHA (0.97 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,474.1	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(257)				TOTAL	2,474.1	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	532.1	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,942.0	- -	- -	- -		
		7000051 2717-04-00		STP-M	TOTAL	2,474.1	- -	- -	- -		
	256	RECONDITIONING OF CTH Y (RACINE AVE) FROM CTH I TO CTH HH IN THE CITY OF MUSKEGO (2.10 MI)	HP	DETAIL COSTS	PE	383.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	300.0	- -	- -	- -	
					CONST	- -	- -	- -	4,107.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(598)				TOTAL	383.0	300.0	- -	4,107.0	- -	
				SOURCE OF FUNDS	LOCAL	76.6	60.0	- -	2,324.6		
					STATE	- -	- -	- -	- -		
					FEDERAL	306.4	240.0	- -	1,782.4		
		7003000 2779-05-00		STP-M	TOTAL	383.0	300.0	- -	4,107.0		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Waukesha County 2023-2026

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
WAUKESHA COUNTY	257	BRIDGE REHABILITATION OF THE SILVER SPRING DR BRIDGE OVER THE MENOMONEE RIVER (B67-0085) IN THE VILLAGE OF BUTLER	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,299.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(599)				TOTAL	- -	1,299.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	259.8	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,039.2	- -	- -		
		7000550 2753-02-03		STP-B	TOTAL	- -	1,299.0	- -	- -		
	258	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH O (MOORLAND RD) FROM CTH HH (COLLEGE AVE) TO GRANGE AVE IN THE CITY OF NEW BERLIN (1.07 MI)	HI	DETAIL COSTS	PE	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	736.0	- -	- -	- -	- -	
					CONST	- -	- -	6,600.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(259)				TOTAL	736.0	- -	6,600.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	307.2	- -	1,518.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	428.8	- -	5,082.0	- -		
		7000054 2722-08-02		STP-M	TOTAL	736.0	- -	6,600.0	- -		
	259	CAPITAL COSTS OF THIRD PARTY CONTRACTING FOR WAUKESHA COUNTY TRANSIT SERVICE	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	750.0	750.0	750.0	750.0	- -	
	(260)				TOTAL	750.0	750.0	750.0	750.0	- -	
				SOURCE OF FUNDS	LOCAL	150.0	150.0	150.0	150.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	600.0	600.0	600.0	600.0		
		7000036		FTA 5307	TOTAL	750.0	750.0	750.0	750.0		
	260	PROVIDE USER-SIDE SUBSIDY ADVANCE RESERVATION AND ELDERLY/DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PERSONS IN WAUKESHA COUNTY (SEC 85.21)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,267.3	1,281.0	1,293.8	1,306.8	- -	
	(261)				TOTAL	1,267.3	1,281.0	1,293.8	1,306.8	- -	
				SOURCE OF FUNDS	LOCAL	211.4	213.5	215.6	217.8		
					STATE	1,055.9	1,067.5	1,078.2	1,089.0		
					FEDERAL	- -	- -	- -	- -		
		7000141			TOTAL	1,267.3	1,281.0	1,293.8	1,306.8		
	261	IMPROVEMENTS AT INTERSECTION OF CTH B AND MORGAN RD IN THE VILLAGE OF SUMMIT	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	388.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(270)				TOTAL	388.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	47.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	341.0	- -	- -	- -		
		7000007 3779-03-00		HSIP	TOTAL	388.0	- -	- -	- -		
	262	SAFETY IMPROVEMENTS ALONG CTH D AT THE MORAINE HILLS DRIVE INTERSECTION	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	383.9	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(272)				TOTAL	383.9	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	38.4	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	345.5	- -	- -	- -		
		7000017 3782-04-00		HSIP	TOTAL	383.9	- -	- -	- -		
	263	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH F AND LINDSAY RD IN THE CITY OF PEWAUKEE	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	690.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(273)				TOTAL	690.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	78.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	612.0	- -	- -	- -		
		7000101 2754-05-00		HSIP	TOTAL	690.0	- -	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Waukesha County 2023-2026

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
WAUKESHA COUNTY	264	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH VV AND CTH YY IN THE VILLAGE OF MENOMONEE FALLS	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	683.7	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(274)				TOTAL	683.7	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	93.3	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	590.4	- -	- -	- -		
		7000100 2753-08-00		HSIP	TOTAL	683.7	- -	- -	- -		
	265	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH X AND WEST HIGH DR IN THE CITY OF WAUKESHA	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	843.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	843.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	213.0	- -	- -	- -		
					STATE	630.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7000901		LRIP	TOTAL	843.0	- -	- -	- -		
BROOKFIELD (CITY)	266	BRIDGE REPLACEMENT OF THE ENTERPRISE AVE BRIDGE OVER POPLAR CREEK (P67-0764) IN THE CITY OF BROOKFIELD	HP	DETAIL COSTS	PE	122.2	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,203.2	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(600)				TOTAL	122.2	1,203.2	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	24.4	240.6	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	97.8	962.6	- -	- -		
		7020500 2721-00-06		STP-B	TOTAL	122.2	1,203.2	- -	- -		
MENOMONEE FALLS (VILLAGE)	267	RECONSTRUCTION OF MENOMONEE AVE FROM TOWN HALL RD TO APPLETON AVE (STH 175) IN THE VILLAGE OF MENOMONEE FALLS (1.41 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	6,702.5	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(276)				TOTAL	- -	- -	6,702.5	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	1,340.5	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	5,362.0	- -		
		7170011 2720-07-01		STP-M	TOTAL	- -	- -	6,702.5	- -		
	268	BRIDGE REPLACEMENT OF THE OVERVIEW DR BRIDGE OVER THE BUTLER DITCH (P67-0774) IN THE VILLAGE OF MENOMONEE FALLS	OH	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	961.2	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(277)				TOTAL	- -	961.2	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	192.2	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	769.0	- -	- -		
		7170010 2720-05-01		STP-B	TOTAL	- -	961.2	- -	- -		
NEW BERLIN (CITY)	269	INTERSECTION IMPROVEMENTS AT S CALHOUN ROAD AND SMALL ROAD IN THE CITY OF NEW BERLIN	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	389.6	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(457)				TOTAL	389.6	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	39.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	350.6	- -	- -	- -		
		7240001 2722-09-00		HSIP	TOTAL	389.6	- -	- -	- -		
SUMMIT (VILLAGE)	270	BRIDGE REPLACEMENT OF THE DELAFIELD RD BRIDGE OVER THE BARK RIVER (B67-0670) IN THE VILLAGE OF SUMMIT	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	433.6	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(279)				TOTAL	433.6	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	86.7	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	346.9	- -	- -	- -		
		7330005 3853-03-00		STP-B	TOTAL	433.6	- -	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Waukesha County 2023-2026

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
VERNON (TOWN)	271	BRIDGE REPLACEMENT OF THE CENTER DR BRIDGE OVER THE FOX RIVER (P67-0205) IN THE VILLAGE OF VERNON	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,598.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(601)				TOTAL	- -	1,598.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	319.6	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,278.4	- -	- -		
		7350500 2719-00-01		STP-B	TOTAL	- -	1,598.0	- -	- -		
WAUKESHA (CITY)	272	RECONSTRUCTION OF DELAFIELD ST FROM BIDWELL AVE TO MAGNOLIA AVE IN THE CITY OF WAUKESHA (0.44 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	3,260.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(281)				TOTAL	3,260.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	3,260.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7370201			TOTAL	3,260.0	- -	- -	- -		
	273	RECONSTRUCTION OF MORELAND BLVD FROM SUMMIT AVE TO DELAFIELD ST IN THE CITY OF WAUKESHA (0.61 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	990.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(282)				TOTAL	- -	990.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	990.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7370202			TOTAL	- -	990.0	- -	- -		
	274	BRIDGE REHABILITATION OF THE E MORELAND RD BRIDGE OVER THE FOX RIVER (B67-0205) IN THE CITY OF WAUKESHA	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	377.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(602)				TOTAL	- -	377.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	75.4	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	301.6	- -	- -		
		7370550 2718-00-08		STP-B	TOTAL	- -	377.0	- -	- -		
	275	RECONSTRUCTION OF SILVERNAIL RD FROM MEADOWBROOK RD TO UNIVERSITY DR IN THE CITY OF WAUKESHA (0.78 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,010.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(286)				TOTAL	- -	2,010.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	2,010.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7370204			TOTAL	- -	2,010.0	- -	- -		
	276	RECONSTRUCTION OF S. WEST AVE FROM FREEMAN ST TO SENTINEL DR IN THE CITY OF WAUKESHA (0.25 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	2,800.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(289)				TOTAL	- -	- -	- -	2,800.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	2,800.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7370206			TOTAL	- -	- -	- -	2,800.0		
	277	RECONSTRUCTION OF WHITEROCK AVE FROM ELM ST TO MAIN ST IN THE CITY OF WAUKESHA (0.61 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	3,000.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(290)				TOTAL	- -	- -	3,000.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	3,000.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7370207			TOTAL	- -	- -	3,000.0	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Waukesha County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
WAUKESHA (CITY)	278	OPERATING ASSISTANCE FOR THE WAUKESHA METRO AND WAUKESHA COUNTY TRANSIT SYSTEMS (85.20)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	8,536.5	8,511.4	8,581.1	8,747.5	- -	
	(291)				TOTAL	8,536.5	8,511.4	8,581.1	8,747.5	- -	
				SOURCE OF FUNDS	LOCAL	2,279.3	2,279.3	2,279.3	2,279.3		
					STATE	3,785.7	3,861.4	3,938.6	4,017.4		
					FEDERAL	2,471.5	2,370.7	2,363.2	2,450.8		
		7370016		FTA 5307	TOTAL	8,536.5	8,511.4	8,581.1	8,747.5		
	279	REPLACEMENT OF SIX BUS SHELTERS FOR WAUKESHA METRO TRANSIT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	100.0	- -	- -	
	(293)				TOTAL	- -	- -	100.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	20.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	80.0	- -		
		7370062		FTA 5339	TOTAL	- -	- -	100.0	- -		
	280	LOCAL MARKETING FOR WAUKESHA METRO TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	50.0	50.0	- -	- -	
	(294)				TOTAL	- -	50.0	50.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	10.0	10.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	40.0	40.0	- -		
		7379938 1693-34-19		CMAQ	TOTAL	- -	50.0	50.0	- -		
	281	LOCAL MARKETING FOR WAUKESHA METRO TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	50.0	- -	- -	- -	
	(562)				TOTAL	- -	50.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	10.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	40.0	- -	- -		
		7375001 2718-22-01		CMAQ	TOTAL	- -	50.0	- -	- -		
	282	PURCHASE OF 1 35-FOOT REPLACEMENT BUSES FOR WAUKESHA METRO TRANSIT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	- -	575.0	- -	
					TOTAL	- -	- -	- -	575.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	115.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	460.0		
		7370474		STP-M	TOTAL	- -	- -	- -	575.0		
	283	TIRE LEASE FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	36.0	36.0	36.0	36.0	- -	
	(296)				TOTAL	36.0	36.0	36.0	36.0	- -	
				SOURCE OF FUNDS	LOCAL	7.2	7.2	7.2	7.2		
					STATE	- -	- -	- -	- -		
					FEDERAL	28.8	28.8	28.8	28.8		
		7370051		FTA 5307	TOTAL	36.0	36.0	36.0	36.0		
	284	PREVENTATIVE MAINTENANCE FOR WAUKESHA METRO TRANSIT (FTA 5307)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	750.0	750.0	750.0	750.0	- -	
	(297)				TOTAL	750.0	750.0	750.0	750.0	- -	
				SOURCE OF FUNDS	LOCAL	150.0	150.0	150.0	150.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	600.0	600.0	600.0	600.0		
		7370057		FTA 5307	TOTAL	750.0	750.0	750.0	750.0		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Waukesha County 2023-2026

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
WAUKESHA (CITY)	285	REHABILITATION OF FIXED-ROUTE BUSES, SUCH AS ENGINE AND TRANSMISSION REBUILDS, FOR WAUKESHA METRO	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	250.0	100.0	100.0	- -	- -	
	(298)				TOTAL	250.0	100.0	100.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	50.0	20.0	20.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	200.0	80.0	80.0	- -		
		7370060		FTA 5337	TOTAL	250.0	100.0	100.0	- -		
	286	REPLACEMENT OF 9 BUS ENGINES FOR WAUKESHA METRO TRANSIT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	278.0	- -	- -	- -	- -	
	(563)				TOTAL	278.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	55.6	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	222.4	- -	- -	- -		
		7375000 1693-27-10		CMAQ	TOTAL	278.0	- -	- -	- -		
	287	REPLACEMENT OF TWO SETS OF ADA DOORS AT TRANSIT CENTER FOR WAUKESHA METRO TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	50.0	- -	- -	- -	
	(265)				TOTAL	- -	50.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	10.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	40.0	- -	- -		
		7370359		FTA 5339	TOTAL	- -	50.0	- -	- -		
	288	REPLACEMENT OF BOILER AT ADMIN/MAINTENANCE FACILITY FOR WAUKESHA METRO TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	20.0	- -	- -	
	(266)				TOTAL	- -	- -	20.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	4.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	16.0	- -		
		7370360		FTA 5339	TOTAL	- -	- -	20.0	- -		
	289	REPLACEMENT OF BUS WASHER FOR WAUKESHA METRO TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	260.0	- -	- -	
	(267)				TOTAL	- -	- -	260.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	52.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	208.0	- -		
		7370361		FTA 5339	TOTAL	- -	- -	260.0	- -		
	290	PURCHASE OF AUTOMATIC PASSENGER COUNTERS FOR WAUKESHA METRO TRANSIT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	125.0	- -	- -	- -	- -	
	(525)				TOTAL	125.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	25.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	100.0	- -	- -	- -		
		7370301		FTA 5339	TOTAL	125.0	- -	- -	- -		
	291	PASSENGER SIGN REPLACEMENT AT TRANSIT CENTER FOR WAUKESHA METRO TRANSIT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	300.0	- -	- -	- -	
	(526)				TOTAL	- -	300.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	300.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7370302			TOTAL	- -	300.0	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Waukesha County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2023	2024	2025	2026	REMAINING	AIR QUAL STAT
WAUKESHA (CITY)	292	PURCHASE OF SCHEDULING/RUN CUTTING SOFTWARE FOR WAUKESHA METRO TRANSIT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	50.0	- -	- -	- -	- -	
	(527)				TOTAL	50.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	10.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	40.0	- -	- -	- -		
		7370303		FTA 5339	TOTAL	50.0	- -	- -	- -		
	293	REPLACEMENT OF A DRIVER RELIEF VEHICLE FOR WAUKESHA METRO TRANSIT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	40.0	- -	- -	- -	
	(528)				TOTAL	- -	40.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	8.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	32.0	- -	- -		
		7370304		FTA 5339	TOTAL	- -	40.0	- -	- -		
	294	PURCHASE OF A SECOND MAINTENANCE VEHICLE FOR WAUKESHA METRO TRANSIT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	50.0	- -	- -	- -	- -	
					TOTAL	50.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	10.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	40.0	- -	- -	- -		
		7370472		FTA 5339	TOTAL	50.0	- -	- -	- -		
	295	REPLACEMENT OF THE SUPERVISOR VAN FOR WAUKESHA METRO TRANSIT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	- -	85.0	- -	
					TOTAL	- -	- -	- -	85.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	17.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	68.0		
		7370470		FTA 5339	TOTAL	- -	- -	- -	85.0		
	296	REMODELING OF THE ADMINISTRATION FACILITY FOR WAUKESHA METRO TRANSIT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	150.0	- -	- -	- -	
					TOTAL	- -	150.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	30.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	120.0	- -	- -		
		7370471		FTA 5339	TOTAL	- -	150.0	- -	- -		
	297	REPLACEMENT OF THE AIR CONDITIONING CONDENSER UNIT AT THE TRANSIT CENTER FOR WAUKESHA METRO TRANSIT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	50.0	- -	- -	
					TOTAL	- -	- -	50.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	10.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	40.0	- -		
		7370473		FTA 5339	TOTAL	- -	- -	50.0	- -		
	298	REPLACEMENT OF THE SHOP COMPRESSOR FOR WAUKESHA METRO TRANSIT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	20.0	- -	- -	- -	- -	
					TOTAL	20.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	4.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	16.0	- -	- -	- -		
		7370475		FTA 5339	TOTAL	20.0	- -	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-1
Transportation Improvement Program for the
Milwaukee Transportation Management Area -- Waukesha County 2023-2026

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS ($1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2023	2024	2025	2026	*REMAINING*	
WAUKESHA (CITY)	**299**	RESURFACING OF UNIVERSITY DR FROM ALGOMA TERRACE TO PENDLETON PL IN THE CITY OF WAUKESHA (0.6 MI)	OH	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	436.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	436.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	278.0	- -	- -	- -		
					STATE	158.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7370801		*LRIP*	***TOTAL***	436.0	- -	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-2
Transportation Improvement Program for the
Kenosha, Racine, Walworth Transportation Management Area -- Kenosha County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	**300** (425)	PREVENTATIVE MAINTENANCE OF STH 31 FROM THE ILLINOIS STATE LINE TO STH 50 IN KENOSHA COUNTY (5.13 MI) 8009103 2390-08-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,655.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	2,655.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	531.0	- -	- -		
					FEDERAL	- -	2,124.0	- -	- -		
				NHPP	***TOTAL***	- -	2,655.0	- -	- -		
	301 (426)	RESURFACING OF STH 32 (SHERIDAN RD) FROM ALFORD PARK DR TO 21ST ST IN KENOSHA AND RACINE COUNTIES (5.74 MI) 8009110 3240-00-03	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	15.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	5,992.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	15.0	- -	- -	5,992.0	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	15.0	- -	- -	1,198.4		
					FEDERAL	- -	- -	- -	4,793.6		
				NHPP	***TOTAL***	15.0	- -	- -	5,992.0		
	302 (617)	RESURFACING OF ALFORD PARK DR (STH 32) FROM 17TH PL TO 7TH AVE IN THE CITY OF KENOSHA (1.27 MI) 8006005 3240-00-06	HP	***DETAIL COSTS***	***PE***	150.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*1,627.5*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	150.0	- -	- -	- -	*1,627.5*	
				SOURCE OF FUNDS	***LOCAL***	37.5	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	112.5	- -	- -	- -		
				NHPP	***TOTAL***	150.0	- -	- -	- -		
	303 (618)	PAVEMENT REPLACEMENT OF SHERIDAN RD (STH 32) FROM 7TH AVE TO 49TH ST IN THE CITY OF KENOSHA (1.11 MI) 8006006 3240-00-07	HP	***DETAIL COSTS***	***PE***	520.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*8,450.0*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	520.0	- -	- -	- -	*8,450.0*	
				SOURCE OF FUNDS	***LOCAL***	130.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	390.0	- -	- -	- -		
				NHPP	***TOTAL***	520.0	- -	- -	- -		
	304 (305)	RESURFACING OF STH 32 (SHERIDAN RD) FROM ILLINOIS STATE LINE TO 91ST ST, REPLACEMENT OF THE BARNES CREEK CULVERT (C30-0032), AND CULVERT REPAIRS (C33) IN THE VILLAGE OF PLEASANT PRAIRIE (3.26 MI) 8008944 3240-16-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	3,416.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	3,416.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	683.2	- -	- -	- -		
					FEDERAL	2,732.8	- -	- -	- -		
				NHPP	***TOTAL***	3,416.0	- -	- -	- -		
	305 (307)	RECONSTRUCTION OF STH 50 FROM CTH W TO 1750 FT EAST OF CTH W, BRIDGE OVERLAYS OF THE STH 50 & SOO LINE BRIDGES (B30-48/58) & BRIDGE REPAIRS OF THE STH 50 & FOX RIVER BRIDGES (B30-51/57) IN THE TOWN OF WHEATLAND 8000054 1310-14-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	4,522.3	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	4,522.3	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	904.5	- -	- -	- -		
					FEDERAL	3,617.8	- -	- -	- -		
				NHPP	***TOTAL***	4,522.3	- -	- -	- -		
	306 (310)	RESURFACING OF STH 83 FROM STH 50 TO ILLINOIS STATE LINE IN KENOSHA COUNTY (5.14 MI) 8000223 3380-06-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	6,157.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	6,157.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	1,231.4	- -	- -	- -		
					FEDERAL	4,925.6	- -	- -	- -		
				NHPP	***TOTAL***	6,157.0	- -	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-2
Transportation Improvement Program for the
Kenosha, Racine, Walworth Transportation Management Area -- Kenosha County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	**307** (427)	RESURFACING OF STH 158 FROM IH 94 FRONTAGE RD TO CTH H AND THIN POLYMER OVERLAY TO BRIDGE B30-134/135 IN KENOSHA COUNTY (2.01 MI) 8009109 3220-09-01	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	3,420.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	3,420.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	684.0	- -	- -		
					FEDERAL	- -	2,736.0	- -	- -		
				NHPP	***TOTAL***	- -	3,420.0	- -	- -		
	308 (312)	BRIDGE REPLACEMENT OF STH 158 BRIDGES OVER THE CP RR AND UP RR LINES IN THE CITY OF KENOSHA (B-30-2 AND B-30-3) 8009457 3220-09-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	9,297.6	- -	- -	- -	
					OTHER	1,267.8	- -	- -	- -	- -	
					TOTAL	1,267.8	9,297.6	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	1,267.8	1,859.5	- -	- -		
					FEDERAL	- -	7,438.1	- -	- -		
				NHPP	***TOTAL***	1,267.8	9,297.6	- -	- -		
	309 (566)	INTERSECTION IMPROVEMENTS AT GREEN BAY RD (STH 31) AND 35TH ST IN THE VILLAGE OF SOMERS 8002016 2390-05-01	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	231.9	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	231.9	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	- -	23.2	- -		
					FEDERAL	- -	- -	208.7	- -		
				HSIP	***TOTAL***	- -	- -	231.9	- -		
KENOSHA COUNTY	**310** (314)	RECONDITIONING OF CTH W FROM THE ILLINOIS STATE LINE TO CTH C IN KENOSHA COUNTY (1.53 MI) 1000051 3751-03-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,909.4	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	2,909.4	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	513.4	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	2,396.0	- -	- -	- -		
				STP-O	***TOTAL***	2,909.4	- -	- -	- -		
	311 (317)	PROVISION OF DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY/DISABLED RIDERS AND PUBLIC TRANSIT FOR GENERAL PUBLIC RIDERS IN NON-URBANIZED KENOSHA COUNTY (SEC 85.21, 85.20 and 5311) 1000004	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	597.0	615.0	633.0	652.0	- -	
					TOTAL	597.0	615.0	633.0	652.0	- -	
				SOURCE OF FUNDS	***LOCAL***	69.0	71.0	73.0	75.0		
					STATE	264.0	272.0	280.0	288.5		
					FEDERAL	264.0	272.0	280.0	288.5		
				FTA 5311	***TOTAL***	597.0	615.0	633.0	652.0		
	312 (318)	PURCHASE REPLACEMENT VEHICLES FOR WESTERN KENOSHA COUNTY TRANSIT: 1 VEHICLE IN 2023, AND 1 VEHICLE IN 2024 1009966	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	63.7	66.1	- -	- -	- -	
					TOTAL	63.7	66.1	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	12.7	13.6	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	51.0	52.5	- -	- -		
				FTA 5310	***TOTAL***	63.7	66.1	- -	- -		
	313	PURCHASE REPLACEMENT VEHICLES FOR WESTERN KENOSHA COUNTY TRANSIT: 1 VEHICLE IN 2024; 1 VEHICLE IN 2025, AND 1 VEHICLE IN 2026 1009200	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	100.0	105.0	110.0	- -	
					TOTAL	- -	100.0	105.0	110.0	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	20.0	21.0	22.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	80.0	84.0	88.0		
				FTA 5339	***TOTAL***	- -	100.0	105.0	110.0		

Source: SEWRPC

Table continued on next page.

Table A-2
Transportation Improvement Program for the
Kenosha, Racine, Walworth Transportation Management Area -- Kenosha County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
KENOSHA COUNTY	**314** (319)	COORDINATION OF A MANAGEMENT PLAN TO CONDUCT REVIEW OF CURRENT WESTERN KENOSHA COUNTY TRANSIT AND PROVIDE FEEDBACK ON IMPROVEMENTS AND ADJUSTMENTS TO GENERAL OPERATIONS, INCLUDING POTENTIAL ROUTE/SERVICE CHANGES. 1000060	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	15.0	- -	- -	- -	
					TOTAL	- -	15.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	15.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	15.0	- -	- -		
	315 (320)	MOBILITY MANAGEMENT STAFF POSITIONS AND SERVICES FOR THE PLANNING COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN KENOSHA COUNTY 1009975	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	94.0	98.0	102.4	106.8	- -	
					TOTAL	94.0	98.0	102.4	106.8	- -	
				SOURCE OF FUNDS	***LOCAL***	42.8	43.6	44.5	45.4		
					STATE	- -	- -	- -	- -		
					FEDERAL	51.2	54.4	57.9	61.4		
				FTA 5310	***TOTAL***	94.0	98.0	102.4	106.8		
	316 (321)	GPS LIVE FEED LINK TO PROVIDE REAL TIME DATA TO USERS OF WESTERN KENOSHA COUNTY TRANSIT SMARTPHONE APPLICATION 1000010	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	18.0	- -	- -	- -	
					TOTAL	- -	18.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	3.6	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	14.4	- -	- -		
				FTA 5311	***TOTAL***	- -	18.0	- -	- -		
	317 (323)	PURCHASE OF SCHEDULING AND ROUTING SOFTWARE TO SUPPORT OPERATIONS OF WESTERN KENOSHA COUNTY TRANSIT 1009201	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	120.0	- -	- -	- -	- -	
					TOTAL	120.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	9.6	- -	- -	- -		
					STATE	38.4	- -	- -	- -		
					FEDERAL	72.0	- -	- -	- -		
				FTA 5311	***TOTAL***	120.0	- -	- -	- -		
	318 (323)	IMPROVEMENTS AT INTERSECTION OF CTH Y AND CTH A IN THE VILLAGE OF SOMERS 1000006 3762-03-00	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,626.4	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,626.4	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	194.5	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,431.9	- -	- -	- -		
				HSIP	***TOTAL***	1,626.4	- -	- -	- -		
KENOSHA (CITY)	**319** (603)	RECONSTRUCTION OF 39TH AVE FROM 60TH ST TO 52ND ST IN THE CITY OF KENOSHA (0.48 MI) 1033000 3831-00-72	HP	***DETAIL COSTS***	***PE***	- -	750.0	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*4,694.3*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	750.0	- -	- -	*4,694.3*	
				SOURCE OF FUNDS	***LOCAL***	- -	150.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	600.0	- -	- -		
				STP-O	***TOTAL***	- -	750.0	- -	- -		
	320 (324)	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM 1030005	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	8,836.4	9,036.4	9,236.4	9,436.4	- -	
					TOTAL	8,836.4	9,036.4	9,236.4	9,436.4	- -	
				SOURCE OF FUNDS	***LOCAL***	4,153.1	4,247.1	4,341.1	4,435.1		
					STATE	2,032.4	2,078.4	2,124.4	2,170.4		
					FEDERAL	2,650.9	2,710.9	2,770.9	2,830.9		
				FTA 5307	***TOTAL***	8,836.4	9,036.4	9,236.4	9,436.4		

Source: SEWRPC

Table continued on next page.

Table A-2
Transportation Improvement Program for the
Kenosha, Racine, Walworth Transportation Management Area -- Kenosha County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
KENOSHA (CITY)	321	PURCHASE OF FOUR TRANSIT VEHICLES FOR THE CITY OF KENOSHA TRANSIT SYSTEM (2 VEHICLES IN 2023 AND 2 VEHICLES IN 2024)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,230.0	1,230.0	- -	- -	- -	
	(325)				TOTAL	1,230.0	1,230.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	246.0	246.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	984.0	984.0	- -	- -		
	1030100			FTA 5339	TOTAL	1,230.0	1,230.0	- -	- -		
	322	ROOF REPLACEMENT AT THE KENOSHA TRANSIT CENTER	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	100.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(326)				TOTAL	- -	- -	100.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	20.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	80.0	- -		
	1030010			FTA 5339	TOTAL	- -	- -	100.0	- -		
	323	BARN ROOF REPLACEMENT AT THE STREET CAR GARAGE AND OFFICE BUILDING IN THE CITY OF KENOSHA	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	100.0	- -	- -	
					TOTAL	- -	- -	100.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	20.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	80.0	- -		
	1030305			FTA 5339	TOTAL	- -	- -	100.0	- -		
	324	MAINTENANCE OF STREET CAR SERVICE IN THE CITY OF KENOSHA: 2023-2026	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	125.0	150.0	170.0	190.0	- -	
	(327)				TOTAL	125.0	150.0	170.0	190.0	- -	
				SOURCE OF FUNDS	LOCAL	25.0	30.0	34.0	38.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	100.0	120.0	136.0	152.0		
	1039972			FTA 5337	TOTAL	125.0	150.0	170.0	190.0		
	325	REPAIR AND MAINTENANCE OF THE RAIL TRACK CROSSINGS OF THE STREET CAR AT SHERIDAN RD (STH 32), 7TH AVE, 6TH AVE, AND 5TH AVE IN THE CITY OF KENOSHA	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	125.0	125.0	- -	- -	- -	
					TOTAL	125.0	125.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	25.0	25.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	100.0	100.0	- -	- -		
	1030301			FTA 5339	TOTAL	125.0	125.0	- -	- -		
	326	UPGRADES TO SECURITY CAMERAS ON BUSES AND TRANSIT CENTERS FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	50.0	- -	- -	
					TOTAL	- -	- -	50.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	10.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	40.0	- -		
	1030302			FTA 5339	TOTAL	- -	- -	50.0	- -		
	327	REPLACEMENT OF THE HVAC SYSTEM AT THE KENOSHA TRANSIT CENTER	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	100.0	- -	- -	
					TOTAL	- -	- -	100.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	20.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	80.0	- -		
	1030306			FTA 5339	TOTAL	- -	- -	100.0	- -		

Source: SEWRPC

Table continued on next page.

Table A-2
Transportation Improvement Program for the
Kenosha, Racine, Walworth Transportation Management Area -- Kenosha County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
KENOSHA (CITY)	328	REPLACEMENT OF A STAFF VEHICLE FOR THE CITY OF KENOSHA TRANSIT SYSTEM 1030304	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	100.0	- -	- -	
					TOTAL	- -	- -	100.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	20.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	80.0	- -		
				FTA 5339	TOTAL	- -	- -	100.0	- -		
	329	PARKING LOT PAVING AND IMPROVEMENTS FOR THE CITY OF KENOSHA TRANSIT SYSTEM 1030303	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	80.0	- -	- -	
					TOTAL	- -	- -	80.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	16.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	64.0	- -		
				FTA 5339	TOTAL	- -	- -	80.0	- -		
	330	PAVING AND RESURFACING OF THE TRANSIT CENTER PARKING LOT FOR THE CITY OF KENOSHA TRANSIT SYSTEM 1030307	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	150.0	100.0	- -	- -	
					TOTAL	- -	150.0	100.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	30.0	20.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	120.0	80.0	- -		
				FTA 5339	TOTAL	- -	150.0	100.0	- -		
	331	IMPLEMENTATION OF UPDATES TO THE TRANS TRACK SOFTWARE FOR THE CITY OF KENOSHA TRANSIT SYSTEM 1030308	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	20.0	- -	- -	- -	- -	
					TOTAL	20.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	4.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	16.0	- -	- -	- -		
				FTA 5339	TOTAL	20.0	- -	- -	- -		
	332	REPLACEMENT OF THE ELEVATOR AT THE KENOSHA METRA STATION 1030309	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,500.0	- -	- -	- -	- -	
					TOTAL	1,500.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	300.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,200.0	- -	- -	- -		
				FTA 5339	TOTAL	1,500.0	- -	- -	- -		
	333 [I] (328)	EXPANSION OF THE CITY OF KENOSHA TRANSIT SYSTEM SERVICE TO INCLUDE 5 NEW ROUTES, EXPAND AND EXTEND SERVICE FOR 4 ROUTES, INCLUDING NEW SERVICE TO WALMART, AND PURCHASE NEW BUSES 1030006	TE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	600.0	600.0	- -	- -	- -	
					TOTAL	600.0	600.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	120.0	120.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	480.0	480.0	- -	- -		
				CMAQ	TOTAL	600.0	600.0	- -	- -		
	334 (329)	INTERSECTION IMPROVEMENTS AT WASHINGTON RD AND 39TH AVE IN THE CITY OF KENOSHA (0.01 MI) 1030111 3831-07-02	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,047.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,047.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	104.7	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	942.3	- -	- -	- -		
				HSIP	TOTAL	1,047.0	- -	- -	- -		

Source: SEWRPC

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Table A-2
Transportation Improvement Program for the
Kenosha, Racine, Walworth Transportation Management Area -- Kenosha County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
KENOSHA (CITY)	**335**	INTERSECTION IMPROVEMENTS AT WASHINGTON RD AND 30TH AVE IN THE CITY OF KENOSHA (0.01 MI)	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,709.2	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(330)				***TOTAL***	- -	2,709.2	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	1,089.2	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,620.0	- -	- -		
		1030110 3831-07-01		*HSIP*	***TOTAL***	- -	2,709.2	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-2
Transportation Improvement Program for the
Kenosha, Racine, Walworth Transportation Management Area -- Racine County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	336	RESURFACING OF USH 45 FROM STH 20 TO CTH K AND BRIDGE REPAIRS TO THE ROOT RIVER BRIDGE (B80-81) IN RACINE COUNTY (2.81 MI) 8000312 2430-07-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	46.5	- -	- -	- -	- -	
					CONST	- -	- -	2,380.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	46.5	- -	2,380.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	46.5	- -	588.5	- -		
					FEDERAL	- -	- -	1,791.5	- -		
				STP-O	TOTAL	46.5	- -	2,380.0	- -		
	337 (568)	RESURFACING OF WASHINGTON AVE (STH 20) AT THE INTERSECTION OF STH 75/STH 20 AND FROM USH 45 TO CTH C, AND THIN POLYMER OVERLAYS OF ROOT RIVER CANAL BRIDGES (59, 158, & 159) IN RACINE COUNTY (5.63 MI) 8002013 2340-07-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	3,765.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	3,765.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	753.0	- -	- -	- -		
					FEDERAL	3,012.0	- -	- -	- -		
				NHPP	TOTAL	3,765.0	- -	- -	- -		
	338 (335)	BRIDGE REHABILITATION OF THE STH 20 BRIDGES OVER STUART RD AND UP RR (B51-39, B51-40, B51-43, B51-44) IN THE VILLAGE OF MOUNT PLEASANT 8008993 2340-03-03	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	3,044.6	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	3,044.6	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	608.9	- -	- -		
					FEDERAL	- -	2,435.7	- -	- -		
				NHPP	TOTAL	- -	3,044.6	- -	- -		
	339 (336)	RESURFACING OF STH 20 (WASHINGTON AVE) FROM OAKES RD TO STH 31 AND CULVERT REPAIRS (C51-0016) IN THE VILLAGE OF MOUNT PLEASANT AND CITY OF RACINE (1.24 MI) 8008955 2250-15-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	4,625.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	4,625.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	968.5	- -	- -		
					FEDERAL	- -	3,656.5	- -	- -		
				NHPP	TOTAL	- -	4,625.0	- -	- -		
	340 (337)	RESURFACING OF STH 20 FROM HONEY CREEK RD TO BUENA PARK RD IN RACINE COUNTY (3.56 MI) 8000264 2340-00-09	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,375.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,375.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	275.0	- -	- -	- -		
					FEDERAL	1,100.0	- -	- -	- -		
				STP-O	TOTAL	1,375.0	- -	- -	- -		
	341 (338)	RECONSTRUCTION OF STH 31 FROM STH 20 TO STH 11 IN THE VILLAGE OF MOUNT PLEASANT AND CITY OF RACINE (1.51 MI) 8001105 2390-12-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	1,025.0	- -	- -	- -	- -	
					CONST	- -	- -	21,700.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,025.0	- -	21,700.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,025.0	- -	4,340.0	- -		
					FEDERAL	- -	- -	17,360.0	- -		
				NHPP	TOTAL	1,025.0	- -	21,700.0	- -		
	342 (339)	RESURFACING OF DOUGLAS AVE (STH 32) FROM 4 MILE RD TO E COUNTY LINE RD IN THE VILLAGE OF CALEDONIA (4.62 MI) 8001104 2350-15-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	3,103.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	3,103.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	620.6	- -		
					FEDERAL	- -	- -	2,482.4	- -		
				NHPP	TOTAL	- -	- -	3,103.0	- -		

Source: SEWRPC

Table continued on next page.

Table A-2
Transportation Improvement Program for the
Kenosha, Racine, Walworth Transportation Management Area -- Racine County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	343 (621)	RESURFACING OF STH 11/STH 36 RAMPS AND MAINLINE FROM THE WALWORTH COUNTY LINE TO THE STH36/CTH Q (MILWAUKEE AVE) INTERCHANGE IN RACINE COUNTY (0.82 MI) 8003402 3180-00-08	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,140.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	1,140.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	228.0	- -		
					FEDERAL	- -	- -	912.0	- -		
				NHPP	TOTAL	- -	- -	1,140.0	- -		
	344 (400)	RESURFACING OF STH 38 FROM LINWOOD RD TO E OAKWOOD RD INCLUDING CULVERT REPAIRS FOR C9 AND C10 IN RACINE AND MILWAUKEE COUNTIES (4.96 MI) 8000380 2290-24-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,840.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	2,840.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	568.0	- -	- -	- -		
					FEDERAL	2,272.0	- -	- -	- -		
				STP-O	TOTAL	2,840.0	- -	- -	- -		
	345 (340)	BRIDGE REPLACEMENT OF THE STH 38 BRIDGE OVER THE ROOT RIVER (B51-12) IN THE CITY OF RACINE 8008994 2290-03-03	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	6,160.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	6,160.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,232.0	- -	- -	- -		
					FEDERAL	4,928.0	- -	- -	- -		
				STP-O	TOTAL	6,160.0	- -	- -	- -		
	346[m] (341)	RESURFACING OF STH 75 FROM STH 50 TO STH 20, INSTALLATION OF A ROUNDABOUT AT CTH A, AND CULVERT REPLACEMENT(C 51-14) AND CULVERT WIDENING (C 51-39) IN THE TOWNS OF BRIGHTON AND DOVER (12.08 MI) 8000023 2420-00-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	9,840.3	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	9,840.3	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,968.1	- -	- -	- -		
					FEDERAL	7,872.2	- -	- -	- -		
				COMB	TOTAL	9,840.3	- -	- -	- -		
	347 (342)	RECONDITIONING OF STH 83 FROM STH 20 TO IH 43 IN RACINE AND WAUKESHA COUNTIES (7.19 MI) 8000055 1300-09-70	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	9,131.7	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	9,131.7	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	942.4	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	8,189.3	- -	- -	- -		
				CRRSAA	TOTAL	9,131.7	- -	- -	- -		
	348 (485)	RESURFACING OF STH 164 FROM STH 36 TO WAUKESHA COUNTY LINE IN RACINE COUNTY (4.97 MI) 8003018 2810-05-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	3,888.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	3,888.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	777.6		
					FEDERAL	- -	- -	- -	3,110.4		
				NHPP	TOTAL	- -	- -	- -	3,888.0		
	349 (510)	RESURFACING OF THE EAST AND WEST FRONTAGE ROADS ALONG IH 41/94 FROM CTH K TO S OF STH 20 IN RACINE COUNTY (4.25 MI) 8005007 1030-09-06	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	6,320.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	6,320.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,264.0	- -	- -	- -		
					FEDERAL	5,056.0	- -	- -	- -		
				STP-O	TOTAL	6,320.0	- -	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-2
Transportation Improvement Program for the
Kenosha, Racine, Walworth Transportation Management Area -- Racine County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	350	CONSTRUCTION OF A ROUNDABOUT AT STH 11 AND CTH J IN RACINE COUNTY	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,958.3	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(343)				TOTAL	- -	1,958.3	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	195.8	- -	- -		
					FEDERAL	- -	1,762.5	- -	- -		
		8000305 1320-07-03		HSIP	TOTAL	- -	1,958.3	- -	- -		
	351	CONSTRUCTION OF ROUNDABOUTS ON STH 38 AT 4 MILE RD AND 5 MILE RD IN THE VILLAGE OF CALEDONIA	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	194.2	- -	- -	- -	- -	
					CONST	- -	- -	- -	5,015.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(459)				TOTAL	194.2	- -	- -	5,015.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	194.2	- -	- -	501.5		
					FEDERAL	- -	- -	- -	4,513.5		
		8002503 2290-25-00		HSIP	TOTAL	194.2	- -	- -	5,015.0		
RACINE COUNTY	352	RECONSTRUCTION OF CTH C (SPRING ST) FROM OHIO ST TO FAIRWAY DR IN RACINE COUNTY (0.61 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	4,207.7	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(346)				TOTAL	- -	4,207.7	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	1,165.4	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	3,042.3	- -	- -		
		3009900 2390-09-03		STP-O	TOTAL	- -	4,207.7	- -	- -		
	353	RECONSTRUCTION OF CTH D FROM HERITAGE RD TO ROCHESTER VILLAGE LIMITS (1.9 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,972.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(347)				TOTAL	2,972.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	833.3	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	2,138.7	- -	- -	- -		
		3009974 3755-02-00		STP-O	TOTAL	2,972.0	- -	- -	- -		
	354	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF CTH A AND CTH J IN THE TOWN OF ROCHESTER	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,622.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(349)				TOTAL	- -	1,622.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	162.2	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,459.8	- -	- -		
		3000101 2814-03-00		HSIP	TOTAL	- -	1,622.0	- -	- -		
	355	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF CTH U AND 7 MILE RD IN THE VILLAGE OF CALEDONIA	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,627.4	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(351)				TOTAL	- -	1,627.4	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	162.7	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,464.7	- -	- -		
		3000100 2816-03-00		HSIP	TOTAL	- -	1,627.4	- -	- -		
	356	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF CTH U AND CTH G IN RACINE COUNTY (0.01 MI)	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	83.3	- -	- -	- -	- -	
					CONST	- -	- -	1,770.8	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(512)				TOTAL	83.3	- -	1,770.8	- -	- -	
				SOURCE OF FUNDS	LOCAL	83.3	- -	241.1	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	1,529.7	- -		
		3003000 2803-03-01		HSIP	TOTAL	83.3	- -	1,770.8	- -		

Source: SEWRPC

Table continued on next page.

Table A-2
Transportation Improvement Program for the
Kenosha, Racine, Walworth Transportation Management Area -- Racine County 2023-2026

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			2023	2024	2025	2026	REMAINING	AIR QUAL STAT
BURLINGTON (CITY)	**357**	BRIDGE DECK REPLACEMENT OF THE JEFFERSON ST BRIDGE OVER THE FOX RIVER (B51-0001) IN THE CITY OF BURLINGTON	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,538.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(352)				***TOTAL***	2,538.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	507.6	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	2,030.4	- -	- -	- -		
		3019999 3834-00-02		*STP-B*	***TOTAL***	2,538.0	- -	- -	- -		
RACINE (CITY)	**358**	RECONSTRUCTION OF N MAIN ST FROM GOOLD ST TO MELVIN AVE IN THE CITY OF RACINE (0.54 MI)	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	2,316.4	- -	- -	- -	
	(354)				***TOTAL***	- -	2,316.4	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	533.1	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,783.3	- -	- -		
		3100050 2703-09-01		*STP-O*	***TOTAL***	- -	2,316.4	- -	- -		
	359	RECONSTRUCTION OF OHIO ST FROM WASHINGTON AVE TO GRACELAND BLVD IN THE CITY OF RACINE (0.51 MI)	HP	***DETAIL COSTS***	***PE***	420.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	100.0	- -	- -	- -	
					CONST	- -	- -	- -	3,500.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(604)				***TOTAL***	420.0	100.0	- -	3,500.0	- -	
				SOURCE OF FUNDS	***LOCAL***	420.0	- -	- -	2,658.8		
					STATE	- -	100.0	- -	- -		
					FEDERAL	- -	- -	- -	841.2		
		3103000 2703-00-06		*STP-O*	***TOTAL***	420.0	100.0	- -	3,500.0		
	360	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	9,231.5	7,409.4	7,427.1	7,463.6	- -	
	(356)				***TOTAL***	9,231.5	7,409.4	7,427.1	7,463.6	- -	
				SOURCE OF FUNDS	***LOCAL***	1,649.0	2,364.3	2,382.0	2,418.5		
					STATE	2,070.1	2,070.1	2,070.1	2,070.1		
					FEDERAL	5,512.4	2,975.0	2,975.0	2,975.0		
		3100121		*FTA 5307*	***TOTAL***	9,231.5	7,409.4	7,427.1	7,463.6		
	361	REPLACE AGING TRANSIT EQUIPMENT AS IT WEARS OUT	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	50.0	50.0	50.0	50.0	- -	
	(357)				***TOTAL***	50.0	50.0	50.0	50.0	- -	
				SOURCE OF FUNDS	***LOCAL***	50.0	50.0	50.0	50.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		3100003			***TOTAL***	50.0	50.0	50.0	50.0		
	362	PURCHASE OF 2 REPLACEMENT PARATRANSIT VEHICLES FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	160.0	- -	- -	
					TOTAL	- -	- -	160.0	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	160.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		3100330			***TOTAL***	- -	- -	160.0	- -		
	363	PURCHASE OF 4 ALL-ELECTRIC BUSES TO REPLACE DIESEL BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM TO BE FUNDED WITH FTA LOW OR NO EMISSION VEHICLE PROGRAM: 2023	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	4,450.0	- -	- -	- -	- -	
					TOTAL	4,450.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	890.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	3,560.0	- -	- -	- -		
		3100331		*FTA 5339*	***TOTAL***	4,450.0	- -	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-2
Transportation Improvement Program for the
Kenosha, Racine, Walworth Transportation Management Area -- Racine County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
RACINE (CITY)	364	PURCHASE OF 4 ALL-ELECTRIC BUSES TO REPLACE DIESEL BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM TO BE FUNDED WITH FTA LOW OR NO EMISSION VEHICLE PROGRAM: 2025 3100332	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	4,500.0	- -	- -	
					TOTAL	- -	- -	4,500.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	900.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	3,600.0	- -		
				FTA 5339	TOTAL	- -	- -	4,500.0	- -		
	365	REPLACEMENT OF A MAINTENANCE VEHICLE FOR THE CITY OF RACINE TRANSIT SYSTEM 3100333	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	60.0	- -	- -	- -	- -	
					TOTAL	60.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	60.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	60.0	- -	- -	- -		
	366	REPLACEMENT OF A SUPERVISOR VAN FOR THE CITY OF RACINE TRANSIT SYSTEM 3100334	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	80.0	- -	- -	- -	
					TOTAL	- -	80.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	80.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	80.0	- -	- -		
	367 (363)	RECONSTRUCTION OF DISPATCH OFFICES, DRIVERS ROOM, AND STORAGE AREA TO IMPROVE FUNCTIONALITY AND ADDRESS ADA AND STRUCTURAL ISSUES FOR THE CITY OF RACINE TRANSIT SYSTEM 3100202	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,875.0	- -	- -	- -	- -	
					TOTAL	1,875.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	375.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,500.0	- -	- -	- -		
				FTA 5339	TOTAL	1,875.0	- -	- -	- -		
	368 (366)	REPLACEMENT OF THE TRANSIT FACILITY APRON AND PARKING LOT FOR THE CITY OF RACINE TRANSIT SYSTEM 3100205	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	400.0	- -	- -	- -	- -	
					TOTAL	400.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	80.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	320.0	- -	- -	- -		
				FTA 5339	TOTAL	400.0	- -	- -	- -		
	369	REPLACEMENT OF FENCING AT THE KENTUCKY ST TRANSIT GARAGE FOR THE CITY OF RACINE TRANSIT SYSTEM 3100335	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	50.0	- -	- -	- -	
					TOTAL	- -	50.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	50.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	50.0	- -	- -		
	370	UPGRADES TO THE FARE PURCHASING TECHNOLOGY FOR THE CITY OF RACINE TRANSIT SYSTEM 3100336	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	200.0	- -	- -	- -	- -	
					TOTAL	200.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	200.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	200.0	- -	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-2
Transportation Improvement Program for the
Kenosha, Racine, Walworth Transportation Management Area -- Racine County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
YORKVILLE (VILLAGE)	**371** (605)	BRIDGE REPLACEMENT OF THE 2 MILE RD BRIDGE OVER THE W BRANCH ROOT CANAL (P51-056) IN THE VILLAGE OF YORKVILLE 3190052 2702-00-05	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	539.9	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	539.9	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	108.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	431.9	- -	- -		
				STP-B	***TOTAL***	- -	539.9	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-2
Transportation Improvement Program for the
Kenosha, Racine, Walworth Transportation Management Area -- Walworth County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	**372** (619)	RESURFACING OF IH 43 FROM USH 12 TO STH 11, POTTERS RD TO BOWERS RD (NB), AND AT THE STH 83 INTERCHANGE IN WALWORTH AND WAUKESHA COUNTIES (5.64 MI) 8006000 1090-09-30	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	6,510.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	6,510.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	6,510.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	6,510.0	- -	- -		
	373 (606)	RESURFACING OF USH 12 FROM CTH P TO STH 20/STH 67, CULVERT REPLACEMENT C64-2, AND RETAINING WALL REPAIRS R64-17 IN WALWORTH COUNTY (7.64 MI) 8004005 3130-03-01	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	21.5	- -	- -	- -	- -	
					CONST	- -	5,564.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	21.5	5,564.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	21.5	1,112.8	- -	- -		
					FEDERAL	- -	4,451.2	- -	- -		
				NHPP	***TOTAL***	21.5	5,564.0	- -	- -		
	374 (370)	RESURFACING OF USH 12 FROM STH 20 TO STH 12/67 SPLIT, REPLACEMENT OF THE USH 12 BRIDGE OVER SUGAR CREEK B64-60, AND CULVERT REPAIRS (C70) IN WALWORTH COUNTY (7.42 MI) 8000035 3120-10-70	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	4,212.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	4,212.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	897.2	- -	- -	- -		
					FEDERAL	3,314.8	- -	- -	- -		
				NHPP	***TOTAL***	4,212.0	- -	- -	- -		
	375 (374)	RECONSTRUCTION OF USH 14 FROM ILLINOIS STATE LINE TO CTH K IN WALWORTH COUNTY (7.72 MI) 8009892 3150-06-70	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	2,325.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	7,150.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	2,325.0	- -	- -	7,150.0	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	2,325.0	- -	- -	1,430.0		
					FEDERAL	- -	- -	- -	5,720.0		
				NHPP	***TOTAL***	2,325.0	- -	- -	7,150.0		
	376 (375)	PAVEMENT REPLACEMENT OF USH 14 FROM CTH K TO IH 43 IN WALWORTH CO (2.78 MI) 8000530 3150-07-70	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	4,530.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	4,530.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	906.0	- -	- -		
					FEDERAL	- -	3,624.0	- -	- -		
				STP-O	***TOTAL***	- -	4,530.0	- -	- -		
	377 (487)	PAVEMENT REPLACEMENT OF STH 11 FROM MOUND RD TO WEST ST AND CULVERT REPLACEMENT OF THE CULVERT ON STH 11 0.82 MI EAST OF CTH F (C72) IN THE TOWN OF DELAVAN (3.78 MI) 8003008 3841-05-05	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	6,611.3	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	6,611.3	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	- -	- -	1,322.3		
					FEDERAL	- -	- -	- -	5,289.0		
				STP-O	***TOTAL***	- -	- -	- -	6,611.3		
	378 (377)	REPLACEMENT OF THE STH 11 CULVERT OVER BAKER CREEK (C64-0038) IN WALWORTH COUNTY 8000322 4910-02-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	342.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	342.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	68.4	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	273.6	- -	- -		
				STP-O	***TOTAL***	- -	342.0	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-2
Transportation Improvement Program for the
Kenosha, Racine, Walworth Transportation Management Area -- Walworth County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	**379** (488)	RESURFACING OF STH 20 FROM TOWN LINE RD TO EDWARDS ST IN THE VILLAGE OF EAST TROY (1.2 MI) 8003002 1090-03-07	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	1,625.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	1,625.0	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	- -	- -	325.0		
					FEDERAL	- -	- -	- -	1,300.0		
				NHPP	***TOTAL***	- -	- -	- -	1,625.0		
	380 [n] (379)	RECONDITIONING OF STH 20 FROM THOMAS DR TO HONEY CREEK RD IN WALWORTH COUNTY (5.89 MI) 8000029 2698-03-70	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	12,185.4	- -	- -	- -	- -	
					OTHER	1,535.2	- -	- -	- -	- -	
					TOTAL	13,720.6	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	84.5	- -	- -	- -		
					STATE	3,190.4	- -	- -	- -		
					FEDERAL	10,445.7	- -	- -	- -		
				COMB	***TOTAL***	13,720.6	- -	- -	- -		
	381 (432)	RESURFACING OF STH 36 FROM STH 120 TO STH 11, REPLACEMENT OF ORE CREEK BRIDGE (B64-665), BRIDGE REPAIRS TO CMSTP&P RR (B64-146) & DECK OVERLAY OF THE WHITE RIVER BRIDGE (B64-162) IN RACINE AND WALWORTH COUNTIES (6.2 MI) 8009108 3190-11-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	3,542.5	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	3,542.5	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	708.5	- -	- -		
					FEDERAL	- -	2,834.0	- -	- -		
				STP-O	***TOTAL***	- -	3,542.5	- -	- -		
	382 (472)	RESURFACING OF STH 50 FROM LAKE LAWN DR TO GENEVA ST AND ON STH 67 FROM STH 50 TO GLENWOOD ST IN WALWORTH COUNTY (4.43 MI) 8002109 3170-11-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	3,424.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	3,424.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	684.8	- -	- -		
					FEDERAL	- -	2,739.2	- -	- -		
				NHPP	***TOTAL***	- -	3,424.0	- -	- -		
	383 (380)	RESURFACING OF STH 50 FROM FOREST ST TO GRAND GENEVA WAY IN THE CITY OF LAKE GENEVA (2.53 MI) 8000172 3170-09-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	6,342.5	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	6,342.5	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	- -	- -	1,268.5		
					FEDERAL	- -	- -	- -	5,074.0		
				NHPP	***TOTAL***	- -	- -	- -	6,342.5		
	384 (434)	RESURFACING OF STH 59 FROM THE ROCK COUNTY LINE TO WILLIS RAY RD IN WALWORTH COUNTY (2.52 MI) 8009106 3110-03-03	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	18.5	- -	- -	- -	- -	
					CONST	- -	2,410.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	18.5	2,410.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	18.5	482.0	- -	- -		
					FEDERAL	- -	1,928.0	- -	- -		
				STP-O	***TOTAL***	18.5	2,410.0	- -	- -		
	385 (489)	RESURFACING OF STH 67 FROM USH 14 TO GENEVA ST AND CULVERT REPAIRS (C1298, 1300 & 1552) IN WALWORTH COUNTY (5.85 MI) 8003006 3325-08-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	4,515.0		
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	4,515.0		
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	- -	- -	903.0		
					FEDERAL	- -	- -	- -	3,612.0		
				STP-O	***TOTAL***	- -	- -	- -	4,515.0		

Source: SEWRPC

Table continued on next page.

Table A-2
Transportation Improvement Program for the
Kenosha, Racine, Walworth Transportation Management Area -- Walworth County 2023-2026

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	386 (383)	RECONSTRUCTION OF STH 67 (ELKHORN RD) FROM GENEVA ST TO OLIVE ST AND RESURFACING OF STH 67 FROM OLIVE ST TO GLENWOOD RD IN WALWORTH COUNTY (1.2 MI) 8009503 3325-06-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	4,250.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	4,250.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,715.4	- -	- -	- -		
					STATE	484.8	- -	- -	- -		
					FEDERAL	2,049.8	- -	- -	- -		
				STP-O	TOTAL	4,250.0	- -	- -	- -		
	387 (384)	RESURFACING OF STH 89 FROM CTH A TO WILLIS RAY RD IN THE TOWN OF RICHMOND AND WHITEWATER (7.29 MI) 8000024 3390-04-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	3,368.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	3,368.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	673.6	- -	- -	- -		
					FEDERAL	2,694.4	- -	- -	- -		
				STP-O	TOTAL	3,368.0	- -	- -	- -		
	388 (490)	RESURFACING OF STH 89 FROM CTH A TO STH 11 IN WALWORTH COUNTY (4.53 MI) 8003007 3390-08-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	3,621.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	3,621.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	724.2		
					FEDERAL	- -	- -	- -	2,896.8		
				STP-O	TOTAL	- -	- -	- -	3,621.0		
	389 (385)	RESURFACING OF STH 120 (STH 36 TO O'LEARY LN), RECONSTRUCTION (0.2 MI S OF HONEY CREEK RD TO 0.1 MI N OF O'LEARY LN), CULVERT REPAIR OVER SUGAR CREEK C64-3, BRIDGE REPAIRS B90/1, & REPLACE RETAINING WALL R23 8000026 3694-00-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	6,566.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	6,566.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,313.2	- -	- -	- -		
					FEDERAL	5,252.8	- -	- -	- -		
				STP-O	TOTAL	6,566.0	- -	- -	- -		
	390	REPLACEMENT OF THE STH 120 BRIDGE (B64-007) OVER THE NIPPERSINK CREEK IN WALWORTH COUNTY 8000284 3180-03-04	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	13.8	- -	- -	- -	- -	
					CONST	- -	- -	- -	510.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	13.8	- -	- -	510.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	13.8	- -	- -	102.0		
					FEDERAL	- -	- -	- -	408.0		
				STP-O	TOTAL	13.8	- -	- -	510.0		
	391 [o] (387)	INTERSECTION IMPROVEMENTS AT USH 12 AND CTH ES IN THE TOWN OF SUGAR CREEK AND THE TOWN OF LAFAYETTE (0.69 MI) 8000258 3120-12-00	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,962.4	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,962.4	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	257.2	- -	- -		
					FEDERAL	- -	1,705.2	- -	- -		
				COMB	TOTAL	- -	1,962.4	- -	- -		
	392 (386)	RECONSTRUCTION OF THE RIGHT TURN OFF-RAMP FROM USH 12 TO USH 12/STH 67 IN THE TOWN OF SUGAR CREEK (0.1 MI) 8000171 3120-13-00	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	441.5	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	441.5	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	53.5	- -	- -		
					FEDERAL	- -	388.0	- -	- -		
				HSIP	TOTAL	- -	441.5	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-2
Transportation Improvement Program for the
Kenosha, Racine, Walworth Transportation Management Area -- Walworth County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	393 (569)	INSTALLATION OF CABLE BARRIERS ALONG USH 12 FROM 0.65 MI N OF CTH NN TO 0.15 S OF SHERIDAN SPRINGS RD IN THE TOWNS OF GENEVA AND LYONS (2.6 MI) 8002015 1080-05-00	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	904.2	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	904.2	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	90.4	- -		
					FEDERAL	- -	- -	813.8	- -		
				HSIP	TOTAL	- -	- -	904.2	- -		
	394 P (460)	INSTALLATION OF RUMBLE STRIPS ON USH 12 FROM ROCK COUNTY LINE TO COX RD IN WALWORTH COUNTY (4.43 MI) 8002505 3130-09-00	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	910.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	910.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	139.5	- -	- -		
					FEDERAL	- -	770.5	- -	- -		
				COMB	TOTAL	- -	910.0	- -	- -		
WALWORTH COUNTY	395 (388)	OPERATING ASSISTANCE FOR THE WALWORTH COUNTY DIAL-A-RIDE TAXI 5000002	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,128.2	1,184.6	- -	- -	- -	
					TOTAL	1,128.2	1,184.6	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	507.7	533.1	- -	- -		
					STATE	237.3	249.2	- -	- -		
					FEDERAL	383.2	402.3	- -	- -		
				FTA 5311	TOTAL	1,128.2	1,184.6	- -	- -		
	396 (389)	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICES MEETING THE NEEDS OF SENIORS, INDIVIDUALS WITH DISABLITIES AS WELL AS ALL OTHER CITIZENS OF WALWORTH COUNTY (SEC 85.21, 85.20 AND 5311) 5000001	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,641.6	1,723.7	1,809.9	1,900.4	- -	
					TOTAL	1,641.6	1,723.7	1,809.9	1,900.4	- -	
				SOURCE OF FUNDS	LOCAL	558.1	586.1	615.3	646.1		
					STATE	361.2	379.2	398.2	418.1		
					FEDERAL	722.3	758.4	796.4	836.2		
				FTA 5311	TOTAL	1,641.6	1,723.7	1,809.9	1,900.4		
	397 (390)	PURCHASE OF REPLACEMENT VANS FOR THE WALWORTH COUNTY DIAL-A-RIDE TAXI 5000003	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	50.0	51.5	53.0	54.5	- -	
					TOTAL	50.0	51.5	53.0	54.5	- -	
				SOURCE OF FUNDS	LOCAL	10.0	10.3	10.6	10.9		
					STATE	- -	- -	- -	- -		
					FEDERAL	40.0	41.2	42.4	43.6		
				FTA 5311	TOTAL	50.0	51.5	53.0	54.5		
DELAVAN (CITY)	398 (392)	RECONDITIONING OF WRIGHT ST FROM RACINE ST (STH 11) TO HOBBS DR IN THE CITY OF DELAVAN (0.5 MI) 5040006 3841-05-00	OH	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,484.6	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,484.6	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	296.9	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,187.7	- -	- -		
				STP-O	TOTAL	- -	1,484.6	- -	- -		
LAKE GENEVA (CITY)	399 (394)	CONSTRUCTION OF A SHARED USE PATH ALONG SOUTH ST FROM LAKE SHORE DR TO STH 120 AND ALONG CTH H FOR 0.5 MI SOUTH OF SOUTH ST IN THE CITY OF LAKE GENEVA (1.54 MI) 5150001 3845-05-01	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	940.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	940.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	188.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	752.0	- -	- -		
				TAP	TOTAL	- -	940.0	- -	- -		

Source: SEWRPC

Table continued on next page.

Table A-2
Transportation Improvement Program for the
Kenosha, Racine, Walworth Transportation Management Area -- Walworth County 2023-2026

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2023	2024	2025	2026	REMAINING	AIR QUAL STAT
LINN (TOWN)	400	BRIDGE REPLACEMENT OF THE BISSELL RD BRIDGE OVER THE NIPPERSINK CREEK (P64-0902) IN THE TOWN OF LINN	HP	DETAIL COSTS	PE	- -	54.0	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	243.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(607)				TOTAL	- -	54.0	- -	243.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	10.8	- -	48.6		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	43.2	- -	194.4		
		5160600 3846-00-03		STP-B	TOTAL	- -	54.0	- -	243.0		
	401	BRIDGE REPLACEMENT OF THE HILLSIDE RD BRIDGE OVER THE CMSTP&P RR (P64-101) IN THE TOWN OF LINN	HP	DETAIL COSTS	PE	188.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,003.4	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(608)				TOTAL	188.0	- -	1,003.4	- -	- -	
				SOURCE OF FUNDS	LOCAL	37.6	- -	200.7	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	150.4	- -	802.7	- -		
		5160601 3846-00-04		STP-B	TOTAL	188.0	- -	1,003.4	- -		
	402	BRIDGE REPLACEMENT OF THE LACKEY LN BRIDGE OVER THE LAKE GENEVA TRIBUTARY (P64-906) IN THE TOWN OF LINN	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	204.1	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(609)				TOTAL	- -	204.1	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	40.8	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	163.3	- -	- -		
		5160500 3846-00-05		STP-B	TOTAL	- -	204.1	- -	- -		
WHITEWATER (CITY) (PART)	403	OPERATING ASSISTANCE FOR THE CITY OF WHITEWATER TAXI BASED TRANSIT SYSTEM (SEC 85.20 & 5311)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	290.8	305.3	320.6	336.6	- -	
	(395)				TOTAL	290.8	305.3	320.6	336.6	- -	
				SOURCE OF FUNDS	LOCAL	167.6	176.0	184.7	194.0		
					STATE	43.4	45.6	47.9	50.3		
					FEDERAL	79.8	83.7	88.0	92.3		
		5260005		FTA 5311	TOTAL	290.8	305.3	320.6	336.6		
	404	CITY OF WHITEWATER TAXI PROGRAM CAPITAL COSTS TOWARD THE PURCHASE OF: ONE REPLACEMENT BUS IN 2023, ONE MINIVAN IN 2024 AND ONE MINIVAN IN 2025	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	72.0	40.0	40.0	- -	- -	
	(396)				TOTAL	72.0	40.0	40.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	14.4	8.0	8.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	57.6	32.0	32.0	- -		
		5260006		FTA 5311	TOTAL	72.0	40.0	40.0	- -		

Source: SEWRPC

Table continued on next page.

TABLE A

ENDNOTES

11 [a] Project is to be funded with $9,972,400 in Federal Highway Administration National Highway Performance Program (NHPP) funds and with $11,106,000 in Federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds in 2023. The remaining project costs will be funded with FHWA NHPP funds.

54 [b] The Wisconsin Department of Transportation (WisDOT) is currently reassessing alternatives developed as part of the National Environmental Policy Act (NEPA) process previously conducted for the project, including alternatives with and without additional travel lanes. Following the completion of the reassessment and a preferred alternative is selected, WisDOT will seek a new Record of Decision from the Federal Highway Administration (FHWA).

180 [c] Project is to be funded with $127,200 in Federal Transit Administration - Bus and Bus Facilities Formula Program (FTA Section 5339), $44,800 in Federal Transit Administration - Urban Area Formula Program (FTA Section 5307), and with local funds per year.

197 [d] Project is to be funded with $2,484,500 in Federal Highway Administration National Highway Performance Program (NHPP) funds and with $2,128,800 in Federal Highway Administration Highway Safety Improvement Program (HSIP) funds.

199 [e] Project is to be funded with $85,600 in Federal Highway Administration Highway Safety Improvement Program (HSIP) funds and with $1,273,400 in Federal Highway Administration Surface Transportation Program - Other (STP-O) funds.

217 [f] The Federal Transit Administration (FTA) Section 5339-Bus and Bus Facilities program funding approved for this project was transferred by WisDOT to the FTA Section 5307 program. However, the funding requirements and limitations of the FTA 5339 program remain.

226 [g] Project is to be funded with $403,100 in Federal Highway Administration - Highway Safety Improvement Program (HSIP) funds and $21,024,200 in Federal Highway Administration - National Highway Performance Program (NHPP) funds.

230 [h] Project is to be funded with $302,300 in Federal Highway Administration Highway Safety Improvement Program (HSIP) funds and with $3,835,600 in Federal Highway Administration National Highway Performance Program funds.

234 [i] Project is to be funded with $447,200 in Federal Highway Administration Highway Safety Improvement Program (HSIP) funds and with $6,357,100 in Federal Highway Administration National Highway Performance Program (NHPP) funds.

238 [j] Project is to be funded with $1,516,100 in Federal Highway Administration Highway Safety Improvement Program (HSIP) funds and with $10,632,400 in Federal Highway Administration National Highway Performance Program (NHPP) funds.

244 [k] Project is to be funded with $122,900 in Federal Highway Administration - Highway Safety Improvement Program (HSIP) funds and $3,143,600 in Federal Highway Administration - National Highway Performance Program (NHPP) funds.

333 [l] While this project is categorized as transit expansion, it includes both expansion of new transit services and improvement to existing transit services.

346 [m] Project is to be funded with $1,668,200 in Federal Highway Administration Highway Safety Improvement Program (HSIP) funds and with $6,204,000 in Federal Highway Administration Surface Transportation Program - Other (STP-O) funds.

380 [n] Project is to be funded with $94,900 in Federal Highway Administration - Highway Safety Improvement Program (HSIP) funds and $10,350,800 in FHWA Surface Transportation Program-Other (STP-O) funds.

391 [o] Project is to be funded with $1,217,800 in Federal Highway Administration - Highway Safety Improvement Program (HSIP) funds and $487,400 in Federal Highway Administration - National Highway Performance Program (NHPP) funds.

394 [p] Project is to be funded with $382,800 in Federal Highway Administration - Highway Safety Improvement Program (HSIP) funds and $387,700 in Federal Highway Administration - National Highway Performance Program (NHPP) funds.

APPENDIX B

IMPLEMENTATION STATUS OF PROJECTS IN THE 2021 THROUGH 2024 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN

Appendix B is the listing of the 622 projects, which were included in the 2021-2024 Transportation Improvement Program (TIP). Of these projects, 216 projects have been completed; 335 projects have been initiated and are intended to continue or be completed within the time period of the 2023-2026 TIP; 22 projects were not initiated during the period of the 2021-2024 TIP, but are either on schedule for implementation or have been delayed and subsequently retained in the 2023-2026 TIP; 41 projects have no work scheduled until beyond the last year of the 2023-2026 TIP; and 8 projects have been dropped from consideration.

Appendix B:

Table B-1: Milwaukee Transportation Management Area--Milwaukee County
Table B-2: Milwaukee Transportation Management Area--Ozaukee County
Table B-3: Milwaukee Transportation Management Area--Washington County
Table B-4: Milwaukee Transportation Management Area--Waukesha County
Table B-5: Kenosha, Racine, and Walworth Transportation Management Area--Kenosha County
Table B-6: Kenosha, Racine, and Walworth Transportation Management Area--Racine County
Table B-7: Kenosha, Racine, and Walworth Transportation Management Area--Walworth County

In each table, projects are listed by county with projects that have been completed listed first; followed by projects from the 2021-2024 TIP that are retained in the 2023-2026 TIP; followed by projects that have no work scheduled until beyond the last year of the TIP; followed by the projects which have been dropped, or are no longer being considered for implementation. Within each category of project implementation, projects are in order by project type category: highway preservation, highway improvement, highway expansion, transit preservation, transit improvement, transit expansion, highway safety, bicycle and pedestrian, off-system highway improvement, and highway related environmental enhancement. An explanation of the abbreviations used in the appendix follows:

Project Status	
BEYOND TIP	This category includes projects that have work underway with additional work not scheduled for the project until beyond the last year of the 2023-2026 TIP, and projects that were not initiated as programmed during the 2021-2024 TIP and have been postponed until beyond the last year of the 2023-2026 TIP.
COMPLETED	Project has been completed, or all Federal funds for the project have been obligated during the period of the 2021-2024 TIP and are no longer required to be listed in the TIP.
DEFERRED	Implementation of the project was postponed, or deferred, from the 2021-2024 TIP to the 2023-2026 TIP.
DROPPED	Project not included in the 2021-2024 TIP due to being dropped from consideration, or combined with another project in the 2023-2026 TIP.
ON-SCHEDULE	Work on the project is on-schedule to be initiated during the time period of the 2023-2026 TIP. (For example, PE for a project programmed for year 2023 in the 2021-2024 TIP, is programmed for year 2023 in the 2023-2026 TIP.)

Project Status (continued)

UNDERWAY	Work on the project has been initiated prior to or during the 2021-2024 TIP, and work on the project is intended to continue or be completed within the time period of the 2023-2026 TIP as part of the established sequence of project development.

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
BP	Bicycle and Pedestrian
OH	Off Arterial Highway System
HS	Highway Safety
EE	Environmental Enhancement

Table B -1

Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	5	BRIDGE MAINTENANCE AT VARIOUS LOCATIONS IN SE WISCONSIN	HP	STATE OF WISCONSIN
	10	REHABILTATION OF IH 41 BRIDGES FROM MILWAUKEE COUNTY LINE TO STH 100 (B40-800-804, 807, C30) IN MILWAUKEE COUNTY	HP	
	11	DIAMOND GRINDING OF IH 41 FROM GOOD HOPE ROAD TO WAUKESHA COUNTY LINE IN MILWAUKEE COUNTY (1.12 MI)	HP	
	12	REHABILITATION OF THE IH 41/94 BRIDGES OVER OAK CREEK (B40-805, B40-808) AND STH 100 BRIDGE OVER IH 41/94 (B40-809) IN THE CITY OF OAK CREEK	HP	
	16	RESURFACING OF IH 43 FROM MITCHELL INTERCHANGE TO MARQUETTE INTERCHANGE AND THIN POLYMER OVERLAY OR DECK SEAL TO BRIDGES ALONG THE CORRIDOR (3.55 MI) (LIST AVAILABLE UPON REQUEST)	HP	
	21	REHABILITATION OF THE IH 43 BRIDGES AT 124TH ST AND 116TH ST B40-376 & B40-377 IN THE VILLAGE OF HALES CORNERS	HP	
	23	LANDSCAPING ALONG USH 45 FROM MAYFAIR RD TO BURLEIGH ST AND IMPROVEMENTS TO THE RAILROAD TRACKS AT THE UP RAILROAD CROSSING OVER IH 41 IN MILWAUKEE COUNTY	HP	
	24	CONSTRUCTION OF NOISE WALL ALONG IH 94 FROM COLD SPRING RD TO HOWARD AVE IN THE CITY OF MILWAUKEE (0.5 MI)	HP	
	25	RESURFACING OF LAKE PARKWAY (STH 794) FROM E LINCOLN AVE TO S PENNSYLVANIA AVE, NOISE WALL REPAIR TO WALLS 029-032, AND BRIDGE REHABILITATION TO THE IH 794 BRIDGE AT UP RR (B40-609) IN MILWAUKEE COUNTY (3.82 MI)	HP	
	26	REHABILITATION OF THE USH 18 BRIDGE OVER STH 175 AND THE STH 175 BRIDGE OVER STATE ST IN THE CITY OF MILWAUKEE	HP	
	28	DECK OVERLAY OF THE BRIDGES ALONG IH 41 BETWEEN BURLEIGH ST AND GOOD HOPE ROAD (5.03 MI) (B248/9, B354/5, B369, B939/40, B333/4)	HP	
	36	IMPROVEMENTS AT INTERSECTION OF STH 57 (GREEN BAY RD) AND TEUTONIA AVE IN THE VILLAGE OF BROWN DEER	HP	
	39	REHABILITATION OF THE BROWN DEER RD (STH 100) BRIDGES OVER THE MILWAUKEE RIVER IN MILWAUKEE COUNTY (B40-504 & B40-505)	HP	
	41	RESURFACING OF STH 100 (BROWN DEER RD) FROM 91ST ST TO DEERBROOK TRAIL IN MILWAUKEE COUNTY (3.19 MI)	HP	
	45	RESURFACING OF STH 145 FROM GOOD HOPE RD TO N 68TH ST AND BRIDGE PAINTING OF THE STH 145 AND GRANDTOSA BRIDGES (B40-280/281) IN THE CITY OF MILWAUKEE (4.1 MI)	HP	
	46	RESURFACING OF THE SHOULDER OF STH 145 FROM GOOD HOPE RD TO W COUNTY LINE RD IN THE CITY OF MILWAUKEE (0.73 MI)	HP	
	47	BRIDGE REHABILITATION OF THE GRANTOSA DR BRIDGE (B40-280 & B40-281) AND THE FLAGG AVE BRIDGE (B278/9) OVER STH 145 IN THE CITY OF MILWAUKEE	HP	
	48	BRIDGE DECK REPLACEMENT OF FOND DU LAC AVE (STH 145) AT 107TH ST IN THE CITY OF MILWAUKEE (B-40-252)	HP	
	50	THIN POLYMER OVERLAY TO THE BRIDGES ON STH 175 AT LITTLE MENOMONEE RIVER, CTH S, & 91ST ST (B40-271/2,274/5,276/7), ON STH 175 AT CTH E (B40-328), & ON STH 181 AT CTH E (B40-766), & CULVERT REPAIRS (C40-005/6/8/9)	HP	
	52	RESURFACING OF CAPITOL DR FROM 124TH ST TO STH 100 & BRIDGE DECK OVERLAY OF CAPITOL DR BRIDGE OVER THE MENOMONEE RIVER (B335) & MENOMONEE RIVER PKWY (B336), & RETAINING WALL REHABILITATION IN THE CITY OF WAUWATOSA	HP	

Table B -1

Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	491	STUDY, ENVIORMENTAL DOCUMENT AND FUNCTIONAL PLANS FOR REPLACEMENT OF LAKE INTERCHANGE (IH 794) FROM MILWAUKEE RIVER TO HOAN BRIDGE (B-40-400, 885-888, 915-916) (NO EXPANSION) IN THE CITY OF MILWAUKEE (0.89 MI)	HP	STATE OF WISCONSIN
	514	SAFETY & OPERATIONAL STUDY OF IH 41/894 FROM THE ZOO INTERCHANGE TO THE MITCHELL INTERCHANGE & OF IH 43 FROM THE HALE INTERCHANGE TO MOORLAND RD TO ASSESS & DOCUMENT EXISTING CONDITIONS	HP	
	582	SAFETY AND OPERATIONAL STUDY OF STH 175 FROM WISCONSIN AVE TO LISBON AVE TO ASSESS AND DOCUMENT EXISTING CONDITIONS AND IDENTIFY FUTURE NEEDS (1.57 MI)	HP	
	531	FUNDING FOR DIGITAL ORTHOPHOTOGRAPHY TO BE CONDUCTED BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION IN 2022	HP	SE WISCONSIN REGIONAL PLANNING COMMISSION
	61	RECONSTRUCTION OF W RAWSON AVE (CTH BB) FROM S 27TH ST TO S 20TH ST IN THE CITY OF OAK CREEK (0.5 MI)	HP	MILWAUKEE COUNTY
	63	REPLACEMENT OF THE CTH PP (GOOD HOPE RD) BRIDGE OVER BROWN DEER PARK CREEK (B40-0370)	HP	
	64	RECONDITIONING OF W BELOIT RD (CTH T) FROM S 124TH ST TO S. WOLLMER RD IN MILWAUKEE COUNTY (1.10 MI)	HP	
	66	BRIDGE DECK OVERLAY OF THE NB CTH U (76TH ST) BRIDGE OVER STH 36 (LOOMIS RD) (B40-0573) IN THE CITY OF FRANKLIN	HP	
	67	BRIDGE DECK OVERLAY OF THE SB CTH U (76TH ST) BRIDGE OVER STH 36 (LOOMIS RD) (B40-0574) IN THE CITY OF FRANKLIN	HP	
	73	RECONDITIONING OF W LAYTON AVE (CTH Y) FROM W LOOMIS RD (STH 36) TO S 27TH ST (STH 241) IN THE CITY OF GREENFIELD (1.20 MI)	HP	
	75	BRIDGE DECK OVERLAY OF THE W HAMPTON AVE BRIDGE OVER THE MILWAUKEE RIVER (LINCOLN PARK) (P-40-0750) IN MILWAUKEE COUNTY	HP	
	76	BRIDGE DECK REPLACEMENT OF THE MILL RD BRIDGE OVER OAK CREEK (B40-0936) IN THE CITY OF SOUTH MILWAUKEE	HP	
	77	REPLACEMENT OF THE E NORTH AVE BRIDGE OVER OAK LEAF BIKE TRAIL IN MILWAUKEE COUNTY (B-40-0502)	HP	
	83	PURCHASE OF 5 BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	86	REBUILD INSPECTION PITS AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FOND DU LAC GARAGE	TP	
	89	ROOF REPLACEMENT AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FLEET MAINTENANCE BUILDING	TP	
	90	ROOF REPLACEMENT FOR MCTS KINNICKINNIC BUS STORAGE GARAGE	TP	
	98	REPLACEMENT OF THE HEATING, VENTILATION AND AIR CONDITIONING SYSTEM AT THE MILWAUKEE COUNTY TRANSIT SYSTEM KINNICKINNIC GARAGE	TP	
	99	REPLACEMENT OF THE CONCRETE YARD AND PARKING LOT AT THE MILWAUKEE COUNTY TRANSIT SYSTEM KINNICKINNIC GARAGE	TP	
	100	PURCHASE OF CAD/AVL (DISPATCHING AND LOCATOR) SOFTWARE AND HARDWARE, INCLUDING REPLACEMENT OF RADIOES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	

Table B -1

Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	102	EXHAUST SYSTEM REPLACEMENT FOR THE MCTS KINNICKINNIC WASHHOUSE BUILDING	TP	MILWAUKEE COUNTY
	104	REPLACEMENT OF THE INTELLIGENT VEHICLE NETWORK FOR MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	107	ELECTRICAL SYSTEMS UPGRADES FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING	TP	
	114	REPLACEMENT OF ROUTERS ON MILWAUKEE COUNTY TRANSIT SYSTEM BUSES	TP	
	398	PURCHASE OF 11 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	399	PURCHASE OF 8 FORTY-FOOT REPLACEMENT BUSES FOR MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	402	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES: 2021 AND 2022	TP	
	435	PURCHASE OF 14 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	516	ROOF REPLACEMENT AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FOND DU LAC GARAGE TRANSPORTATION BUILDING	TP	
	517	REPLACEMENT OF THE HVAC SYSTEM AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FOND DU LAC GARAGE TRANSPORTATION BUILDING	TP	
	520	PURCHASE OF 10 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	538	EXPANSION AND ENHANCEMENT OF THE RIDEMCTS APP FOR MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	570	PURCHASE OF 14 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (FTA SECTION 5307)	TP	
	115	CAPITAL ASSISTANCE FOR THE EAST - WEST BUS RAPID TRANSIT PROJECT BETWEEN DOWNTOWN MILWAUKEE AND THE REGIONAL MEDICAL CENTER IN MILWAUKEE COUNTY	TE	
	117	REPLACEMENT OF A STONE CULVERT ALONG THE OAK LEAF TRAIL UNION PACIFIC SEGMENT	BP	
	121	RECONSTRUCTION OF 1,200 FEET OF THE OAK LEAF TRAIL SPUR TO THE NEW BERLIN TRAIL IN GREENFIELD PARK	BP	
	122	RELOCATION OF 1,000 FEET OF THE OAK LEAF TRAIL IN THE LITTLE MENOMONEE RIVER PARKWAY	BP	
	123	RECONSTRUCTION OF THE HISTORIC RAVINE BRIDGE IN LAKE PARK	BP	
	610	DEVELOPMENT OF A COMPLETE COMMUNITY MULTIMODAL SAFETY PLAN FOR ALL MUNICIPALITIES IN MILWAUKEE COUNTY	BP	
	611	DEVELOPMENT OF A PEDESTRIAN CROSSING PLAN TO ENHANCE SAFETY AND VISIBILITY IN MILWAUKEE COUNTY	BP	

Table B -1

Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	128	SAFETY IMPROVEMENTS TO THE RAMPS AT STH 57 (GREEN BAY AVE) AND SILVER SPRING DR IN THE CITY OF GLENDALE	HS	GLENDALE (City)
	130	SAFETY IMPROVEMENTS ON SILVER SPRING DR FROM N LONG ISLAND DR TO N LYDELL AVE IN THE CITY OF GLENDALE (1.41 MI)	HS	
	132	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ALONG THE WE ENERGIES ROW FROM COLD SPRING RD TO 60TH ST IN THE CITY OF GREENFIELD (3.0 MI)	BP	GREENFIELD (City)
	133	REHABILITATION OF THE DANA CT BRIDGE OVER LAND (P40-0589) IN THE CITY OF MILWAUKEE	HP	MILWAUKEE (City)
	134	REHABILITATION OF THE GRANGE AVE BRIDGE OVER THE CP RAILROAD (B40-0500) IN THE CITY OF MILWAUKEE	HP	
	137	RECONSTRUCTION OF N HUMBOLDT BLVD FROM NORTH AVE TO KEEFE AVE IN THE CITY OF MILWAUKEE (1.5 MI)	HP	
	139	BRIDGE DECK OVERLAY OF THE LOVERS LANE RD BRIDGE OVER THE UP RAILROAD (B40-0435) IN THE CITY OF MILWAUKEE	HP	
	141	REHABILITATION OF THE W VILLARD AVE BRIDGE OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (P-40-894) (0.05 MI)	HP	
	142	RECONSTRUCTION OF W WALNUT ST FROM N 20TH ST TO N 12TH ST IN THE CITY OF MILWAUKEE (0.54 MI)	HP	
	544	RECONSTRUCTION OF W VLIET ST FROM N 12TH ST TO N 27TH ST (STH 57) IN THE CITY OF MILWAUKEE (1.00 MI)	HP	
	144	PURCHASE OF SPARE VEHICLE PARTS AND OTHER EQUIPMENT FOR THE MILWAUKEE STREETCAR SYSTEM	TP	
	436	MILWAUKEE STREETCAR OPERATING ASSISTANCE IN THE CITY OF MILWAUKEE'S CENTRAL BUSINESS DISTRICT--M LINE	TE	
	148	DEVELOP A SAFE ROUTES TO SCHOOL PLAN FOR THE CITY OF MILWAUKEE AND IMPLEMENT IMPROVEMENTS AT 8 SCHOOL LOCATIONS	BP	
	150	MILWAUKEE PUBLIC SCHOOLS SAFE ROUTES TO SCHOOL EDUCATION AND ENCOURAGEMENT PROGRAM: 2021 AND 2022	BP	
	153	EXPANSION OF THE PUBLIC BIKE SHARING SYSTEM AT 26 LOCATIONS IN THE CITY OF MILWAUKEE-PHASE 2	BP	
	159	REPLACEMENT OF THE CALUMET RD BRIDGE OVER THE LITTLE MENOMONEE RIVER (P40-0537) IN THE CITY OF MILWAUKEE	OH	
	160	IMPROVEMENTS AT INTERSECTIONS OF 27TH ST WITH LOCUST ST, CENTER ST, AND NORTH AVE IN THE CITY OF MILWAUKEE	OH	
	161	INTERSECTION IMPROVEMENTS, INCLUDING UPGRADING SIGNAL FACES AND OTHER TRAFFIC SIGNAL IMPROVEMENTS, AT 73 LOCAL CITY INTERSECTIONS IN THE CITY OF MILWAUKEE	HS	
	162	INTERSECTION IMPROVEMENTS, INCLUDING UPGRADING SIGNAL FACES AND OTHER TRAFFIC SIGNAL IMPROVEMENTS, AT 72 LOCAL CITY INTERSECTIONS IN THE CITY OF MILWAUKEE	HS	
	163	INSTALLATION OF 12-INCH TRAFFIC SIGNAL FACES AT 72 INTERSECTIONS IN THE CITY OF MILWAUKEE	HS	

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Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	164	INSTALLATION OF 12-INCH TRAFFIC SIGNAL FACES AT 80 INTERSECTIONS IN THE CITY OF MILWAUKEE	HS	MILWAUKEE (City)
	165	PAVEMENT RESTRIPING TO REDUCE CONFLICTS ON VARIOUS ROADWAYS IN THE CITY OF MILWAUKEE (8.13 MI) (LIST AVAILABLE UPON REQUEST)	HS	
	172	TOWBOAT DIESEL RETROFITS OF 3 PROPULSION ENGINES AND 2 GENERATOR SET ENGINES ON 2 TOWBOATS OPERATING OUT OF THE PORT OF MILWAUKEE	EE	
	173	PURCHASE OF 33 CNG REFUSE PACKERS FOR THE CITY OF MILWAUKEE	EE	
	174	ATC CONTROLLER AND COMMUNICATION UPGRADE GRANT #3 - 79 INTERSECTIONS IN NEAR-NORTH/NEAR-WEST SIDES OF THE CITY OF MILWAUKEE	EE	
	179	RESURFACING OF W DREXEL AVE FROM S 13TH ST (CTH V) TO HOWELL AVE (STH 38) IN THE CITY OF OAK CREEK (1.0 MI)	HP	OAK CREEK (City)
	549	RESURFACING OF KINNICKINNIC AVE FROM E LUNHAM AVE TO E HOWARD AVE IN THE CITY OF ST. FRANCIS (0.57 MI)	HP	ST FRANCIS (City)
	186	IMPROVEMENTS AT INTERSECTIONS OF LINCOLN AVE WITH 84TH ST, 76TH ST, AND 71ST ST IN THE CITY OF WEST ALLIS	OH	WEST ALLIS (City)
	187	SAFETY IMPROVEMENTS AT THE INTERSECTION OF S 60TH ST AND W GREENFIELD AVE IN THE CITY OF WEST ALLIS	HS	
	188	SAFETY IMPROVEMENTS AT THE INTERSECTION OF S 76TH ST AND BECHER ST IN THE CITY OF WEST ALLIS	HS	
	189	SAFETY IMPROVEMENTS AT THE INTERSECTION OF S 92ND ST AND LINCOLN AVE IN THE CITY OF WEST ALLIS	HS	
	403	PURCHASE OF 3 MEDIUM BUS GAS VEHICLES FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE COUNTY (2 VEHICLES IN 2021 AND 1 VEHICLE IN 2022)	TP	UNITED COMMUNITY CENTER
	404	MOBILITY MANAGEMENT STAFF POSITION & SERVICES FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES: 2021 & 2022	TP	MILWAUKEE COUNTY DEPARTMENT ON AGING
	405	UPGRADES TO FOUR BUS STOPS, INCLUDING REAL TIME TRANSIT INFORMATION FOR HEARING & VISUALLY IMPAIRED PASSENGERS, ALONG 87TH ST FROM WATERTOWN PLANK RD TO DOYNE AVE IN THE CITY OF WAUWATOSA (0.44 MI)	TP	MILWAUKEE REGIONAL MEDICAL CENTER
DEFERRED	615	RESURFACING OF W FOND DU LAC AVENUE (STH 145) FROM N 20TH STREET TO N 12TH STREET IN THE CITY OF MILWAUKEE (0.69 MI)	HP	STATE OF WISCONSIN
	68	RECONSTRUCTION OF S 76TH ST (CTH U) FROM THE SOUTH MILWAUKEE COUNTY LINE TO PUETZ RD IN THE CITY OF FRANKLIN (3.00 MI)	HP	MILWAUKEE COUNTY
	70	RECONSTRUCTION OF S 13TH ST (CTH V) FROM SOUTH MILWAUKEE COUNTY LINE TO PUETZ RD IN THE CITY OF OAK CREEK (3.0 MI)	HP	
	72	RECONSTRUCTION OF N PORT WASHINGTON RD (CTH W) FROM W DAPHNE ST TO W GOOD HOPE RD (CTH PP) IN THE CITY OF GLENDALE (0.70 MI)	HP	
	78	BRIDGE REHABILITATION OF W VIENNA AVE OVER THE MENOMONEE RIVER AT GRANTOSA PKWY IN MILWAUKEE COUNTY (P-40-0771)	HP	
	97	PURCHASE OF A MAINTENANCE WORK ORDER SYSTEM FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	

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Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
DEFERRED	464	RECONSTRUCTION OF KINNICKINNIC AVE (STH 32) NORTH AND SOUTH OF THE CP RR BRIDGE IN THE CITY OF MILWAUKEE (0.01 MI)	HP	MILWAUKEE (City)
	588	BRIDGE REHABILITATION OF THE S 16TH ST BRIDGE OVER THE MENOMONEE RIVER (B40-0550-14) IN THE CITY OF MILWAUKEE	HP	
	589	BRIDGE REHABILITATION OF THE S 72ND ST BRIDGE OVER HONEY CREEK (P40-0633) IN THE CITY OF MILWAUKEE	HP	
	146	OPERATING ASSISTANCE FOR THE LAKEFRONT LINE OF THE MILWAUKEE STREETCAR	TE	
	147	CONSTRUCTION OF THE LAKEFRONT EXTENSION OF THE MILWAUKEE STREETCAR BETWEEN N BROADWAY AND LINCOLN MEMORIAL DRIVE	TE	
ON SCHEDULE	8	REHABILITATION OF NOISE WALLS IN VARIOUS LOCATIONS IN SE WISCONSIN (LIST AVAILABLE UPON REQUEST)	HP	STATE OF WISCONSIN
	9	REHABILITATION OF IH 41 B/N BURLEIGH & SILVER SPRING, ADDITIONAL AUXILIARY LANES & NOISE WALL WITHIN THE EXISTING ROW (BURLEIGH TO CAPITOL NB/SB & CAPITOL TO HAMPTON SB), & VARIOUS BRIDGE WORK B/N BURLEIGH & CAPITOL	HP	
	18	RESURFACING AND BRIDGE DECK OVERLAY OF IH 43 FROM 84TH ST TO 35TH ST (B40-191, 192, 196, 197, 321), NOISE WALL REPAIRS (9-10), & DECK SEALS (B40-151, 165, 166, 193, 200, 201, 1002) IN MILWAUKEE COUNTY (3.08 MI)	HP	
	20	REHABILITATON OF THE HALE INTERCHANGE BRIDGES (B190, 304, 323) IN MILWAUKEE COUNTY	HP	
	27	RECONSTRUCTION OF WELLS ST (USH 18) FROM N BROADWAY TO N VAN BUREN ST IN THE CITY OF MILWAUKEE (0.26 MI)	HP	
	32	PAVEMENT REPLACEMENT OF LAKE DR (STH 32) FROM NEWBERRY BLVD TO EDGEWOOD AVE IN THE CITY OF MILWAUKEE (0.85 MI)	HP	
	34	REPLACEMENT OF THE CHASE AVE (STH 38) BRIDGE OVER THE UNION PACIFIC RAILROAD (B40-571) IN THE CITY OF MILWAUKEE	HP	
	35	RESURFACING OF HOWELL AVE (STH 38) FROM OAKWOOD RD TO GRANGE AVE, DECK SEAL TO BRIDGE OVER OAK CREEK (B294-5), & BRIDGE REPAIRS AT STH 119 (B484-5 & C50) IN THE CITY OF MILWAUKEE AND CITY OF OAK CREEK (6.37 MI)	HP	
	37	RESURFACING OF N 20TH ST (STH 57) FROM NORTH AVE TO HOPKINS ST IN THE CITY OF MILWAUKEE (1.06 MI)	HP	
	38	RECONSTRUCTION OF W NATIONAL AVE (STH 59) FROM 39TH ST TO 1ST ST IN THE CITY OF MILWAUKEE (2.62 MI)	HP	
	40	RESURFACING OF STH 100 FROM BURLEIGH ST TO W SILVER SPRING RD & REPLACEMENT OF THE STH 100 BRIDGES (B40-339 & 340) OVER THE MENOMONEE RIVER & DECK SEALS (B344 &345) IN THE CITIES OF MILWAUKEE & WAUWATOSA (2.99 MI)	HP	
	44	PAVEMENT REPLACEMENT OF THE STH 119 RAMPS AT HOWELL AVE IN THE CITY OF MILWAUKEE (0.21 MI)	HP	
	53	RESURFACING OF 27TH ST (STH 241) FROM LAYTON AVE TO COLLEGE AVE IN THE CITY OF MILWAUKEE (2.0 MI)	HP	
	54	RESURFACING AND BRIDGE REPAIR ALONG 27TH ST (STH 241) FROM 8 MILE RD TO ELM RD IN THE CITIES OF OAK CREEK AND FRANKLIN (0.48 MI) & CONSTRUCT A WB AUXILIARY LANE ON ELM RD FROM IH 41 SB EXIT RAMP TO 27TH ST (0.32 MI)	HP	
	397	RESURFACING OF STH 181 FROM WISCONSIN AVE TO CENTER ST IN THE CITY OF WAUWATOSA (2.21 MI)	HP	

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Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
ON SCHEDULE	461	RESURFACING OF THE IH 43 ON/OFF RAMPS FROM THE MITCHELL INTERCHANGE TO THE MARQUETTE INTERCHANGE & THIN POLYMER OVERLAYS TO BRIDGES (B40-171 AND 265) IN THE CITY OF MILWAUKEE	HP	STATE OF WISCONSIN
	463	INSTALLATION OF DEBRIS FENCING ON THE HOAN BRIDGE (IH 794) FROM 800' SOUTH OF CLYBOURN ST TO 4000' NORTH OF LINCOLN MEMORIAL DR IN MILWAUKEE COUNTY (1.19 MI)	HP	
	474	RESURFACING OF STH 24 FROM WAUKESHA COUNTY LINE TO 108TH ST AND DECK SEALS (B40-764 & 765) IN THE VILLAGE OF HALES CORNERS (2.0 MI)	HP	
	579	RECONSTRUCTION OF STH 32 (LAKE DR) FROM EDGEWOOD AVE TO KENSINGTON BLVD IN THE VILLAGE OF SHOREWOOD (1.22 MI)	HP	
	55	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF IH 43 FROM SILVER SPRING DR TO STH 60 AND CONSTRUCTION OF A NEW INTERCHANGE AT HIGHLAND RD IN MILWAUKEE AND OZAUKEE COUNTIES (14.0 MI)	HI	
	65	REHABILITATION OF THE S 76TH ST (CTH U) BRIDGE OVER W FOREST HOME AVE IN MILWAUKEE COUNTY (B-40-0164)	HP	MILWAUKEE COUNTY
	583	BRIDGE REHABILITATION OF THE E MASON ST BRIDGE OVER LINCOLN MEMORIAL DR (B40-0524) IN THE CITY OF MILWAUKEE	HP	
	93	REPLACEMENT OF THE INTERIOR LIGHTING AT THE MILWAUKEE COUNTY TRANSIT SYSTEM KINNICKINNIC GARAGE	TP	
	103	REPLACEMENT OF GARAGE DOORS AT THE FLEET MAINTENANCE GARAGE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	105	FIRE ALARM SYSTEM UPGRADES FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING	TP	
	106	PURCHASE OF AIR COMPRESSORS FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING	TP	
	108	NATURAL GAS UPGRADES FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING	TP	
	109	SPRINKLER UPGRADES FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING	TP	
	110	WATER DISTRIBUTION RENEWAL FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING	TP	
	111	NATURAL GAS SYSTEM UPGRADES FOR THE MCTS KINNICKINNIC BUS STORAGE GARAGE	TP	
	112	SPRINKLER UPGRADES FOR THE MCTS KINNICKINNIC BUS STORAGE GARAGE	TP	
	113	HEATING SYSTEM UPGRADES FOR THE MCTS KINNICKINNIC WASHHOUSE BUILDING	TP	
	584	PURCHASE OF 9 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	539	CONSTRUCTION OF THE EXTENSION OF THE BEERLINE TRAIL FROM CAPITOL DR TO THE 20TH ST WE ENERGIES CORRIDOR IN THE CITY OF MILWAUKEE (1.65 MI)	BP	
	540	INTERSECTION IMPROVEMENTS AT COLLEGE AVE (CTH ZZ) AND 13TH ST IN THE CITIES OF MILWAUKEE AND OAK CREEK	HS	

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Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
ON SCHEDULE	129	SAFETY IMPROVEMENTS AT THE INTERSECTION OF STH 57 (GREEN BAY AVE) AND CTH PP (GOOD HOPE RD) IN THE CITY OF GLENDALE	HS	GLENDALE (City)
	131	RECONDITIONING OF W GRANGE AVE FROM S 76TH ST (CTH U) TO S 84TH ST IN THE VILLAGE OF GREENDALE (0.5 MI)	HP	GREENDALE (Village)
	586	BRIDGE REPLACEMENT OF THE W HOWARD AVE BRIDGE OVER MINER CREEK (B40-0532) IN THE CITY OF GREENFIELD	HP	GREENFIELD (City)
	151	MILWAUKEE PUBLIC SCHOOLS SAFE ROUTES TO SCHOOL EDUCATION AND ENCOURAGEMENT PROGRAM: 2023 AND 2024	BP	MILWAUKEE (City)
	180	IMPLEMENTATION OF SAFE ROUTES TO SCHOOL PLAN IMPROVEMENTS INCLUDING HIGH VISIBILITY & RAISED CROSSWALKS, IMPROVED SIGNAGE, ADA RAMP IMPROVEMENTS, SIDEWALK CONNECTIONS, & HAWK SIGNALS AT 5 SCHOOLS IN THE CITY OF OAK CREEK	BP	OAK CREEK (City)
	550	RECONSTRUCTION OF LINCOLN AVE FROM S 93RD ST TO S 96TH ST IN THE CITY OF WEST ALLIS (0.2 MI)	HP	WEST ALLIS (City)
	190	RECONDITIONING OF W GREENFIELD AVE FROM S 56TH ST TO MILLER PARK WAY IN THE VILLAGE OF WEST MILWAUKEE (0.71 MI)	HP	WEST MILWAUKEE (Village)
UNDERWAY	1	CONTINUATION OF THE REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION	HP	STATE OF WISCONSIN
	2	INSTALLATION OF NEW AND REPLACEMENT SIGNALS AT VARIOUS LOCATIONS IN SE WISCONSIN	HP	
	3	INSPECTION OF VARIOUS BRIDGES IN MILWAUKEE, OZAUKEE, WAUKESHA, KENOSHA, RACINE, WALWORTH AND WASHINGTON COUNTIES	HP	
	4	REPLACEMENT AND REPAIR OF SIGN BRIDGES WITHIN SOUTHEASTERN WISCONSIN	HP	
	6	RAILROAD SURFACE CROSSING REPAIRS AT VARIOUS LOCATIONS IN SOUTHEASTERN WISCONSIN	HP	
	7	PAVEMENT MARKING WITHIN SOUTHEASTERN WISCONSIN	HP	
	13	RESURFACING OF THE IH 41 MITCHELL INTERCHANGE FROM RAWSON AVE (CTH BB) (S) TO HOWARD AVE (N) AND 35TH ST (W) IN MILWAUKEE COUNTY (6.09 MI)	HP	
	14	REPLACEMENT OF THE HAMPTON AVE SB RAMP TO IH 43 OVER THE MILWAUKEE RIVER (B40-893), ADDITION OF A RETAINING WALL (R40-728), & NOISE WALL (40-104) IN MILWAUKEE COUNTY	HP	
	15	RESURFACING OF IH 43 B/N BROWN & CAPITOL, CONSIDERATION OF ADDITIONAL AUXILIARY LANES, DECK REPLACEMENT B/N CAPITOL & BURLEIGH (74,78,158,72,204,207-206), OVERLAY B/N WRIGHT & BROWN (209-215) & PAINTING AT CENTER (208)	HP	
	17	REPLACEMENT OF THE IH 43 BRIDGE AT LOOMIS RD (STH 36) (B198) IN MILWAUKEE COUNTY	HP	
	29	RECONSTRUCTION OF USH 45/STH 100 FROM RAWSON AVE TO COLLEGE AVE IN THE CITY OF FRANKLIN (1.0 MI)	HP	
	30	RESURFACING OF STH 24 FROM USH 45 TO 45TH ST AND DECK SEAL TO THE BRIDGE OVER HONEY CREEK (B77) IN MILWAUKEE COUNTY (5.27 MI)	HP	
	31	RESURFACING OF STH 32 (N LAKE DR) FROM SCHOOL RD TO DEAN RD IN THE VILLAGE OF FOX POINT (2.63 MI)	HP	

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Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	33	RESURFACING OF STH 36 FROM STH 100 TO 51ST ST, CULVERT REPAIRS (C40-17 & 44), DECK SEAL TO THE BRIDGE OVER THE ROOT RIVER (B40-387), & DECK REPAIRS TO THE SCOUT LAKE PEDESTRIAN BRIDGE (B40-512) (5.34 MI)	HP	STATE OF WISCONSIN
	42	BRIDGE DECK REPLACEMENT OF RYAN RD (STH 100) OVER THE UP RR (B40-530) AND DECK SEALING OF THE BRIDGE OVER THE C&NW RR (B633) IN THE CITY OF OAK CREEK	HP	
	43	RESURFACING OF RYAN ROAD (STH 100) FROM SHEPARD AVE TO STH 32 IN THE CITY OF OAK CREEK (2.39 MI)	HP	
	49	BRIDGE DECK REPLACEMENT OF FOND DU LAC AVE (STH 145) AT SILVER SPRING DR (B40-253/254) & AT 76TH ST (B-40 255/256), & STRUCTURE REPAIR OF STH 145 PEDESTRIAN BRIDGES IN MILWAUKEE COUNTY (B40-297, 298)	HP	
	51	BRIDGE REHABILITATION OF THE STH 181/76TH ST BRIDGES OVER THE UP RR (B40-380/381) AND THE STH 175 BRIDGE OVER MENOMONEE RIVER (B40-402) IN MILWAUKEE COUNTY	HP	
	401	RESURFACING OF STH 175 FROM STH 181 TO IH 41 IN THE CITY OF MILWAUKEE (3.55 MI)	HP	
	462	BRIDGE DECK OVERLAY OF THE IH 794 BRIDGE FROM THE MARQUETTE INTERCHANGE TO THE LAKE INTERCHANGE (804-1312-1-6 & 840-1412-1-7) & DECK SEALS (400-1C-D, 2A-F, 3A-C, 4A-D, 5B-E, 6C-D, 7A-B, 8A-C,1AA-BB, B40-1222)	HP	
	477	RESURFACING OF 27TH ST (STH 241) FROM BOTTSFORD AVE TO HOWARD AVE AND CULVERT REPAIRS (C40-42) IN THE CITIES OF GREENFIELD AND MILWAUKEE (0.64 MI)	HP	
	478	RESURFACING OF 27TH ST (STH 241) FROM W ELM RD TO W VILLA RD, BRIDGE REPAIRS (B40-709), AND CULVERT REPAIRS (C114) IN THE CITIES OF FRANKLIN AND OAK CREEK (3.3 MI)	HP	
	532	DECK SEALING OF VARIOUS INTERSTATE ROUTES PER PLAN IN MILWAUKEE COUNTY (LIST AVAILABLE UPON REQUEST)	HP	
	533	DECK SEALING OF VARIOUS STATE HIGHWAY ROUTES PER PLAN IN MILWAUKEE COUNTY (LIST AVAILABLE UPON REQUEST)	HP	
	534	RESURFACING OF IH 43 FROM THE OAK LEAF TRAIL TO BENDER RD, RETAINING WALL REPAIRS (R40-154, 156, 159, 160, 163, 610, 611) AND NOISE WALL (40-28) IN MILWAUKEE COUNTY (1.43 MI)	HP	
	536	RESURFACING OF O'CONNOR ST FROM HONEY CREEK DR TO 72ND ST IN THE CITY OF MILWAUKEE (0.56 MI)	HP	
	581	PAVEMENT REPLACEMENT OF STH 100 (RYAN RD/ST MARTINS RD) FROM 60TH ST TO ST MARTIN ROAD, CULVERT REPLACEMENTS C40-106/107, BRIDGE REPAIRS B40-547, AND DECK SEAL B40-681 IN THE CITY OF FRANKLIN (2.96 MI)	HP	
	56	IMPLEMENTATION OF THE PREFERRED ALTERNATIVE RESULTING FROM THE NEPA PROCESSES' RECORD OF DECISION FOR RECONSTRUCTION & MODERNIZATION OF IH 94 (EAST-WEST FREEWAY) FROM 70TH ST TO 16TH ST IN THE CITY OF MILWAUKEE (3.5 MI)	HI	
	57	OCR RAILROAD SAFETY IMPROVEMENT PROJECTS IN SE REGION (LIST AVAILABLE UPON REQUEST)	HS	
	58	IMPROVEMENT AND MAINTENANCE OF LIGHTING SYSTEMS ON VARIOUS INTERSTATE HIGHWAYS WITHIN SOUTHEASTERN WISCONSIN	HS	
	59	ELIMINATION OF RAILROAD CROSSINGS AT HAZARDOUS LOCATIONS WITHIN THE SE REGION	HS	
	60	REPLACE WARNING DEVICE EQUIPMENT AT VARIOUS RR CROSSINGS IN SOUTHEASTERN WISCONSIN (LIST AVAILABLE UPON REQUEST)	HS	
	62	RECONSTRUCTION OF W RAWSON AVE (CTH BB) FROM 13TH ST TO S HOWELL AVE IN THE CITY OF OAK CREEK (1.0 MI)	HP	MILWAUKEE COUNTY

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Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	71	RECONSTRUCTION OF S 13TH ST (CTH V) FROM PUETZ RD TO DREXEL AVE IN THE CITY OF OAK CREEK (1.00 MI)	HP	MILWAUKEE COUNTY
	74	RECONDITIONING OF W FOREST HOME AVE (CTH OO) FROM HI-VIEW DR TO S NORTH CAPE RD IN THE CITY OF FRANKLIN (2.04 MI)	HP	
	79	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	80	CONTRACT SERVICES FOR MILWAUKEE COUNTY TRANSIT SYSTEM PARATRANSIT OPERATIONS	TP	
	81	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR THE ELDERLY AND DISABLED IN MILWAUKEE COUNTY (SEC 85.21)	TP	
	82	PURCHASE OF 16 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (8 BUSES EACH IN YEARS 2023 AND 2024)	TP	
	84	CAPITALIZATION OF TRANSIT VEHICLE MAINTENANCE ACTIVITIES	TP	
	85	REPLACEMENT OF 12 BUS LIFTS AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FLEET MAINTENANCE FACILITY - MECHANICAL REPAIR UNIT	TP	
	87	PURCHASE OF MISCELLANEOUS SUPPORT SERVICE AND MAINTENANCE EQUIPMENT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	88	MILWAUKEE COUNTY ADMINISTRATION OF THE SECTION 5310 PROGRAM FOR THE MILWAUKEE URBANIZED AREA	TP	
	91	PURCHASE OF 17 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (10 IN 2023, AND 7 IN 2024)	TP	
	92	PURCHASE OF 7 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM: 2024	TP	
	94	TRANSIT VEHICLE TIRE LEASING SERVICES	TP	
	95	LIGHTING UPGRADES AT MCTS ADMINISTRATION BUILDING	TP	
	96	LIGHTING UPGRADES AT THE MCTS FOND DU LAC GARAGE	TP	
	101	LOCAL MARKETING FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	515	LIGHTING UPGRADES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM LARGE FLEET MAINTENANCE GARAGE BUILDING	TP	
	518	UPGRADES TO THE HVAC CONTROL SYSTEM AT THE MILWAUKEE COUNTY TRANSIT SYSTEM KINNICKINNIC GARAGE	TP	
	537	PURCHASE OF 12 FORTY FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	116	OPERATING ASSISTANCE FOR THE EAST - WEST BUS RAPID TRANSIT PROJECT BETWEEN DOWNTOWN MILWAUKEE AND THE REGIONAL MEDICAL CENTER IN MILWAUKEE COUNTY	TE	

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Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	519	CAPITAL INVESTMENT FOR THE NORTH - SOUTH TRANSIT ENHANCEMENT PROJECT IN MILWAUKEE COUNTY	TE	MILWAUKEE COUNTY
	118	CONSTRUCTION OF A PAVED MULTI-USE TRAIL THROUGH BENDER PARK IN MILWAUKEE COUNTY (1.9 MI)	BP	
	119	DEVELOPMENT OF A CONNECTIVITY PLAN FOR THE LINCOLN CREEK PARKWAY IN MILWAUKEE COUNTY	BP	
	120	CONSTRUCTION OF A PAVED MULTI-USE TRAIL THROUGH KOHL PARK FROM SWAN BLVD TO 70TH ST IN MILWAUKEE COUNTY (2.36 MI)	BP	
	124	IMPROVEMENTS AT INTERSECTIONS OF GOOD HOPE RD (CTH PP) WITH 99TH ST, 91ST ST, 86TH ST, UIHLEIN SOCCER PARK DRIVEWAY (7101 W), AND 60TH ST IN MILWAUKEE COUNTY	HS	
	125	IMPROVEMENTS AT INTERSECTIONS OF GOOD HOPE RD (CTH PP) WITH 51ST ST, 43RD ST, TEUTONIA AVE & RANGE LINE RD, INTERSECTION OF PORT WASHINGTON RD (CTH W) WITH GREEN TREE RD, AND INTERSECTION OF SHERMAN AVE WITH BRADLEY RD	HS	
	451	INTERSECTION IMPROVEMENTS ON RAWSON AVE (CTH BB) AT 68TH ST, 51ST ST, AND 31ST ST IN MILWAUKEE COUNTY	HS	
	452	INTERSECTION IMPROVEMENTS AT COLLEGE AVE (CTH ZZ) AND 20TH ST IN THE CITY OF MILWAUKEE	HS	
	453	INTERSECTION IMPROVEMENTS AT W FOREST HOME AVE (CTH OO) AND SPEEDWAY DR IN THE CITY OF FRANKLIN	HS	
	126	INSTALLATION OF AN ADAPTIVE TRAFFIC SIGNAL SYSTEM AT VARIOUS INTERSECTIONS ON 76TH ST (CTH U) & 92ND ST FROM OKLAHOMA AVE TO COLD SPRING RD AND ON OKLAHOMA AVE FROM 76TH ST TO 92ND ST IN MILWAUKEE COUNTY	EE	
	127	INSTALLATION OF AN ADAPTIVE TRAFFIC SIGNAL SYSTEM ON W SILVER SPRING DR IN MILWAUKEE COUNTY	EE	
	541	PURCHASE OF TWO ELECTRIC VEHICLE CHARGING STATIONS AND AN ELECTRIC PATROL BICYCLE IN THE VILLAGE OF BAYSIDE	EE	BAYSIDE (Village)
	585	BRIDGE REPLACEMENT OF THE N 51ST BRIDGE OVER BEAVER CREEK (P40-0550) IN THE VILLAGE OF BROWN DEER	HP	BROWN DEER (Village)
	542	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ALONG THE WE ENERGIES ROW CORRIDOR FROM W RYAN RD TO MAYERS DR IN THE CITY OF FRANKLIN (2.00 MI)	BP	FRANKLIN (City)
	543	CONSTRUCTION OF THE EXTENSION OF THE POWERLINE TRAIL FROM 60TH ST TO PONDVIEW PARK AND 40TH ST TO HOWARD AVE IN THE CITY OF GREENFIELD (1.65 MI)	BP	GREENFIELD (City)
	135	BRIDGE REHABILITATION OF THE N HOLTON ST BRIDGE OVER THE MILWAUKEE RIVER (P40-0875) IN THE CITY OF MILWAUKEE	HP	MILWAUKEE (City)
	136	RECONSTRUCTION OF E/W HOWARD AVE FROM 6TH ST TO S CLEMENT AVE IN THE CITY OF MILWAUKEE (1.3 MI)	HP	
	138	RESURFACING OF W HAMPTON AVE FROM N 60TH ST TO N TEUTONIA AVE IN THE CITY OF MILWAUKEE (2.0 MI)	HP	
	140	RECONDITIONING OF W LOCUST ST FROM N 7TH ST TO N HOLTON ST IN THE CITY OF MILWAUKEE (0.74 MI)	HP	
	143	BRIDGE REPLACEMENT OF THE S 70TH ST BRIDGE OVER CP R/R (P40-0856) IN THE CITY OF MILWAUKEE (0.04 MI)	HP	

Table B -1

Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	587	RECONSTRUCTION OF N SHERMAN BLVD FROM W NORTH AVE TO W BURLEIGH ST IN THE CITY OF MILWAUKEE (1.00 MI)	HP	MILWAUKEE (City)
	145	PREVENTATIVE MAINTENANCE FOR THE MILWAUKEE STREETCAR (FTA 5307)	TP	
	149	CONSTRUCTION OF A SHARED USE PATH ALONG THE OLD WE ENERGIES CORRIDOR PARALLEL TO 20TH ST FROM OLIVE ST TO VILLARD AVE, AND ALONG THE BEERLINE RAIL CORRIDOR FROM 24TH PL TO 20TH ST IN THE CITY OF MILWAUKEE	BP	
	152	MULTIMODAL IMPROVEMENTS ALONG W OKLAHOMA AVE FROM S 27TH ST TO S 6TH ST IN THE CITY OF MILWAUKEE (1.47 MI)	BP	
	156	PEDESTRIAN AND TRANSIT IMPROVEMENTS ALONG W BURLEIGH ST AND S CESAR CHAVEZ DR IN THE CITY OF MILWAUKEE (2.3 MI)	BP	
	157	CONSTRUCTION OF BICYCLE FACILITIES CONNECTING SECTIONS OF THE KK RIVER TRAIL ALONG S 1ST ST, S WATER ST, AND W PITTSBURGH AVE IN THE CITY OF MILWAUKEE (2.0 MI)	BP	
	158	LOCAL STREET IMPROVEMENT AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	OH	
	166	IMPROVEMENTS AT INTERSECTION OF STH 181 AND HAMPTON AVE IN THE CITY OF MILWAUKEE	HS	
	167	INTERSECTION IMPROVEMENTS AT W CENTER ST, W LISBON AVE, AND N 60TH ST IN THE CITY OF MILWAUKEE	HS	
	168	SAFETY IMPROVEMENTS AT THE INTERSECTIONS OF W SILVER SPRING DR WITH N 68TH ST, N 64TH ST, N 51ST ST, N 43RD ST, N 37TH ST, AND N 35TH ST IN THE CITY OF MILWAUKEE	HS	
	169	IMPROVEMENTS AT INTERSECTIONS OF SHERMAN BLVD WITH DOUGLAS AVE, FLORIST AVE, CUSTER AVE, VILLARD AVE, CONGRESS ST, HOPE AVE, AND ROOSEVELT DR IN THE CITY OF MILWAUKEE	HS	
	170	IMPROVEMENTS AT INTERSECTIONS OF SHERMAN BLVD WITH TOWNSEND ST, BURLEIGH ST, LOCUST ST, CENTER ST, WRIGHT ST, AND NORTH AVE IN THE CITY OF MILWAUKEE	HS	
	171	IMPROVEMENTS AT INTERSECTIONS OF W VILLARD AVE WITH N 60TH ST AND N 51ST ST IN THE CITY OF MILWAUKEE	HS	
	493	IMPROVEMENTS AT INTERSECTIONS OF W MORGAN AVE WITH 20TH ST, 16TH ST, 13TH ST, AND 6TH ST IN THE CITY OF MILWAUKEE	HS	
	494	IMPROVEMENTS AT THE INTERSECTION OF N 35TH ST AND W CENTER ST IN THE CITY OF MILWAUKEE	HS	
	495	IMPROVEMENTS AT THE INTERSECTIONS OF N 35TH ST AND NORTH AVE AND 35TH ST AND W LISBON AVE IN THE CITY OF MILWAUKEE	HS	
	175	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 53 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #6)	EE	
	176	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 70 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #7)	EE	
	177	FIBER OPTIC INTERCONNECT, ATC CONTROLLER, AND TRAVEL TIME DATA MONITORING INSTALLATION ALONG VARIOUS CORRIDORS IN THE CITY OF MILWAUKEE - LISBON AVE, WALNUT ST, AND 27TH ST	EE	
	178	FIBER OPTIC INTERCONNECT, ATC CONTROLLER, AND TRAVEL TIME DATA MONITORING INSTALLATION ALONG VARIOUS CORRIDORS IN THE CITY OF MILWAUKEE - CESAR CHAVEZ DR AND NATIONAL AVE	EE	

Table B -1

Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	545	PURCHASE OF TRAFFIC SIGNAL CONTROL SOFTWARE FOR 780 TRAFFIC SIGNALS IN THE CITY OF MILWAUKEE	EE	MILWAUKEE (City)
	546	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 42 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #8)	EE	
	547	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 44 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #9)	EE	
	548	PURCHASE OF 60 ELECTRIC VEHICLES AND 42 CHARGING STATIONS FOR THE CITY OF MILWAUKEE FLEET	EE	
	590	BRIDGE REPLACEMENT OF THE S 6TH ST BRIDGE OVER OAK CREEK (P40-0558) IN THE CITY OF OAK CREEK	HP	OAK CREEK (City)
	181	RECONSTRUCTION OF NORTH AVE FROM N MAYFAIR RD (STH 100) TO N MET TO WEE LN IN THE CITY OF WAUWATOSA (0.57 MI)	HP	WAUWATOSA (City)
	182	REPLACEMENT OF THE WISCONSIN AVE BRIDGE OVER HONEY CREEK (P40-0776) IN THE CITY OF WAUWATOSA	HP	
	183	EXPANSION OF THE PUBLIC BIKE SHARING SYSTEM AT 8 LOCATIONS IN THE CITY OF WAUWATOSA - PHASE 3	BP	
	184	RECONSTRUCTION OF BELOIT RD FROM S 60TH ST TO W LINCOLN AVE IN THE CITY OF WEST ALLIS (0.6 MI)	HP	WEST ALLIS (City)
	185	RECONSTRUCTION OF W NATIONAL AVE FROM S 62ND ST TO S 65TH ST IN THE CITY OF WEST ALLIS (0.2 MI)	HP	
	612	RECONSTRUCTION OF BELOIT RD AT THE UP RR IN THE CITY OF WEST ALLIS	HP	
BEYOND TIP	19	REHABILITATION OF THE IH 43 BRIDGES FROM KEEFE AVE TO CAPITOL DR IN MILWAUKEE COUNTY (B40-72, 74, 76, 78, 158, 204, 205)	HP	STATE OF WISCONSIN
	449	RESURFACING OF STH 59 (GREENFIELD AVE) FROM 124TH ST TO 106TH ST AND BRIDGE REPAIRS (B371) IN THE CITY OF WEST ALLIS (1.14 MI)	HP	
	450	RESURFACING OF STH 100 FROM STH 145 TO 91ST ST IN MILWAUKEE AND WAUKESHA COUNTIES (2.01 MI)	HP	
	473	BRIDGE REHABILITATION OF THE IH 43 BRIDGES IN THE HALE INTERCHANGE (B-40-188, 9, 300-03, 305, 324) IN MILWAUKEE COUNTY	HP	
	475	PAVEMENT REPLACEMENT OF STH 32 FROM RACINE COUNTY LINE TO FOREST HILL AVENUE IN THE CITY OF OAK CREEK (3.62 MI)	HP	
	476	RESURFACING OF STH 57 FROM FAIRLANE AVE TO TEUTONIA AVE IN MILWAUKEE COUNTY (2.03 MI)	HP	
	492	RESURFACING OF STH 175 FROM STH 59 TO 500' N OF CANAL ST AND BRIDGE REPAIR (B40-663, 655-7) IN MILWAUKEE COUNTY (0.37 MI)	HP	
	535	RESURFACING OF STH 100 FROM W WALNUT RD TO W BURLEIGH ST IN THE CITY OF WAUWATOSA	HP	
	580	RESURFACING OF N GREEN BAY AVE (STH 57) FROM W CAPITOL DR TO W SILVER SPRING DR AND DECK SEALING TO THE LINCOLN CREEK BRIDGE (B40-651) AND THE STH 57/SILVER SPRING DR BRIDGE (B40-28) IN THE CITY OF MILWAUKEE (2.16 MI)	HP	

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Implementation Status of Projects in the 2021 - 2024
Milwaukee Transportation Management Area -- Milwaukee County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
BEYOND TIP	614	BRIDGE REHABILITATION OF THE MAYFAIR RD (STH 100) BRIDGE (B40-457) OVER THE CMSTP&P RR (B40-457) IN THE CITY OF WAUWATOSA	HP	STATE OF WISCONSIN
DROPPED	22	CONSTRUCTION OF NOISE WALLS ALONG IH 43 FROM 84TH ST TO 35TH ST IN THE CITY OF GREENFIELD (3.06 MI)	HP	
	69	REHABILITATION OF THE S 13TH ST (CTH V) BRIDGE OVER OAK CREEK IN MILWAUKEE COUNTY (B-40-0607)	HP	MILWAUKEE COUNTY
	154	PEDESTRIAN AND TRANSIT IMPROVEMENTS AT 8 INTERSECTIONS IN THE CITY OF MILWAUKEE	BP	MILWAUKEE (City)
	155	INSTALLATION OF BIKE BLVD ALONG E/W WASHINGTON ST FROM KK RIVER TRAIL TO S 20TH ST AND ALONG S 20TH ST FROM W WASHINGTON ST TO W SCOTT ST, AND ALONG W SCOTT ST FROM S 20TH ST TO S LAYTON BLVD IN THE CITY OF MILWAUKEE	BP	

Table B -2

Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Ozaukee County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	191	RECONDITIONING 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	STATE OF WISCONSIN
	192	PREVENTATIVE MAINTENANCE (DIAMOND GRIND) OF STH 57 FROM IH 43 TO CTH W IN THE TOWN OF SAUKVILLE (1.09 MI)	HP	
	194	RESURFACING OF WAUWATOSA RD (STH 181) FROM CTH C TO STH 60 IN THE CITY OF CEDARBURG (3.03 MI)	HP	
	196	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF STH 33 AND CTH I IN OZAUKEE COUNTY (0.4 MI)	HS	
	439	PURCHASE AND IMPLEMENTATION OF NEW ROUTING AND DISPATCH SOFTWARE FOR THE OZAUKEE COUNTY SHARED-RIDE TAXI	TP	OZAUKEE COUNTY
	201	SAFETY IMPROVEMENTS ALONG CTH NN FROM WASHINGTON COUNTY LINE TO STH 60 IN OZAUKEE COUNTY (3.89 MI)	HS	
	571	PAVEMENT REPLACEMENT OF CEDAR SAUK RD FROM CTH Y TO NORTHWOOD DR IN THE TOWN OF CEDARBURG (2.27 MI)	HP	CEDARBURG (Town)
	204	REPLACEMENT OF THE COVERED BRIDGE RD BRIDGE OVER CEDAR CREEK (B-45-0013) IN OZAUKEE COUNTY	OH	
	406	PURCHASE OF 3 MINIVAN REAR ENTRY VEHICLES FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE AND OZAUKEE COUNTIES (2 VEHICLES IN 2021 AND 1 VEHICLE IN 2022)	TP	AWAY WE GO TRANSPORT
	407	PURCHASE OF 2 MINIVAN REAR ENTRY VEHICLES FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES: 2022	TP	INTERFAITH OF OZAUKEE COUNTY
	408	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES: 2021 AND 2022	TP	
	409	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES: 2021 AND 2022	TP	
ON SCHEDULE	616	PAVEMENT REPLACEMENT OF WASHINGTON ST (STH 60) FROM 1ST AVE TO 10TH AVE IN THE VILLAGE OF GRAFTON (0.55 MILES)	HP	STATE OF WISCONSIN
	202	INTERSECTION IMPROVEMENTS, INCLUDING RECONSTRUCTON OF THE INTERSECTION AND TRAFFIC SIGNAL INSTALLATION, AT CTH NN AND CTH Y AND REMOVAL OF PLEASANT VALLEY RD FROM CTH NN TO CTH Y IN OZAUKEE COUNTY	HS	OZAUKEE COUNTY
UNDERWAY	195	RESURFACING OF STH 181 (WAUWATOSA RD) FROM COUNTY LINE RD TO STH 167 (MEQUON RD) (2.21 MI)	HP	STATE OF WISCONSIN
	438	PAVEMENT REPLACEMENT OF STH 57 FROM STH 167 TO IH 43 AND DECK SEAL (B45-3) IN THE CITY OF MEQUON (3.03 MI)	HP	
	465	CURB RAMP UPGRADES TO 464 RAMPS ON STH 32 FROM E SAUK RD TO CTH LL AND ON STH 33 FROM STH 32 TO TOWER ST IN THE CITY OF PORT WASHINGTON AND THE VILLAGE OF SAUKVILLE (7.23 MI)	HP	
	197	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	OZAUKEE COUNTY
	198	OPERATING ASSISTANCE FOR OZAUKEE COUNTY EXPRESS BUS AND SHARED-RIDE TAXI (SEC 85.20 & SEC 5307)	TP	
	199	CAPITAL COSTS OF MAINTENANCE FOR 3RD PARTY CONTRACTING FOR THE OZAUKEE COUNTY EXPRESS BUS AND PREVENTATIVE MAINTENANCE FOR THE SHARED-RIDE TAXI SERVICE	TP	

Table B -2

Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Ozaukee County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	200	PURCHASE OF 4 REPLACEMENT VEHICLES EACH YEAR FOR THE OZAUKEE COUNTY SHARED-RIDE TAXI PROGRAM (SEC 5307 & 5339)	TP	OZAUKEE COUNTY
	496	SAFETY IMPROVEMENTS ALONG CTH H FROM THE WASHINGTON COUNTY LINE TO CTH A AND FROM CTH A TO CTH KW IN OZAUKEE COUNTY (8.95 MI)	HS	
	203	PURCHASE OF MINIBUS HYBRID CONVERSIONS FOR THE VEHICLE FLEET FOR THE OZAUKEE COUNTY SHARED-RIDE TAXI	EE	
BEYOND TIP	193	RESURFACING OF MEQUON RD (STH 167) FROM WASHINGTON COUNTY LINE TO BUNTROCK AVE, CULVERT REPAIRS (C31), AND REPLACEMENT OF RETAINING WALL (R42) IN THE CITY OF MEQUON (3.75 MI)	HP	STATE OF WISCONSIN
	437	RESURFACING OF STH 33 FROM CTH Y TO 500' NE of CTH W, DECK SEAL (B45-36), BRIDGE REPAIR (B95), AND CULVERT REPAIR (C38 AND 61) IN OZAUKEE COUNTY (5.96 MI)	HP	
	479	RESURFACING ON STH 33 FROM THE MILWAUKEE RIVER TO MARTIN DR IN OZAUKEE COUNTY (1.89 MI)	HP	
	521	RESURFACING OF STH 60 FROM FIVE CORNERS DR TO 1ST AVE AND DECK SEAL (B45-084) IN THE CITY AND TOWN OF CEDARBURG (2.27 MI)	HP	
	522	RESURFACING OF MEQUON RD (STH 167) FROM BUNTROCK AVE TO STH 57 AND OF STH 57 FROM STH 167 TO 500' SOUTH OF STH 167 IN THE CITY OF MEQUON (0.35 MI)	HP	
	620	DIAMOND GRINDING OF IH 43 FROM STH 32 TO THE SHEBOYGAN COUNTY LINE, DECK OVERLAY (B45-40), THIN POLYMER OVERLAY (45-37), AND CULVERT WINGWALL REPLACEMENT (C45-24 & 26) IN OZAUKEE COUNTY (17.18 MI)	HP	

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Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Washington County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	206	REHABILITATION OF THE IH 41 BRIDGES OVER THE KOHLSVILLE RIVER (B66-188/189) AND THE TRIBUTARY TO E BRANCH ROCK RIVER (B66-193/194) AND THE STH 144 BRIDGE OVER IH 41 (B66-110) IN WASHINGTON COUNTY	HP	STATE OF WISCONSIN
	410	RESURFACING OF STH 28 FROM THE DODGE COUNTY LINE TO USH 45 IN WASHINGTON COUNTY (8.5 MI)	HP	
	413	RESURFACING OF STH 167 (HOLY HILL RD) FROM STH 164 TO WOLF RD IN WASHINGTON COUNTY (3.96 MI)	HP	
	213	REPLACEMENT OF THE CTH H BRIDGE OVER THE MILWAUKEE RIVER (B66-0655) IN THE TOWN OF KEWASKUM	HP	WASHINGTON COUNTY
	219	PURCHASE OF 1 MINIBUS WITH LIFT AND 2 MINIVANS WITH RAMS FOR WASHINGTON COUNTY SHARED RIDE TAXI SERVICE	TP	
	442	PURCHASE AND IMPLEMENTATION OF NEW ROUTING AND DISPATCH SOFTWARE FOR THE WASHINGTON COUNTY SHARED-RIDE TAXI SERVICE	TP	
	221	REPLACEMENT OF THE TRADING POST TRAIL RD BRIDGE OVER THE NORTH BRANCH OF THE MILWAUKEE RIVER (P66-0907) IN THE TOWN OF FARMINGTON	OH	FARMINGTON (Town)
	222	SAFETY IMPROVEMENTS AT THE INTERSECTION OF FREISTADT RD AND MAPLE RD IN THE VILLAGE OF GERMANTOWN	HS	GERMANTOWN (Village)
	225	REPLACEMENT OF THE CEDAR CREEK RD BRIDGE OVER BRANCH OF CEDAR CREEK (P66-0904) IN THE TOWN OF JACKSON	OH	JACKSON (Town)
	227	RECONSTRUCTION OF 18TH AVE FROM VOGT DR TO PARADISE DR IN THE CITY OF WEST BEND (0.5 MI)	HP	WEST BEND (City)
	572	RECONSTRUCTION OF RUSCO DR FROM S MAIN ST TO RIVER RD IN THE CITY OF WEST BEND (1.01 MI)	HP	
	573	PAVEMENT REPLACEMENT OF WATER ST FROM FOREST AVE TO INDIANA AVE IN THE CITY OF WEST BEND (0.09 MI)	HP	
	613	DEVELOPMENT OF A SAFETY STUDY PLAN FOR PEDESTRIANS, BICYCLISTS, AND ELECTRIC SCOOTERS IN THE CITY OF WEST BEND	BP	
	466	CONSTRUCTION OF A NEW ROADWAY FORGE PL FROM S RIVER RD TO 1500 FT EAST ACROSS FROM RAIL WAY IN THE CITY OF WEST BEND (0.28 MI)	OH	
	414	PURCHASE OF 4 MINIVAN REAR ENTRY VEHICLES FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN WASHINGTON COUNTY (2 VEHICLES IN 2021 AND 2 VEHICLES IN 2022)	TP	INTERFAITH OF WASHINGTON COUNTY
	415	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN WASHINGTON COUNTY: 2021 AND 2022	TP	
	416	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN WASHINGTON COUNTY: 2021 AND 2022	TP	
DEFERRED	593	BRIDGE REPLACEMENT OF THE ARTHUR RD BRIDGE OVER THE CN RR (P66-0075) IN THE VILLAGE OF SLINGER	HP	SLINGER (Village)
ON SCHEDULE	207	RESURFACING OF USH 45 (FOND DU LAC AVE) FROM WB CTH H TO WB STH 28 IN WASHINGTON COUNTY (1.21 MI)	HP	STATE OF WISCONSIN
	210	RESURFACING OF STH 83 FROM STH 167 TO E MONROE AVE IN WASHINGTON COUNTY (3.91 MI)	HP	

Table B -3

Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Washington County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
ON SCHEDULE	454	CURB RAMP UPGRADES TO 287 RAMPS ON STH 33 FROM TRENTON RD TO SCENIC DR AND ON STH 144 FROM STH 33 TO SKYLINE DR IN THE CITY OF WEST BEND (5.74 MI)	HP	STATE OF WISCONSIN
	212	RESURFACING, HIGH FRICTION SURFACE TREATMENT, AND UPGRADE BARRIER GUARD TO STH 167 FROM CTH K TO CTH CC IN WASHINGTON COUNTY (2.1 MI)	HS	
	220	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF CTH Q AND HILLSIDE RD IN THE VILLAGE OF RICHFIELD AND TOWN OF LISBON (0.03 MI)	HS	WASHINGTON COUNTY
	500	RECONSTRUCTION OF THE INTERSECTION OF STH 167 (LANNON RD) AND MAPLE RD IN THE VILLAGE OF GERMANTOWN (0.01 MI)	HS	GERMANTOWN (Village)
	594	BRIDGE REPLACEMENT OF THE BEECHNUT DR BRIDGE OVER THE KOHLSVILLE RIVER (P66-0047) IN THE TOWN OF WAYNE	HP	WAYNE (Town)
	595	BRIDGE REPLACEMENT OF THE W BEND RD BRIDGE OVER THE EAST BRANCH OF THE ROCK RIVER (P66-0052) IN THE TOWN OF WAYNE	HP	
	596	RECONSTRUCTION OF MAIN ST FROM HUMAR ST TO PROGRESS DR IN THE CITY OF WEST BEND (0.31 MI)	HP	WEST BEND (City)
	455	INTERSECTION IMPROVEMENTS ON MAIN ST AT PARADISE DR AND DECORAH RD AND ON PARADISE DR AT SILVERBROOK DR IN THE CITY OF WEST BEND	HS	
UNDERWAY	205	REHABILITATION OF BRIDGES ALONG IH 41 FROM S WASHINGTON COUNTY LINE TO USH 45 (CTH Q B30, MAPLE RD B31, LANNON RD B32/33, MEQUON RD B34, FREISTADT RD B35, W STH 167 B36, AND S USH 45 B37)	HP	STATE OF WISCONSIN
	208	RESURFACING OF STH 33 FROM 0.5 MI WEST OF N POPLAR RD TO CTH Y AND RETAINING WALL REPAIRS (R1 & R2) IN THE VILLAGE OF NEWBURG AND TOWN OF TRENTON (2.73 MI)	HP	
	209	RESURFACING OF MAIN ST (STH 60) FROM CTH P TO EAGLE DR IN THE VILLAGE OF JACKSON (1.7 MI)	HP	
	211	REPLACEMENT OF THE STH 175 CULVERT OVER LITTLE CEDAR CREEK (C66-48), REHABILITATION OF THE STH 167 CULVERT OVER WATERWAY (C66-47) & REPAIRS TO RETAINING WALL ON STH 167 0.25 M E OF STH 164 IN THE VILLAGE OF RICHFIELD	HP	
	411	RESURFACING OF STH 83 FROM WAUKESHA COUNTY LINE TO STH 167 IN WASHINGTON COUNTY (4.2 MI)	HP	
	412	RESURFACING OF STH 144 FROM SKYLINE DR TO THE SHEBOYGAN COUNTY LINE, CULVERT REPAIRS (C66-153), AND INSTALLATION OF A SNOW FENCE/PERMA RAILING IN WASHINGTON COUNTY (8.46 MI)	HP	
	440	RESURFACING OF STH 28 FROM USH 45 TO STH 144 IN WASHINGTON COUNTY (5.78 MI)	HP	
	480	RESURFACING OF STH 60 FROM WAYSIDE DR TO 1,300' W OF IH 41 AND DECK SEALING (B66-100 & 101) IN WASHINGTON COUNTY (3.63 MI)	HP	
	481	RESURFACING OF STH 145 FROM STH 100 TO STH 167 IN WASHINGTON AND WAUKESHA COUNTIES (3.33 MI)	HP	
	551	RESURFACING OF THE IH 41 AND STH 60 INTERCHANGE IN THE VILLAGE OF SLINGER (0.54 MI)	HP	
	498	INTERSECTION IMPROVEMENTS AND BRIDGE REHABILITATION AT IH 41 AND STH 60 IN THE VILLAGE OF SLINGER	HS	
	499	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF STH 145 AND CTH G IN THE VILLAGE OF GERMANTOWN (0.03 MI)	HS	

Table B -3

Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Washington County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	214	RECONSTRUCTION OF CTH P FROM STH 145 TO SHERMAN RD IN WASHINGTON COUNTY (1.85 MI)	HP	WASHINGTON COUNTY
	215	OPERATING ASSISTANCE FOR WASHINGTON COUNTY SHARED RIDE TAXI SERVICE (SEC 85.20 AND FTA 5307)	TP	
	216	OPERATING ASSISTANCE FOR WASHINGTON COUNTY COMMUTER EXPRESS BUS SERVICE (SEC 85.20 & 5307)	TP	
	217	PURCHASE OF 6 REPLACEMENT VEHICLES EACH YEAR (ANY COMBINATION OF MINIBUS CUTAWAY OR MINIVAN SIDE ENTRY) FOR THE WASHINGTON COUNTY SHARED RIDE TAXI (5307/5339).	TP	
	218	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR THE ELDERLY AND DISABLED IN WASHINGTON COUNTY (SEC 85.21)	TP	
	591	BRIDGE REPLACEMENT OF THE ORCHARD VALLEY RD BRIDGE OVER THE NORTH BRANCH OF THE MILWAUKEE RIVER (P66-0039) IN THE TOWN OF FARMINGTON	HP	FARMINGTON (Town)
	223	OPERATING ASSISTANCE FOR THE CITY OF HARTFORD TAXI SERVICE	TP	HARTFORD (City)
	224	PURCHASE OF 2 REPLACEMENT VEHICLES FOR THE CITY OF HARTFORD TAXI SERVICE	TP	
	592	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF STH 60 AND EAGLE DR IN THE VILLAGE OF JACKSON (0.02 MI)	HP	JACKSON (Village)
	226	BRIDGE REPLACEMENT OF THE BADGER RD BRIDGE OVER THE KEWASKUM CREEK (P66-913) IN THE TOWN OF KEWASKUM	HP	KEWASKUM (Town)
	228	OPERATING ASSISTANCE FOR THE CITY OF WEST BEND SHARED-RIDE TAXI SYSTEM	TP	WEST BEND (City)
	229	PURCHASE OF 8 REPLACEMENT VEHICLES FOR THE CITY OF WEST BEND TAXI SERVICE (2 IN 2023, 3 IN 2024, 2 IN 2025, AND 1 IN 2026)	TP	
	501	INTERSECTION IMPROVEMENTS AT STH 33 AND 18TH AVE IN THE CITY OF WEST BEND	HS	
	502	INTERSECTION IMPROVEMENTS AT STH 33 AND 7TH AVE/ MAIN ST IN THE CITY OF WEST BEND	HS	
	503	INTERSECTION IMPROVEMENTS AT STH 33 AND RIVER RD IN THE CITY OF WEST BEND	HS	
BEYOND TIP	441	RESURFACING OF STH 144 FROM IH 41 TO STH 33 repairs to B66-110 and C 58 & 59 IN WASHINGTON COUNTY (5.64 MI)	HP	STATE OF WISCONSIN
	497	RESURFACING OF MAIN STREET (STH 33) FROM THE DODGE COUNTY LINE TO NEW PLAT ST IN THE TOWN OF ADDISON (1.40 MI)	HP	
	552	PAVEMENT REPLACEMENT OF STH 145 FROM PILGRIM RD TO DIVISION RD AND BRIDGE REPAIRS (B66-63/64, 99) IN THE VILLAGE OF GERMANTOWN (1.40 MI)	HP	
	553	RESURFACING OF STH 164 FROM FOND DU LAC DR TO STH 60 AND DECK SEALING (B66-126 & 127) IN WASHINGTON COUNTY (1.39 MI)	HP	
	554	PAVEMENT REPLACEMENT OF STH 167 FROM STH 83 TO CTH K AND FROM ST. AUGUSTINE RD TO STH 164 & REPLACEMENT OF RETAINING WALLS & GUARD RAILS FROM STH 83 TO STH 164 IN WASHINGTON COUNTY (3.72 MI)	HP	

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Implementation Status of Projects in the 2021 - 2024
Milwaukee Transportation Management Area -- Washington County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
BEYOND TIP	555	PAVEMENT REPLACEMENT OF STH 175 FROM MAPLE AVE TO 1600' N OF CTH K AND DECK SEAL TO BRIDGE B66-0087 IN WASHINGTON COUNTY (3.53 MI)	HP	STATE OF WISCONSIN

Table B -4

Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Waukesha County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	230	REHABILITATION OF THE IH 43 BRIDGES FROM STH 83 TO STH 164 IN WAUKESHA COUNTY (B67-120, 123, 124, 126-128, 132, 133, 334)	HP	STATE OF WISCONSIN
	231	BRIDGE REHABILITATION OF THE IH 43 BRIDGES FROM STH 164 TO BELOIT ROAD IN WAUKESHA COUNTY (B67-111-114, 324, 325, 293-297)	HP	
	232	RESURFACING OF IH 43 FROM CTH O TO HALE INTERCHANGE, DECK REPLACEMENT OF RAMP TO 124TH ST B67-103, TPO SUNNYSLOPE RD B67-359, & REPAIRS TO CTH O RAMP BRIDGE B295 & CULVERTS 67-13/21 IN MILWAUKEE & WAUKESHA CO (3.58 MI)	HP	
	233	REHABILITATION OF THE IH 94 BRIDGE AT ELMHURST RD (B67-0059) IN WAUKESHA COUNTY	HP	
	236	RESURFACING OF SUNSET DR (USH 18) FROM STH 67 TO MORAINE VIEW DR AND CULVERT REPAIRS (C48) IN THE TOWN OF GENESEE (3.97 MI)	HP	
	242	MAINTENANCE OVERLAY OF STH 67 FROM 1000' N OF STH 59 TO 200' S OF USH 18 IN WAUKESHA COUNTY (9.61 MI)	HP	
	244	RESURFACING OF STH 83 FROM OCONOMOWOC RIVER TO N WAUKESHA COUNTY LINE, BRIDGE REHABILITATION OF THE STH 83 BRIDGE OVER THE OCONOMOWOC RIVER (B-67-0952) AND REMOVAL OF PEDESTRIAN BRIDGE (P67-929) (2.74 MI)	HP	
	597	SAFETY AND OPERATIONAL STUDY OF IH 94 FROM WILLOW GLEN RD IN JEFFERSON COUNTY TO THE ZOO INTERCHANGE, INCLUDING AN ASSESSMENT OF THE CURRENT CONDITION OF THE IH 94 INFRASTRUCTURE (26.71 MI)	HP	
	248	INSTALLATION OF MEDIAN BARRIERS ON STH 16 FROM 5,800' W OF STH 83 TO STH 190 IN WAUKESHA COUNTY (6.39 MI)	HS	
	250	RESURFACING OF CTH D (CLEVELAND AVE) FROM CALHOUN RD TO EAST COUNTY LINE IN WAUKESHA COUNTY (3.0 MI)	HP	WAUKESHA COUNTY
	252	RECONSTRUCTION OF CTH O (MOORLAND RD) FROM IH 94 TO USH 18 IN WAUKESHA COUTY (0.8 MI)	HP	
	258	BRIDGE DECK OVERLAY OF CTH XX BRIDGE OVER PEBBLE BROOK CREEK (B67-0195) IN THE TOWN OF WAUKESHA	HP	
	524	LIGHTING UPGRADES AT PARK-RIDE LOTS FOR WAUKESHA COUNTY TRANSIT SERVICE	TP	
	268	DESIGN AND CONSTRUCTION OF A BICYCLE AND PEDESTRIAN PATH FROM THE TRAILHEAD AT THE TERMINUS OF NORTH AVENUE IN THE CITY OF PEWAUKEE TO A REDEVELOPMENT AREA NEAR BROOKFIELD ROAD AND RIVER ROAD IN THE CITY OF BROOKFIELD	BP	
	561	CONSTRUCTION OF A BICYCLE/PEDESTRIAN UNDERPASS ON THE LAKE COUNTRY TRAIL ON STH 67 AND CTH B IN THE CITY OF OCONOMOWOC	BP	
	269	BRIDGE DECK REPLACEMENT OF THE CTH I (RIVER RD) BRIDGE OVER THE FOX RIVER (B670097) IN THE TOWN OF WAUKESHA	OH	
	271	SAFTEY IMPROVEMENTS ALONG CTH C AT THE HASSLINGER DRIVE INTERSECTION	HS	
	275	REPLACEMENT OF THE LILLY RD BRIDGE OVER THE MENOMONEE RIVER (B67-0261) IN THE VILLAGE OF MENOMONEE FALLS	HP	MENOMONEE FALLS (Village)
	278	REPLACEMENT OF THE DUPLAINVILLE RD BRIDGE OVER SPRING CREEK (B67-0009) IN THE VILLAGE OF PEWAUKEE	OH	PEWAUKEE (Village)
	280	RECONSTRUCTION OF ARCADIAN AVE FROM HARTWELL AVE TO OAKLAND AVE IN THE CITY OF WAUKESHA (0.27 MI)	HP	WAUKESHA (City)

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Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Waukesha County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	283	BRIDGE DECK OVERLAY OF THE MADISON ST BRIDGE OVER THE FOX RIVER (B67-0099) IN THE CITY OF WAUKESHA	HP	WAUKESHA (City)
	284	BRIDGE DECK OVERLAY OF THE PRAIRIE AVE BRIDGE OVER THE FOX RIVER (B67-0177) IN THE CITY OF WAUKESHA	HP	
	285	RECONSTRUCTION OF SENTRY DR FROM W SUNSET DR TO PRAIRIE AVE IN THE CITY OF WAUKESHA (1.19 MI)	HP	
	287	RECONSTRUCTION OF W SUNSET DR FROM CHAPMAN DR TO CENTER RD IN THE CITY OF WAUKESHA (0.35 MI)	HP	
	288	RECONSTRUCTION OF W ST PAUL AVE FROM WISCONSIN AVE/ W NORTH ST TO MADISON ST AND MADISON ST FROM ANN ST TO THE FOX RIVER IN THE CITY OF WAUKESHA (0.37 MI)	HP	
	262	REPLACEMENT OF THE AVL SOFTWARE SYSTEM FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	
	263	REPLACEMENT OF TICKET VENDING EQUIPMENT FOR WAUKESHA METRO TRANSIT SYSTEM	TP	
	264	REHABILITATION OF THE INTERIOR OF FACILITIES FOR WAUKESHA METRO TRANSIT SYSTEM	TP	
	295	PURCHASE OF 1 35-FOOT REPLACEMENT BUS FOR WAUKESHA METRO TRANSIT	TP	
	299	REPLACEMENT OF ADMINISTRATIVE STAFF VEHICLE FOR WAUKESHA METRO TRANSIT	TP	
	300	REPLACEMENT OF MOBILE LIFTS FOR WAUKESHA METRO TRANSIT	TP	
	506	PURCHASE OF 3 35-FOOT BUSES FOR WAUKESHA METRO TRANSIT	TP	
	419	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN WAUKESHA COUNTY: 2021 AND 2022	TP	ERAs SENIOR NETWORK, INC.
	420	OPERATING COSTS FOR A FIND-A-RIDE NETWORK TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN WAUKESHA COUNTY: 2021 AND 2022	TP	
	421	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN WAUKESHA COUNTY: 2021 AND 2022	TP	
	422	PURCHASE OF 1 MEDIUM BUS VEHICLE FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN WAUKESHA COUNTY: 2021	TP	ST. COLETTA OF WISCONSIN, INC
	507	PURCHASE OF 1 MEDIUM BUS VEHICLE FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN WAUKESHA COUNTY: 2022	TP	
	423	PURCHASE OF 1 MINIVAN REAR ENTRY VEHICLE FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN WAUKESHA COUNTY: 2021	TP	SENIORS ON THE GO! TAXI SERVICE
	424	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN WAUKESHA COUNTY: 2021	TP	MUSKEGO SENIOR TAXI SERVICE, INC.
	508	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN WAUKESHA COUNTY: 2022	TP	

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Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Waukesha County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	564	MOBILITY MANAGEMENT PROGRAM FOR THE COORDINATION OF EMPLOYMENT-RELATED TRANSPORTATION OPTIONS AND FOR A VEHICLE LOAN PROGRAM FOR RESIDENTS IN WAUKESHA COUNTY (FY 2022)	TP	SW WI COMMUNITY ACTION PROGRAM
	565	OPERATION OF A VANPOOL SERVICE TO EMPLOYMENT OR EMPLOYMENT TRAINING FOR LOW-INCOME PERSONS IN WAUKESHA COUNTY (FY 2022)	TP	
DEFERRED	281	RECONSTRUCTION OF DELAFIELD ST FROM BIDWELL AVE TO MAGNOLIA AVE IN THE CITY OF WAUKESHA (0.44 MI)	HP	WAUKESHA (City)
	282	RECONSTRUCTION OF MORELAND BLVD FROM SUMMIT AVE TO DELAFIELD ST IN THE CITY OF WAUKESHA (0.61 MI)	HP	
	286	RECONSTRUCTION OF SILVERNAIL RD FROM MEADOWBROOK RD TO UNIVERSITY DR IN THE CITY OF WAUKESHA (0.78 MI)	HP	
	289	RECONSTRUCTION OF S. WEST AVE FROM FREEMAN ST TO SENTINEL DR IN THE CITY OF WAUKESHA (0.25 MI)	HP	
	290	RECONSTRUCTION OF WHITEROCK AVE FROM ELM ST TO MAIN ST IN THE CITY OF WAUKESHA (0.61 MI)	HP	
	265	REPLACEMENT OF TWO SETS OF ADA DOORS AT TRANSIT CENTER FOR WAUKESHA METRO TRANSIT SYSTEM	TP	
	266	REPLACEMENT OF BOILER AT ADMIN/MAINTENANCE FACILITY FOR WAUKESHA METRO TRANSIT SYSTEM	TP	
	267	REPLACEMENT OF BUS WASHER FOR WAUKESHA METRO TRANSIT SYSTEM	TP	
	293	REPLACEMENT OF SIX BUS SHELTERS FOR WAUKESHA METRO TRANSIT	TP	
ON SCHEDULE	237	RESURFACING WITH WIDENING OF SHOULDERS OF SUMMIT AVE (USH 18) FROM STH 83 TO STH 318 AND CULVERT REPAIR (C67-73) 0.13 MILES E OF CTH G IN THE TOWN OF DELAFIELD (5.12 MI)	HP	STATE OF WISCONSIN
	238	RESURFACING OF BLUEMOUND RD (USH 18) FROM IH 94 TO MILWAUKEE COUNTY LINE IN WAUKESHA COUNTY (5.26 MI)	HP	
	243	BRIDGE REHABILITATION OF THE USH 18 BRIDGES OVER THE BARK RIVER (B67-25/26/27) AND OF THE STH 59 BRIDGE OVER THE FOX RIVER (B67-152), AND RESURFACING OF USH 18 FROM JEFFERSON COUNTY LINE TO STH 67 IN WAUKESHA COUNTY	HP	
	246	RESURFACING OF CAPITOL DR (STH 190) FROM STH 16 TO 0.3 MI EAST OF FIVE FIELDS RD IN THE CITY OF PEWAUKEE AND VILLAGE OF PEWAUKEE (1.75 MI)	HP	
	247	RESURFACING OF CAPITOL DR (STH 190) FROM BROOKFIELD RD TO 124TH ST IN THE CITY OF BROOKFIELD (4.05 MI)	HP	
	468	SAFETY IMPROVEMENTS AT THE IH 94 AND MOORLAND RD INTERCHANGE IN THE CITY OF BROOKFIELD (0.31 MI)	HP	
	256	REPLACEMENT OF THE CTH SS DRAINAGE STRUCTURE OVER MEADOWBROOK CREEK IN THE VILLAGE OF PEWAUKEE	HP	WAUKESHA COUNTY
	598	RECONDITIONING OF CTH Y (RACINE AVE) FROM CTH I TO CTH HH IN THE CITY OF MUSKEGO (2.10 MI)	HP	
	457	INTERSECTION IMPROVEMENTS AT S CALHOUN ROAD AND SMALL ROAD IN THE CITY OF NEW BERLIN	HS	NEW BERLIN (City)

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Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Waukesha County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
ON SCHEDULE	279	BRIDGE REPLACEMENT OF THE DELAFIELD RD BRIDGE OVER THE BARK RIVER (B67-0670) IN THE VILLAGE OF SUMMIT	HP	SUMMIT (Village)
	525	PURCHASE OF AUTOMATIC PASSENGER COUNTERS FOR WAUKESHA METRO TRANSIT	TP	WAUKESHA (City)
	526	PASSENGER SIGN REPLACEMENT AT TRANSIT CENTER FOR WAUKESHA METRO TRANSIT	TP	
	527	PURCHASE OF SCHEDULING/RUN CUTTING SOFTWARE FOR WAUKESHA METRO TRANSIT	TP	
	528	REPLACEMENT OF A DRIVER RELIEF VEHICLE FOR WAUKESHA METRO TRANSIT	TP	
	562	LOCAL MARKETING FOR WAUKESHA METRO TRANSIT SYSTEM	TP	
	563	REPLACEMENT OF 9 BUS ENGINES FOR WAUKESHA METRO TRANSIT	TP	
UNDERWAY	234	RESURFACING OF IH 94 (STH 83 TO STH 16) & STH 318 (IH 94 TO 1,200' S) & STH 83 & CTH G PARK-RIDE LOTS, HFST TO CURVE (STH 318 TO CTH T), DECK OVERLAY (B369), SEALING (B060,61,266,267), REPAIRS (B245,C25,C866,C1570,C865)	HP	STATE OF WISCONSIN
	235	BRIDGE REHABILITATION OF THE IH 94 BRIDGES AT CTH T AND CTH JJ (B 67-240 & 67-245) IN WAUKESHA COUNTY	HP	
	240	PAVEMENT REPLACEMENT OF STH 16 FROM E MAIN ST IN WATERTOWN TO ROCK RIVER RD, SHOULDER WIDENING & RUMBLE STRIPS, BRIDGE OVERLAY (B28-12), & BRIDGE REPAIRS (B28-22) IN WAUKESHA AND JEFFERSON COUNTIES (7.9 MI)	HP	
	241	PAVEMENT REPLACEMENT OF STH 59/164 (E WAUKESHA BYPASS) FROM SUNSET DR TO ARCADIAN AVE, REMOVE CULVERT (C46), AND EXTEND TURN LANES ON N/S LEGS IN WAUKESHA COUNTY (1.99 MI)	HP	
	245	RECONSTRUCTION OF STH 83 FROM GOLF RD TO VETTELSON RD AND BRIDGE REPAIRS TO THE VETTELSON RD BRIDGE OVER STH 83 (B168) IN THE CITY OF DELAFIELD AND VILLAGE OF HARTLAND (3.23 MI)	HP	
	417	RESURFACING OF STH 67 FROM USH 12 TO STH 59 IN WALWORTH AND WAUKESHA COUNTIES (7.84 MI)	HP	
	418	RECONSTRUCTION OF STH 164 FROM HENNEBERRY AVE TO DENOON RD IN WAUKESHA COUNTY (2.31 MI)	HP	
	443	RESURFACING OF STH 16 FROM ROCK RIVER RD TO THE WAUKESHA COUNTY LINE IN JEFFERSON AND WAUKESHA COUNTIES (1.93 MI)	HP	
	444	RESURFACING OF STH 16 FROM THE JEFFERSON COUNTY LINE TO STH 67 IN WAUKESHA COUNTY (1.59 MI)	HP	
	456	INTERSECTION IMPROVEMENTS AT STH 59 AND CTH XX IN WAUKESHA COUNTY	HP	
	467	RESURFACING OF IH 43 FROM STH 83 TO STH 164, BRIDGE REHABILITATION OF IH 43 BRIDGES AT STH 164 (67-324/5), EVERGREEN DR (121), CENTER DR (122), & OAKDALE DR (125), & RESURFACING OF STH 164 PARK-RIDE LOT (6.86 MI)	HP	
	469	RESURFACING OF STH 59 FROM SAYLESVILLE CREEK TO ROCKWOOD TRAIL IN WAUKESHA COUNTY (0.52 MI)	HP	
	482	RESURFACING OF STH 59 FROM WHITEHALL ST TO BROOKFIELD RD IN WAUKESHA COUNTY (2.57 MI)	HP	

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Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Waukesha County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	483	BRIDGE REHABILITATION OF THE CTH F BRIDGE OVER IH 94 (B67-014/140) IN THE CITY OF PEWAUKEE	HP	STATE OF WISCONSIN
	504	RESURFACING OF IH 43 FROM STH 164 TO MOORLAND RD, CULVERT REPAIRS (67-12/24), RETAINING WALL REPAIRS (67-80/87), RESEAL SLOPE PAVING (B67-114), AND DECK SEALING (B67-116/117) IN WAUKESHA COUNTY	HP	
	557	BRIDGE REHABILITATION OF THE STH 16 BRIDGE OVER CAPITOL DR (B67-0179) IN THE VILLAGE OF PEWAUKEE	HP	
	560	INTERSECTION IMPROVEMENTS AT USH 18 AND THE WOODMAN'S MARKET ENTRANCE IN THE CITY OF WAUKESHA	HS	
	249	RESURFACING OF VARIOUS COUNTY TRUNK HIGHWAYS IN WAUKESHA COUNTY	HP	WAUKESHA COUNTY
	251	BRIDGE REHABILITATION OF THE CTH F (REDFORD BLVD) BRIDGE OVER GREEN RD (B67-0095) IN THE CITY OF PEWAUKEE	HP	
	253	PAVEMENT REPLACEMENT OF CTH O (MOORLAND RD) FROM CTH D (CLEVELAND AVE) TO STH 59 (W GREENFIELD AVE) IN THE CITY OF NEW BERLIN (1.47 MI)	HP	
	254	PAVEMENT REPLACEMENT OF CTH O (MOORLAND RD) FROM CTH ES (NATIONAL AVE) TO CTH D (CLEVELAND AVE) IN THE CITY OF NEW BERLIN (1.33 MI)	HP	
	255	RECONSTRUCTION OF CTH O FROM CTH I TO CTH ES IN THE CITY OF NEW BERLIN (1.4 MI)	HP	
	257	RESURFACING OF CTH T (N GRANDVIEW BLVD) FROM NORTHVIEW RD TO IH 94 IN THE CITY OF WAUKESHA (0.97 MI)	HP	
	599	BRIDGE REHABILITATION OF THE SILVER SPRING DR BRIDGE OVER THE MENOMONEE RIVER (B67-0085) IN THE VILLAGE OF BUTLER	HP	
	259	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH O (MOORLAND RD) FROM CTH HH (COLLEGE AVE) TO GRANGE AVE IN THE CITY OF NEW BERLIN (1.07 MI)	HI	
	260	CAPITAL COSTS OF THIRD PARTY CONTRACTING FOR WAUKESHA COUNTY TRANSIT SERVICE	TP	
	261	PROVIDE USER-SIDE SUBSIDY ADVANCE RESERVATION AND ELDERLY/DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PERSONS IN WAUKESHA COUNTY (SEC 85.21)	TP	
	270	IMPROVEMENTS AT INTERSECTION OF CTH B AND MORGAN RD IN THE VILLAGE OF SUMMIT	HS	
	272	SAFETY IMPROVEMENTS ALONG CTH D AT THE MORAINE HILLS DRIVE INTERSECTION	HS	
	273	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH F AND LINDSAY RD IN THE CITY OF PEWAUKEE	HS	
	274	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH VV AND CTH YY IN THE VILLAGE OF MENOMONEE FALLS	HS	
	600	BRIDGE REPLACEMENT OF THE ENTERPRISE AVE BRIDGE OVER POPLAR CREEK (P67-0764) IN THE CITY OF BROOKFIELD	HP	BROOKFIELD (City)
	276	RECONSTRUCTION OF MENOMONEE AVE FROM TOWN HALL RD TO APPLETON AVE (STH 175) IN THE VILLAGE OF MENOMONEE FALLS (1.41 MI)	HP	MENOMONEE FALLS (Village)

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Implementation Status of Projects in the 2021 - 2024 Milwaukee Transportation Management Area -- Waukesha County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	277	BRIDGE REPLACEMENT OF THE OVERVIEW DR BRIDGE OVER THE BUTLER DITCH (P67-0774) IN THE VILLAGE OF MENOMONEE FALLS	OH	MENOMONEE FALLS (Village)
	601	BRIDGE REPLACEMENT OF THE CENTER DR BRIDGE OVER THE FOX RIVER (P67-0205) IN THE VILLAGE OF VERNON	HP	VERNON (Town)
	602	BRIDGE REHABILITATION OF THE E MORELAND RD BRIDGE OVER THE FOX RIVER (B67-0205) IN THE CITY OF WAUKESHA	HP	WAUKESHA (City)
	291	OPERATING ASSISTANCE FOR THE WAUKESHA METRO AND WAUKESHA COUNTY TRANSIT SYSTEMS (85.20)	TP	
	294	LOCAL MARKETING FOR WAUKESHA METRO TRANSIT SYSTEM	TP	
	296	TIRE LEASE FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	
	297	PREVENTATIVE MAINTENANCE FOR WAUKESHA METRO TRANSIT (FTA 5307)	TP	
	298	REHABILITATION OF FIXED-ROUTE BUSES, SUCH AS ENGINE AND TRANSMISSION REBUILDS, FOR WAUKESHA METRO	TP	
BEYOND TIP	239	PREVENTATIVE MAINTENANCE OF STH 16 (STH 67 TO 0.7 MI E OF CTH P), RESURFACING OF WISCONSIN AVE FROM PLANK RD TO GIFFORD RD, BRIDGE REPLACEMENT (579), BRIDGE REPAIR (B153-6,158,161-2) & DECK SEAL (B159) IN WAUKESHA COUNTY	HP	STATE OF WISCONSIN
	445	RESURFACING OF STH 83 FROM PERKINS RD TO GLACIER PASS AND DECK SEALS TO BRIDGES (317 & 329) IN WAUKESHA COUNTY (2.74 MI)	HP	
	470	PAVEMENT REPLACEMENT OF SILVERNAIL RD FROM MAPLE AVE TO ELMHURST DR IN WAUKESHA COUNTY (1.25 MI)	HP	
	505	BRIDGE REPLACEMENT OF THE GENESEE ST BRIDGE OVER IH 94 IN THE CITY OF DELAFIELD (0.2 MI)	HP	
	523	RESURFACING OF STH 164 (BIG BEND ROAD) FROM EDGEWOOD AVE TO IH 43 IN THE VILLAGE OF BIG BEND (1.64 MI)	HP	
	556	RESURFACING OF IH 94 FROM STH 16 TO MILWAUKEE COUNTY LINE, CULVERT REPAIRS (B67-058), DECK SEALING TO BRIDGES ALONG IH 94 (LIST AVAILABLE UPON REQUEST) AND RESURFACING OF THE GOERKES CORNERS PARK-RIDE LOT (7.20 MI)	HP	
	558	PAVEMENT REPLACEMENT OF STH 83 FROM VETTELSON RD TO THE OCONOMOWOC RIVER, DECK THIN POLYIMER OVERLAY TO BRIDGE B67-166, AND BRIDGE PAINTING (B67-0168) IN WAUKESHA COUNTY (4.85 MI)	HP	
	559	RESURFACING OF STH 164 FROM IH 94 TO ROCKWOOD DR IN THE CITY OF PEWAUKEE (0.35 MI)	HP	
DROPPED	292	CAPITAL MAINTENANCE FOR WAUKESHA METRO TRANSIT (FTA 5307 AND 5337)	TP	WAUKESHA (City)

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Implementation Status of Projects in the 2021 - 2024 Kenosha, Racine, Walworth Transportation Management Area -- Kenosha County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	301	REHABILITATION OF THE BRIDGES ALONG IH 41/94 FROM DES PLAINES RIVER TO CTH KR (B30-0090, 91, 98, 99, 100-103, 105-114, 117, 118 & C30-04) IN KENOSHA COUNTY	HP	STATE OF WISCONSIN
	302	RESURFACING OF STH 31 (GREEN BAY RD) FROM STH 50 TO CTH S AND INTERSECTION IMPROVEMENTS TO STH 31 AND 78TH ST IN THE CITY OF KENOSHA (2.59 MI)	HP	
	303	RESURFACING OF SHERIDAN RD (STH 32) FROM 91ST ST TO 85TH ST IN THE CITY OF KENOSHA (0.76 MI)	HP	
	304	RECONDITIONING OF THE INTERSECTION OF STH 32 AND STH 165 IN THE VILLAGE OF PLEASANT PRAIRIE	HP	
	306	RESURFACING OF GENEVA RD (STH 50) FROM GRAND GENEVA WAY TO CTH O (368TH AVE) AND CULVERT REPAIRS (C17) IN KENOSHA AND WALWORTH COUNTIES (7.96 MI)	HP	
	308	PREVENTATIVE MAINTENANCE OF STH 50 FROM CTH O TO STH 75 AND 236TH AVE TO 125TH AVE IN KENOSHA COUNTY (14.29 MI)	HP	
	309	RECONSTRUCTION OF STH 50 (75TH STREET) FROM 256TH AVENUE TO 236TH AVENUE AND REPLACEMENT OF RETAINING WALLS (R70/71/73) IN THE VILLAGE OF PADDOCK LAKE (1.2 MI)	HP	
	311	RESURFACING OF STH 142 FROM RACINE COUNTY LINE TO IH 94 WEST FRONTAGE RD AND BRIDGE REHABILITATION OF THE STH 142 BRIDGE (B30-654) OVER DES PLAINES RIVER IN KENOSHA COUNTY (12.0 MI)	HP	
	313	RESURFACING OF THE EAST FRONTAGE ROAD (120TH AND 118TH AVE) ALONG IH 94 FROM CTH ML TO STH 50 AND CULVERT REPAIRS (C2) IN THE VILLAGE OF PLEASANT PRAIRIE (5.09 MI)	HP	
	315	REPLACEMENT OF THE CTH WG (128TH ST) BRIDGE OVER DUTCH GAP CANAL (P30-0900) IN THE VILLAGE OF BRISTOL	HP	KENOSHA COUNTY
	316	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH K (60TH ST) FROM THE UP RAILROAD CROSSING TO 94TH CT IN KENOSHA COUNTY (1.27 MI)	HI	
	428	OPERATING COSTS FOR AN ACCESSIBLE MEDICAL TRIP SERVICE TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN KENOSHA COUNTY: 2021	TP	
	574	RESURFACING OF WASHINGTON RD FROM 32ND AVE TO CTH S IN THE CITY OF KENOSHA (1.5 MI)	HP	KENOSHA (City)
	429	MOBILITY MANAGEMENT PROGRAM FOR THE COORDINATION OF EMPLOYMENT-RELATED TRANSPORTATION OPTIONS AND FOR A VEHICLE REPAIR PROGRAM FOR RESIDENTS IN KENOSHA, RACINE, AND WALWORTH COUNTIES	TP	KENOSHA ACHIEVEMENT CENTER, INC.
	509	PURCHASE OF 1 MEDIUM BUS (LARGE) - GAS VEHICLE FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN KENOSHA COUNTY: 2022	TP	
	567	MOBILITY MANAGEMENT PROGRAM FOR THE COORDINATION OF EMPLOYMENT-RELATED TRANSPORTATION OPTIONS AND FOR A VEHICLE REPAIR PROGRAM FOR RESIDENTS IN KENOSHA, RACINE, AND WALWORTH COUNTIES (FY 2022)	TP	
DEFERRED	326	ROOF REPLACEMENT AT THE KENOSHA TRANSIT CENTER	TP	KENOSHA (City)
ON SCHEDULE	307	RECONSTRUCTION OF STH 50 FROM CTH W TO 1750 FT EAST OF CTH W, BRIDGE OVERLAYS OF THE STH 50 & SOO LINE BRIDGES (B30-48/58) & BRIDGE REPAIRS OF THE STH 50 & FOX RIVER BRIDGES (B30-51/57) IN THE TOWN OF WHEATLAND	HP	STATE OF WISCONSIN
	310	RESURFACING OF STH 83 FROM STH 50 TO ILLINOIS STATE LINE IN KENOSHA COUNTY (5.14 MI)	HP	
	312	BRIDGE REPLACEMENT OF STH 158 BRIDGES OVER THE CP RR AND UP RR LINES IN THE CITY OF KENOSHA (B-30-2 AND B-30-3)	HP	

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Implementation Status of Projects in the 2021 - 2024 Kenosha, Racine, Walworth Transportation Management Area -- Kenosha County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
ON SCHEDULE	566	INTERSECTION IMPROVEMENTS AT GREEN BAY RD (STH 31) AND 35TH ST IN THE VILLAGE OF SOMERS	HS	STATE OF WISCONSIN
	319	COORDINATION OF A MANAGEMENT PLAN TO CONDUCT REVIEW OF CURRENT WESTERN KENOSHA COUNTY TRANSIT AND PROVIDE FEEDBACK ON IMPROVEMENTS AND ADJUSTMENTS TO GENERAL OPERATIONS, INCLUDING POTENTIAL ROUTE/SERVICE CHANGES.	TP	KENOSHA COUNTY
	321	GPS LIVE FEED LINK TO PROVIDE REAL TIME DATA TO USERS OF WESTERN KENOSHA COUNTY TRANSIT SMARTPHONE APPLICATION	TP	
	323	IMPROVEMENTS AT INTERSECTION OF CTH Y AND CTH A IN THE VILLAGE OF SOMERS	HS	
	327	MAINTENANCE OF STREET CAR SERVICE IN THE CITY OF KENOSHA: 2023-2026	TP	KENOSHA (City)
UNDERWAY	305	RESURFACING OF STH 32 (SHERIDAN RD) FROM ILLINOIS STATE LINE TO 91ST ST, REPLACEMENT OF THE BARNES CREEK CULVERT (C30-0032), AND CULVERT REPAIRS (C33) IN THE VILLAGE OF PLEASANT PRAIRIE (3.26 MI)	HP	STATE OF WISCONSIN
	425	PREVENTATIVE MAINTENANCE OF STH 31 FROM THE ILLINOIS STATE LINE TO STH 50 IN KENOSHA COUNTY (5.13 MI)	HP	
	426	RESURFACING OF STH 32 (SHERIDAN RD) FROM ALFORD PARK DR TO 21ST ST IN KENOSHA AND RACINE COUNTIES (5.74 MI)	HP	
	427	RESURFACING OF STH 158 FROM IH 94 FRONTAGE RD TO CTH H AND THIN POLYMER OVERLAY TO BRIDGE B30-134/135 IN KENOSHA COUNTY (2.01 MI)	HP	
	617	RESURFACING OF ALFORD PARK DR (STH 32) FROM 17TH PL TO 7TH AVE IN THE CITY OF KENOSHA (1.27 MI)	HP	
	618	PAVEMENT REPLACEMENT OF SHERIDAN RD (STH 32) FROM 7TH AVE TO 49TH ST IN THE CITY OF KENOSHA (1.11 MI)	HP	
	314	RECONDITIONING OF CTH W FROM THE ILLINOIS STATE LINE TO CTH C IN KENOSHA COUNTY (1.53 MI)	HP	KENOSHA COUNTY
	317	PROVISION OF DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY/DISABLED RIDERS AND PUBLIC TRANSIT FOR GENERAL PUBLIC RIDERS IN NON-URBANIZED KENOSHA COUNTY (SEC 85.21, 85.20 and 5311)	TP	
	318	PURCHASE REPLACEMENT VEHICLES FOR WESTERN KENOSHA COUNTY TRANSIT: 1 VEHICLE IN 2023, AND 1 VEHICLE IN 2024	TP	
	320	MOBILITY MANAGEMENT STAFF POSITIONS AND SERVICES FOR THE PLANNING COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN KENOSHA COUNTY	TP	
	603	RECONSTRUCTION OF 39TH AVE FROM 60TH ST TO 52ND ST IN THE CITY OF KENOSHA (0.48 MI)	HP	KENOSHA (City)
	324	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	
	325	PURCHASE OF FOUR TRANSIT VEHICLES FOR THE CITY OF KENOSHA TRANSIT SYSTEM (2 VEHICLES IN 2023 AND 2 VEHICLES IN 2024)	TP	
	328	EXPANSION OF THE CITY OF KENOSHA TRANSIT SYSTEM SERVICE TO INCLUDE 5 NEW ROUTES, EXPAND AND EXTEND SERVICE FOR 4 ROUTES, INCLUDING NEW SERVICE TO WALMART, AND PURCHASE NEW BUSES	TE	
	329	INTERSECTION IMPROVEMENTS AT WASHINGTON RD AND 39TH AVE IN THE CITY OF KENOSHA (0.01 MI)	HS	

Table B -5

Implementation Status of Projects in the 2021 - 2024 Kenosha, Racine, Walworth Transportation Management Area -- Kenosha County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	330	INTERSECTION IMPROVEMENTS AT WASHINGTON RD AND 30TH AVE IN THE CITY OF KENOSHA (0.01 MI)	HS	KENOSHA (City)
BEYOND TIP	446	PAVEMENT REPLACEMENT OF 104TH ST (STH 165) FROM 65TH AVE TO CTH ML AND CTH EZ TO STH 32 IN THE VILLAGE OF PLEASANT PRAIRIE (2.73 MI)	HP	STATE OF WISCONSIN
DROPPED	322	PURCHASE AND INSTALLATION OF 2 BUS SHELTERS IN 2023 FOR PLACEMENT ALONG THE FIXED ROUTE OF WESTERN KENOSHA COUNTY TRANSIT	TP	KENOSHA COUNTY

Table B -6

Implementation Status of Projects in the 2021 - 2024
Kenosha, Racine, Walworth Transportation Management Area -- Racine County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	331	THIN POLYMER OVERLAY OF THE BRIDGES AND CONCRETE SURFACE REPAIRS TO THE CULVERTS ALONG IH 41/94 FROM CTH KR TO THE MILWAUKEE COUNTY LINE (B51-0123 TO 140, C12, & C51) IN RACINE COUNTY (12.0 MI)	HP	STATE OF WISCONSIN
	332	RESURFACING OF STH 36/11 FROM STH 83 TO STH 20 IN RACINE COUNTY (7.94 MI)	HP	
	333	RECONSTRUCTION OF STH 11 (DURAND AVE) FROM KEARNEY AVE TO S MEMORIAL DR IN THE CITY OF RACINE (0.38 MI)	HP	
	334	RECONDITIONING OF WASHINGTON AVE (STH 20) FROM STH 36 TO SB USH 45 IN THE TOWN OF DOVER (8.46 MI)	HP	
	344	SIGNAL COORDINATION OF STH 11 FROM IH 94 TO OHIO ST IN RACINE COUNTY	EE	
	345	SIGNAL COORDINATION OF STH 20 FROM IH 94 TO STH 31 IN RACINE COUNTY	EE	
	348	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN RURAL RACINE COUNTY (SEC 85.21)	TP	RACINE COUNTY
	430	MOBILITY MANAGEMENT STAFF POSITION AND SERVICES FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIOR/PEOPLE WITH DISABILITIES IN RACINE COUNTY: 2021	TP	
	511	MOBILITY MANAGEMENT STAFF POSITION AND SERVICES FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIOR/PEOPLE WITH DISABILITIES IN RACINE COUNTY: 2022	TP	
	350	SAFETY IMPROVEMENTS ON CTH D FROM WEST COUNTY LINE TO STH 20 IN RACINE COUNTY (5.78 MI)	HS	
	575	RESURFACING OF MILWAUKEE AVE FROM TEUT RD TO CTH W IN THE CITY OF BURLINGTON (1.45 MI)	HP	BURLINGTON (City)
	353	RECONSTRUCTION OF GOOLD ST FROM DOUGLAS AVE TO MAIN ST IN THE CITY OF RACINE (0.7 MI)	HP	RACINE (City)
	355	BRIDGE REPLACEMENT OF THE W 6TH ST BRIDGE OVER THE ROOT RIVER (P51-0709) IN THE CITY OF RACINE	HP	
	358	PURCHASE OF 4 35-FOOT REPLACEMENT BUSES	TP	
	359	PURCHASE OF 3 PARATRANSIT VEHICLES FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	
	360	PURCHASE OF 9 BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM TO BE FUNDED WITH VOLKSWAGEN TRANSIT CAPITAL ASSISTANCE GRANT PROGRAM FUNDS AND FTA LOW OR NO EMISSION VEHICLE PROGRAM	TP	
	361	REPLACEMENT OF SECURITY CAMERAS AT THE TRANSIT CENTER, BUS GARAGE, OFFICE, AND ON ALL BUSES AND PARATRANSIT MINIBUSES FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	
	362	REPLACEMENT OF DESTINATION SIGNS ON BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	
	576	PURCHASE OF 4 REPLACEMENT PARATRANSIT VEHICLES FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	
	367	CONSTRUCTION OF A NEW SEGMENT OF THE LAKE MICHIGAN PATHWAY FROM 24TH ST TO NORTH SHORE BIKE TRAIL (PHASE 4) IN THE CITY OF RACINE AND VILLAGE OF MOUNT PLEASANT (2.5 MI)	BP	

Table B -6

Implementation Status of Projects in the 2021 - 2024
Kenosha, Racine, Walworth Transportation Management Area -- Racine County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	368	RECONSTRUCTION OF YORK ST FROM 10TH AVE TO STH 11, INDUSTRIAL PARK DR FROM YORK ST TO STH 11, & 10TH AVE FROM COMMERCE ST TO RUSSELL DR IN THE VILLAGE OF UNION GROVE (1.4 MI)	OH	UNION GROVE (Village)
	577	RESURFACING OF THE INTERSECTION OF GRANDVIEW PKWY AND S SYLVANIA AVE IN THE VILLAGE OF YORKVILLE (0.02 MI)	HP	YORKVILLE (Village)
	369	BRIDGE REPLACEMENT OF THE 58TH RD BRIDGE OVER THE WEST BRANCH OF THE ROOT RIVER CANAL (P51-058) IN RACINE COUNTY	OH	
	431	OPERATING COSTS FOR VANPOOL SERVICES TO AND FROM EMPLOYMENT AND EMPLOYMENT TRAINING PROGRAMS IN RACINE COUNTY	TP	HIGHER EXPECTATIONS
ON SCHEDULE	340	BRIDGE REPLACEMENT OF THE STH 38 BRIDGE OVER THE ROOT RIVER (B51-12) IN THE CITY OF RACINE	HP	STATE OF WISCONSIN
	341	RESURFACING OF STH 75 FROM STH 50 TO STH 20, INSTALLATION OF A ROUNDABOUT AT CTH A, AND CULVERT REPLACEMENT(C 51-14) AND CULVERT WIDENING (C 51-39) IN THE TOWNS OF BRIGHTON AND DOVER (12.08 MI)	HP	
	342	RECONDITIONING OF STH 83 FROM STH 20 TO IH 43 IN RACINE AND WAUKESHA COUNTIES (7.19 MI)	HP	
	347	RECONSTRUCTION OF CTH D FROM HERITAGE RD TO ROCHESTER VILLAGE LIMITS (1.9 MI)	HP	RACINE COUNTY
	512	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF CTH U AND CTH G IN RACINE COUNTY (0.01 MI)	HS	
	352	BRIDGE DECK REPLACEMENT OF THE JEFFERSON ST BRIDGE OVER THE FOX RIVER (B51-0001) IN THE CITY OF BURLINGTON	HP	BURLINGTON (City)
	354	RECONSTRUCTION OF N MAIN ST FROM GOOLD ST TO MELVIN AVE IN THE CITY OF RACINE (0.54 MI)	HP	RACINE (City)
	604	RECONSTRUCTION OF OHIO ST FROM WASHINGTON AVE TO GRACELAND BLVD IN THE CITY OF RACINE (0.51 MI)	HP	
	363	RECONSTRUCTION OF DISPATCH OFFICES, DRIVERS ROOM, AND STORAGE AREA TO IMPROVE FUNCTIONALITY AND ADDRESS ADA AND STRUCTURAL ISSUES FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	
	366	REPLACEMENT OF THE TRANSIT FACILITY APRON AND PARKING LOT FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	
UNDERWAY	335	BRIDGE REHABILITATION OF THE STH 20 BRIDGES OVER STUART RD AND UP RR (B51-39, B51-40, B51-43, B51-44) IN THE VILLAGE OF MOUNT PLEASANT	HP	STATE OF WISCONSIN
	336	RESURFACING OF STH 20 (WASHINGTON AVE) FROM OAKES RD TO STH 31 AND CULVERT REPAIRS (C51-0016) IN THE VILLAGE OF MOUNT PLEASANT AND CITY OF RACINE (1.24 MI)	HP	
	337	RESURFACING OF STH 20 FROM HONEY CREEK RD TO BUENA PARK RD IN RACINE COUNTY (3.56 MI)	HP	
	338	RECONSTRUCTION OF STH 31 FROM STH 20 TO STH 11 IN THE VILLAGE OF MOUNT PLEASANT AND CITY OF RACINE (1.51 MI)	HP	
	339	RESURFACING OF DOUGLAS AVE (STH 32) FROM 4 MILE RD TO E COUNTY LINE RD IN THE VILLAGE OF CALEDONIA (4.62 MI)	HP	
	400	RESURFACING OF STH 38 FROM LINWOOD RD TO E OAKWOOD RD INCLUDING CULVERT REPAIRS FOR C9 AND C10 IN RACINE AND MILWAUKEE COUNTIES (4.96 MI)	HP	

Table B -6

Implementation Status of Projects in the 2021 - 2024
Kenosha, Racine, Walworth Transportation Management Area -- Racine County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	485	RESURFACING OF STH 164 FROM STH 36 TO WAUKESHA COUNTY LINE IN RACINE COUNTY (4.97 MI)	HP	STATE OF WISCONSIN
	510	RESURFACING OF THE EAST AND WEST FRONTAGE ROADS ALONG IH 41/94 FROM CTH K TO S OF STH 20 IN RACINE COUNTY (4.25 MI)	HP	
	568	RESURFACING OF WASHINGTON AVE (STH 20) AT THE INTERSECTION OF STH 75/STH 20 AND FROM USH 45 TO CTH C, AND THIN POLYMER OVERLAYS OF ROOT RIVER CANAL BRIDGES (59, 158, & 159) IN RACINE COUNTY (5.63 MI)	HP	
	621	RESURFACING OF STH 11/STH 36 RAMPS AND MAINLINE FROM THE WALWORTH COUNTY LINE TO THE STH36/CTH Q (MILWAUKEE AVE) INTERCHANGE IN RACINE COUNTY (0.82 MI)	HP	
	343	CONSTRUCTION OF A ROUNDABOUT AT STH 11 AND CTH J IN RACINE COUNTY	HS	
	459	CONSTRUCTION OF ROUNDABOUTS ON STH 38 AT 4 MILE RD AND 5 MILE RD IN THE VILLAGE OF CALEDONIA	HS	
	346	RECONSTRUCTION OF CTH C (SPRING ST) FROM OHIO ST TO FAIRWAY DR IN RACINE COUNTY (0.61 MI)	HP	RACINE COUNTY
	349	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF CTH A AND CTH J IN THE TOWN OF ROCHESTER	HS	
	351	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF CTH U AND 7 MILE RD IN THE VILLAGE OF CALEDONIA	HS	
	356	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	RACINE (City)
	357	REPLACE AGING TRANSIT EQUIPMENT AS IT WEARS OUT	TP	
	605	BRIDGE REPLACEMENT OF THE 2 MILE RD BRIDGE OVER THE W BRANCH ROOT CANAL (P51-056) IN THE VILLAGE OF YORKVILLE	HP	YORKVILLE (Village)
BEYOND TIP	447	RESURFACING OF STH 38 FROM GOLF AVE TO RAPIDS DR IN THE CITY OF RACINE (0.45 MI)	HP	STATE OF WISCONSIN
	458	RESURFACING OF STH 83 FROM CTH JB TO STH 11 AND BRIDGE REHABILITATION TO THE FOX RIVER BRIDGES (B51, 93, & 94) IN RACINE COUNTY (3.6 MI)	HP	
	471	PAVEMENT REPLACEMENT OF STH 11 FROM CTH C TO 67TH DR AND CULVERT REPLACEMENT (C 83) IN THE VILLAGE OF UNION GROVE (3.19 MI)	HP	
	484	RESURFACING OF USH 45 FROM NORTH OF 7TH AVE TO STH 20 IN RACINE COUNTY (3.45 MI)	HP	
	529	RESURFACING OF STH 11 FROM STH 36 TO CTH C IN RACINE COUNTY (6.59 MI)	HP	
DROPPED	364	PURCHASE OF 2 35-FOOT REPLACEMENT BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	RACINE (City)

Table B -7

Implementation Status of Projects in the 2021 - 2024 Kenosha, Racine, Walworth Transportation Management Area -- Walworth County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	371	BRIDGE REHABILITATION OF THE USH 12 BRIDGES FROM STH 50 TO STH 67 IN WALWORTH COUNTY	HP	STATE OF WISCONSIN
	372	RESURFACING OF EB USH 12 FROM STH 50 TO STH 67 IN WALWORTH COUNTY (9.14 MI)	HP	
	373	RESURFACING OF WB USH 12 FROM STH 50 TO STH 67 IN WALWORTH COUNTY (9.14 MI)	HP	
	376	RESURFACING OF STH 11 FROM E OF LYONS TO E OF SPRING VALLEY RD IN WALWORTH COUNTY (2.39 MI)	HP	
	378	REPLACEMENT OF THE STH 11 CULVERT OVER INDIAN RUN CREEK (C64-065) IN WALWORTH COUNTY	HP	
	381	REPLACEMENT OF THE STH 50 CULVERT 0.3 MI WEST OF CTH F IN WALWORTH COUNTY	HP	
	382	MAINTENANCE OVERLAY OF STH 67 FROM SALT BOX RD TO USH 14 IN WALWORTH COUNTY (7.57 MI)	HP	
	433	RESURFACING OF STH 50 FROM GENEVA NATIONAL AVE TO FOREST ST IN WALWORTH COUNTY (4.22 MI)	HP	
	578	RESURFACING OF MARKET ST FROM STH 11 TO STH 67 IN THE CITY OF ELKHORN (1.02 MI)	HP	ELKHORN (City)
	393	REPLACEMENT OF THE LAUDERDALE DR BRIDGE OVER GREEN LAKE (P64-0921) IN THE TOWN OF LAGRANGE	OH	LAGRANGE (Town)
	513	PURCHASE OF 1 MEDIUM BUS VEHICLE FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN WALWORTH COUNTY: 2022	TP	VIP SERVICES, INC.
ON SCHEDULE	374	RECONSTRUCTION OF USH 14 FROM ILLINOIS STATE LINE TO CTH K IN WALWORTH COUNTY (7.72 MI)	HP	STATE OF WISCONSIN
	375	PAVEMENT REPLACEMENT OF USH 14 FROM CTH K TO IH 43 IN WALWORTH CO (2.78 MI)	HP	
	387	INTERSECTION IMPROVEMENTS AT USH 12 AND CTH ES IN THE TOWN OF SUGAR CREEK AND THE TOWN OF LAFAYETTE (0.69 MI)	HS	
	394	CONSTRUCTION OF A SHARED USE PATH ALONG SOUTH ST FROM LAKE SHORE DR TO STH 120 AND ALONG CTH H FOR 0.5 MI SOUTH OF SOUTH ST IN THE CITY OF LAKE GENEVA (1.54 MI)	BP	LAKE GENEVA (City)
	607	BRIDGE REPLACEMENT OF THE BISSELL RD BRIDGE OVER THE NIPPERSINK CREEK (P64-0902) IN THE TOWN OF LINN	HP	LINN (Town)
	608	BRIDGE REPLACEMENT OF THE HILLSIDE RD BRIDGE OVER THE CMSTP&P RR (P64-101) IN THE TOWN OF LINN	HP	
UNDERWAY	370	RESURFACING OF USH 12 FROM STH 20 TO STH 12/67 SPLIT, REPLACEMENT OF THE USH 12 BRIDGE OVER SUGAR CREEK B64-60, AND CULVERT REPAIRS (C70) IN WALWORTH COUNTY (7.42 MI)	HP	STATE OF WISCONSIN
	377	REPLACEMENT OF THE STH 11 CULVERT OVER BAKER CREEK (C64-0038) IN WALWORTH COUNTY	HP	
	379	RECONDITIONING OF STH 20 FROM THOMAS DR TO HONEY CREEK RD IN WALWORTH COUNTY (5.89 MI)	HP	

Table B -7

Implementation Status of Projects in the 2021 - 2024 Kenosha, Racine, Walworth Transportation Management Area -- Walworth County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	380	RESURFACING OF STH 50 FROM FOREST ST TO GRAND GENEVA WAY IN THE CITY OF LAKE GENEVA (2.53 MI)	HP	STATE OF WISCONSIN
	383	RECONSTRUCTION OF STH 67 (ELKHORN RD) FROM GENEVA ST TO OLIVE ST AND RESURFACING OF STH 67 FROM OLIVE ST TO GLENWOOD RD IN WALWORTH COUNTY (1.2 MI)	HP	
	384	RESURFACING OF STH 89 FROM CTH A TO WILLIS RAY RD IN THE TOWN OF RICHMOND AND WHITEWATER (7.29 MI)	HP	
	385	RESURFACING OF STH 120 (STH 36 TO O'LEARY LN), RECONSTRUCTION (0.2 MI S OF HONEY CREEK RD TO 0.1 MI N OF O'LEARY LN), CULVERT REPAIR OVER SUGAR CREEK C64-3, BRIDGE REPAIRS B90/1, & REPLACE RETAINING WALL R23	HP	
	432	RESURFACING OF STH 36 FROM STH 120 TO STH 11, REPLACEMENT OF ORE CREEK BRIDGE (B64-665), BRIDGE REPAIRS TO CMSTP&P RR (B64-146) & DECK OVERLAY OF THE WHITE RIVER BRIDGE (B64-162) IN RACINE AND WALWORTH COUNTIES (6.2 MI)	HP	
	434	RESURFACING OF STH 59 FROM THE ROCK COUNTY LINE TO WILLIS RAY RD IN WALWORTH COUNTY (2.52 MI)	HP	
	472	RESURFACING OF STH 50 FROM LAKE LAWN DR TO GENEVA ST AND ON STH 67 FROM STH 50 TO GLENWOOD ST IN WALWORTH COUNTY (4.43 MI)	HP	
	487	PAVEMENT REPLACEMENT OF STH 11 FROM MOUND RD TO WEST ST AND CULVERT REPLACEMENT OF THE CULVERT ON STH 11 0.82 MI EAST OF CTH F (C72) IN THE TOWN OF DELAVAN (3.78 MI)	HP	
	488	RESURFACING OF STH 20 FROM TOWN LINE RD TO EDWARDS ST IN THE VILLAGE OF EAST TROY (1.2 MI)	HP	
	489	RESURFACING OF STH 67 FROM USH 14 TO GENEVA ST AND CULVERT REPAIRS (C1298, 1300 & 1552) IN WALWORTH COUNTY (5.85 MI)	HP	
	490	RESURFACING OF STH 89 FROM CTH A TO STH 11 IN WALWORTH COUNTY (4.53 MI)	HP	
	606	RESURFACING OF USH 12 FROM CTH P TO STH 20/STH 67, CULVERT REPLACEMENT C64-2, AND RETAINING WALL REPAIRS R64-17 IN WALWORTH COUNTY (7.64 MI)	HP	
	619	RESURFACING OF IH 43 FROM USH 12 TO STH 11, POTTERS RD TO BOWERS RD (NB), AND AT THE STH 83 INTERCHANGE IN WALWORTH AND WAUKESHA COUNTIES (5.64 MI)	HP	
	386	RECONSTRUCTION OF THE RIGHT TURN OFF-RAMP FROM USH 12 TO USH 12/STH 67 IN THE TOWN OF SUGAR CREEK (0.1 MI)	HS	
	460	INSTALLATION OF RUMBLE STRIPS ON USH 12 FROM ROCK COUNTY LINE TO COX RD IN WALWORTH COUNTY (4.43 MI)	HS	
	569	INSTALLATION OF CABLE BARRIERS ALONG USH 12 FROM 0.65 MI N OF CTH NN TO 0.15 S OF SHERIDAN SPRINGS RD IN THE TOWNS OF GENEVA AND LYONS (2.6 MI)	HS	
	388	OPERATING ASSISTANCE FOR THE WALWORTH COUNTY DIAL-A-RIDE TAXI	TP	WALWORTH COUNTY
	389	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICES MEETING THE NEEDS OF SENIORS, INDIVIDUALS WITH DISABLITIES AS WELL AS ALL OTHER CITIZENS OF WALWORTH COUNTY (SEC 85.21, 85.20 AND 5311)	TP	
	390	PURCHASE OF REPLACEMENT VANS FOR THE WALWORTH COUNTY DIAL-A-RIDE TAXI	TP	
	392	RECONDITIONING OF WRIGHT ST FROM RACINE ST (STH 11) TO HOBBS DR IN THE CITY OF DELAVAN (0.5 MI)	OH	DELAVAN (City)

Table B -7

Implementation Status of Projects in the 2021 - 2024 Kenosha, Racine, Walworth Transportation Management Area -- Walworth County 2023-2026

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	609	BRIDGE REPLACEMENT OF THE LACKEY LN BRIDGE OVER THE LAKE GENEVA TRIBUTARY (P64-906) IN THE TOWN OF LINN	HP	LINN (Town)
	395	OPERATING ASSISTANCE FOR THE CITY OF WHITEWATER TAXI BASED TRANSIT SYSTEM (SEC 85.20 & 5311)	TP	WHITEWATER (City) (PART)
	396	CITY OF WHITEWATER TAXI PROGRAM CAPITAL COSTS TOWARD THE PURCHASE OF: ONE REPLACEMENT BUS IN 2023, ONE MINIVAN IN 2024 AND ONE MINIVAN IN 2025	TP	
BEYOND TIP	448	RESURFACING OF STH 11 FROM COBB RD TO STH 120 IN WALWORTH COUNTY (6.4 MI)	HP	STATE OF WISCONSIN
	486	RESURFACING OF USH 14 FROM ROCK COUNTY LINE TO STH 89 IN WALWORTH COUNTY (1.72 MI)	HP	
	530	RESURFACING OF STH 120 FROM THE ILLINOIS STATE LINE TO WILLOW RD IN WALWORTH COUNTY (3.49 MI)	HP	
	622	RESURFACING OF E WALWORTH AVE (STH 11) FROM TURTLE CREEK DR TO S MAIN ST AND S 4TH ST TO MOUND RD AND DECK OVERLAY TO THE BRIDGE OVER SWAN CREEK (B64-0154) IN THE CITY OF DELAVAN (2.02 MI)	HP	
	623	RESURFACING OF STH 11 FROM STH 120 TO 0.5 MI E OF LYONS RD IN WALWORTH COUNTY (3.23 MI)	HP	
DROPPED	391	BRIDGE REHABILITATION OF THE RICHMOND RD BRIDGE OVER SWAN CREEK (B64-0157) IN THE CITY OF DELAVAN	HP	DELAVAN (City)

APPENDIX C

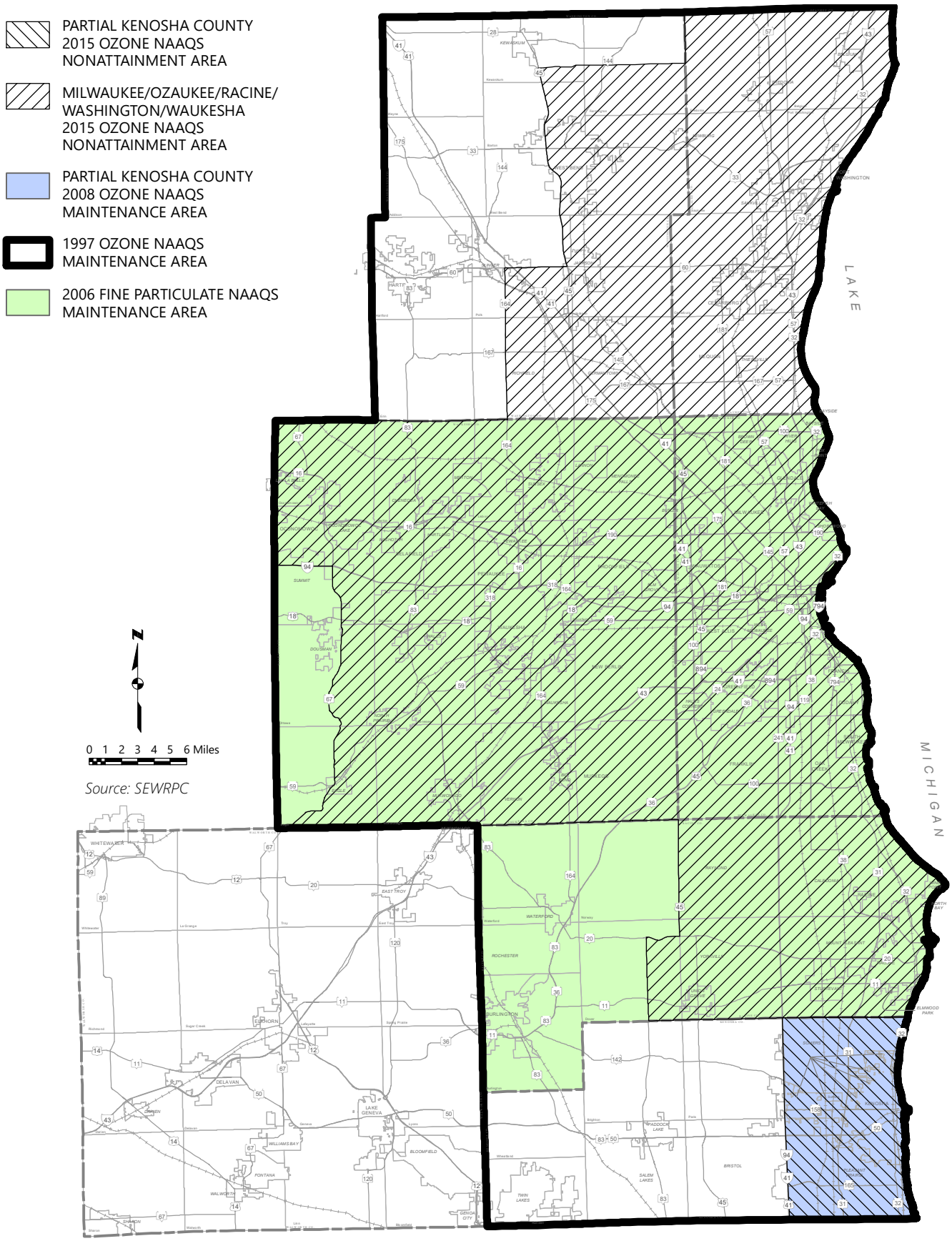
ASSESSMENT OF CONFORMITY OF YEAR 2050 FISCALLY CONSTRAINED TRANSPORTATION SYSTEM AND THE YEAR 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

Federal regulations require a conformity determination of the regional transportation plan and improvement program for Southeastern Wisconsin with respect to the applicable State of Wisconsin air maintenance plans or interim emissions analyses. The conformity determination for the regional transportation plan and improvement program requires a finding that travel and emission forecasts for the years 2022, 2025, 2030, 2035, 2040, and 2050 under the regional transportation plan and improvement program for the three-county fine particulate ($PM_{2.5}$) maintenance area, the six-county 1997 ozone NAAQS maintenance area, and the Wisconsin portion of the Chicago-Naperville, IL-IN-WI 2008 and 2015 ozone nonattainment areas do not exceed the applicable emission budgets in the State maintenance plans or applicable interim emission/tests when emission budgets are not applicable. Map C.1 shows the nonattainment and maintenance areas within southeastern Wisconsin.

The 2023-2026 transportation improvement program (TIP) is fully consistent with the year 2050 fiscally constrained transportation system[1] (FCTS). The TIP includes projects which should be initiated to implement the year 2050 FCTS, and no project programmed in the TIP is not included in the year 2050 FCTS. The TIP is an update and extension of the 2021-2024 transportation improvement program as amended to date. On _, 20_, U.S. Department of Transportation Federal Highway and Transit Administrations determined that the year 2050 regional transportation plan and 2023-2026 transportation improvement program are in conformity with the 2006 24-hour fine particulate standard and the existing State of Wisconsin Air Quality Redesignation and Maintenance Plan for the year 2006 24-hour fine particulate standard, the 2008 eight-hour ozone standard and the State of Wisconsin Maintenance Plan for the 2008 eight-hour ozone standard, and the 2015 eight-hour ozone standard and the budget tests described in 40 CFR 93.109 and 40 CFR 93.118 as required by the Federal Clean Air Act Amendments of 1990. The basis for the determination is fully documented in SEWRPC Memorandum Report No. 267 entitled: *Assessment of Conformity of the Year 2050 Fiscally Constrained Transportation System and Transportation Improvement Program*.

[1]*An important aspect related to implementing the year 2050 regional transportation plan (VISION 2050) relates to funding. The amount of public funding needed to construct, operate, and maintain the transportation component of VISION 2050 has been compared to the amount of funding expected to be available. Federal metropolitan planning regulations (23 CFR Part 450) and conformity regulations (40 CFR Part 93.108) require that the Region's transportation plan be "fiscally constrained"—only including projects that can be funded with expected funds, taking into account the limitations placed on these funding sources by Federal and State law. Therefore, only the portion of VISION 2050 that can be funded with these revenues is considered the "fiscally constrained" regional plan by the Federal Government and is titled the Fiscally Constrained Transportation System (FCTS). The FCTS is used in the determination of conformity and in the development of the transportation improvement program.*

Map C.1
National Ambient Air Quality Standards Nonattainment/Maintenance Areas within Southeastern Wisconsin: 2022



Source: SEWRPC

APPENDIX D

ASSESSMENT OF AVAILABLE FUNDING FOR THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

The 2023 through 2026 Transportation Improvement Program (TIP) project costs are compared in Table D.1 to estimates of available Federal and State funding. The estimates of available funding are based upon appropriated Federal funding levels and historical State and local funding levels. It was assumed the Federal, State, and local funding levels estimated for the year 2023 would be increased for the years 2024 through 2026 at an inflation rate of 2.0 percent.[1] The estimate of costs shown in Table D.1 utilized the estimated costs provided by project sponsors. For the years 2024 through 2026, the provided estimated costs were adjusted by an annual inflation rate of 1.89 percent[1] to provide an estimate of year of expenditure dollars in those years. The estimated highway system costs included in the TIP shown on Table D.1 are for capital projects, and do not include arterial system annual operating and maintenance costs. Such costs would represent annually an additional $79 million in 2023 constant dollars—$47 million for State maintained facilities and $32 million for local and county facilities—based on historical local, county, and State funding levels. The results of the comparison of 2023-2026 TIP project costs to estimated available Federal and State funding generally indicate that adequate funding is available to implement the TIP.

With respect to Federal highway funding levels shown in Table D.1, the estimates of available funding are based on the funding levels appropriated to the State for each Federal funding program. The Federal highway funding levels shown for the Federal Highway Administration (FHWA) Surface Transportation Program-Milwaukee Urbanized Area (STP-M) funds and FHWA Transportation Alternatives Program-Milwaukee Urbanized Area funds are based on the Federal funding that is specifically allocated to the Milwaukee urbanized area. The Federal funding level estimated for the FHWA Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds is based on the amount of such funding that is made available in the State budget. The available funding for the remaining FHWA funding programs are generally based on the amount of Federal funding that is appropriated to the State and available statewide. Historically, the Southeastern Wisconsin Region has generally received 25 to 40 percent of that funding.

With respect to Federal transit funds, the available funding estimates are based on recent levels of funding that have been appropriated to the State. The available funding shown for Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Grant funding, FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities – Milwaukee Urbanized Area funding, FTA Section 5337 State of Good Repair funding, and FTA Section 5339 Bus and Bus Facilities – Milwaukee Urbanized Area funding is the amount of Federal transit funding that is allocated to the specific urbanized area identified. The amount of FTA 5339 funds shown available to the Milwaukee urbanized area includes the portion of FTA 5339 funds available statewide that the State has historically suballocated to the urbanized area. The amount of available Federal transit funding shown for the remaining FTA funding programs is based on the amount of Federal transit funding appropriated to the State and is available statewide. It may generally be expected

[1] The inflation used to adjust the estimated costs for the projects and available funding levels in the TIP from constant dollars to year of expenditures for the years 2024 through 2026 is provided by WisDOT staff for the preparation of TIPs and regional transportation plans statewide, and is periodically reviewed and updated.

Table D.1
Assessment of Available Funding for the 2023 Through 2026 Transportation Improvement Program

Funding Source		Programmed Expenditures ($1,000,000)[a]				Estimated Funding Available ($1,000,000)[b]			
Agency	Program	2023	2024	2025	2026	2023	2024	2025	2026
Federal Highway Administration	National Highway Performance Program (NHPP)	255	301	258	443	563	574	585	596
	Surface Transportation Program (STP)-Milwaukee Urbanized Area	14	29	31	30	31	33	34	35
	Surface Transportation Program (STP)-Other	37	30	57	17	166	169	172	175
	Surface Transportation Program (STP)-Bridge	9	11	16	2	86	87	89	91
	Highway Safety Improvement Program (HSIP)	15	19	11	10	57	58	59	60
	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	16	22	8	1	14	14	15	15
	Metropolitan Planning Funds	4	4	4	4	5	5	5	5
	Transportation Investment Generating Economic Recovery (TIGER)	1	--	--	--	1	--	--	--
	Transportation Alternatives Program (TAP)-Milwaukee Urbanized Area	2	1	--	--	4	4	4	4
	Transportation Alternatives Program (TAP)-Other	--	1	--	--	11	11	11	11
	Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)	19	--	--	--	47	47	--	--
	American Rescue Plan Act (ARPA)	--	2	--	--	--	2	--	--
Federal Transit Administration	Urbanized Area Formula Grants (5307)-Milwaukee Urbanized Area	24	27	24	25	27	28	29	30
	Urbanized Area Formula Grants (5307)-Kenosha/Racine/West Bend Urbanized Area	10	8	8	8	9	9	9	10
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310) – Milwaukee UA	<0.5	<0.5	--	--	2	2	2	2
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310) – Other	<0.5	<0.5	<0.5	<0.5	4	4	4	4
	Rural Area Formula Grants (5311)	2	2	1	1	23	23	24	25
	State of Good Repair Grants (5337) – Milwaukee and Kenosha Urbanized Areas	<0.5	<0.5	<0.5	<0.5	1	1	1	1
	Bus and Bus Facilities Program (5339) – Milwaukee Urbanized Area	4	4	1	<0.5	3	3	3	3
	Bus and Bus Facilities Program (5339) – Other	8	1	4	<0.5	2	2	2	3
	American Rescue Plan Act (ARPA)	20	--	--	--	158	--	--	--
State of Wisconsin	Highway	144	151	146	237	263	268	273	278
	Transit	80	82	83	85	84	86	88	90
County and Local	Kenosha	6	6	5	5	7	7	8	8
	Milwaukee	69	57	64	87	74	75	77	79
	Ozaukee	1	2	2	2	4	5	5	5
	Racine	6	5	4	5	10	10	10	11
	Walworth	3	2	1	1	5	5	5	6
	Washington	5	4	4	3	5	5	5	6
	Waukesha	14	12	14	16	18	18	19	19

[a] *Inflation was applied to years 2024 through 2026 estimates of programmed expenditures at a rate of 1.89 percent. The cost estimates shown in Appendix H, as provided by project sponsors, were treated as constant dollars for purposes of this assessment.*

[b] *It was assumed that Federal, State, and local funding levels would be maintained at an inflation rate of 2.0 percent, which was applied to the years 2024 through 2026. For Federal highway funds, the estimates of available funding is based on funding levels appropriated to the State. The Federal highway funding levels, with the exception of Surface Transportation Program-Milwaukee Urbanized Area funds, Congestion Mitigation and Air Quality Improvement Program, Transportation Alternatives Program-Milwaukee Urbanized Area funds, and Metropolitan Planning funds, are statewide funding levels and Southeastern Wisconsin has generally received 25 to 40 percent of that funding. For Federal transit funds, the available funding estimates are based on recent levels of funding that have been appropriated to the State. The available funding shown for urbanized area Section 5307, Section 5310, Section 5337, and Section 5339 funding programs are the urbanized area funding levels, and for the remaining funding programs are statewide funding levels. It may generally be expected that Southeastern Wisconsin transit systems would receive about 10 to 15 percent of FTA Section 5310 and 3 to 4 percent of FTA Section 5311 funding. For State funds, the estimate of available funding is based on historical funding levels that are generally received by the Region. Local funds are based on historical funding levels within each county in Southeastern Wisconsin.*

Source: SEWRPC

PRELIMINARY DRAFT

that eligible Southeastern Wisconsin transit systems would receive about 10 to 15 percent of FTA Section 5310 and 3 to 4 percent of FTA Section 5311 funding levels.

With respect to State funds, the estimate of available funding is based on historical funding levels that are generally received by the Region for highway capital and transit operating projects. The amounts of available local funds shown are based on historical local funding levels for transit capital and operating projects and highway capital projects on the arterial street and highway system within each county in Southeastern Wisconsin.

There are a few instances where programmed funding appears to exceed estimated available funding. With respect to Mitigation/Air Quality (CMAQ) funds and Federal Transit Administration Section 5339 funds, programmed funding appears to exceed available funding, but this is generally because projects selected and programmed in a previous TIP have not yet been completed and remain programmed in this TIP, but do not require additional funding. For example, the amount of CMAQ funding that would be obligated for transit capital and operating projects in a particular calendar year could have been transferred from FHWA to FTA in a previous year. In addition, Federal transit funding that is not obligated in a previous year can be carried over and utilized for transit projects in a later year. With respect to CMAQ projects, well-established procedures exist to select and program CMAQ projects consistent with estimated available funding. Following the selection of these projects for funding, WisDOT works with the project sponsors to schedule implementation of the projects based on the amount of available funding each year. As well, the years shown in the TIP represent calendar years, but the State fiscal year begins on the first day of July of a year and ends on the last day of June of the following year. Thus, depending on what proportion of available Federal funding is scheduled in the two halves of the State fiscal year, it could appear that more funding is being scheduled for obligation than what is estimated for a particular calendar year.

With respect to Federal Highway Administration National Highway Performance Program funding, programmed funding slightly exceeds the historic Region share (or about 25 to 40 percent) of Statewide funding levels, but this may be expected as larger projects are implemented in a particular year. This is particularly the case as WisDOT reconstructs the Southeastern Wisconsin freeway system, which began with the completed Marquette Interchange project, IH 94 North-South project between Milwaukee and the State line, and Zoo Interchange project, and is continuing with the reconstruction of IH 43 between Silver Spring Drive and STH 60 and IH 94 between S. 70th Street and S. 16th Street programmed in this TIP.

APPENDIX E

THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM CONTRIBUTION TOWARDS ACHIEVING THE PERFORMANCE GOALS OF VISION 2050 AND THE ESTABLISHED TARGETS FOR THE NATIONAL PERFORMANCE MEASURES

This appendix documents the expected contribution of projects programmed in the 2023-2026 transportation improvement program for Southeastern Wisconsin (TIP) towards achieving the performance goals of VISION 2050—the year 2050 regional land use and transportation plan—and the targets for the National performance measures (NPM Per Federal requirements, targets have been established by the Commission for the transit state-of-good-repair and highway safety, pavement/bridge condition, system and freight reliability, and congestion mitigation and air-quality (CMAQ) performance measures; and targets have been established by area transit operators and the Commission for the transit safety performance measures.

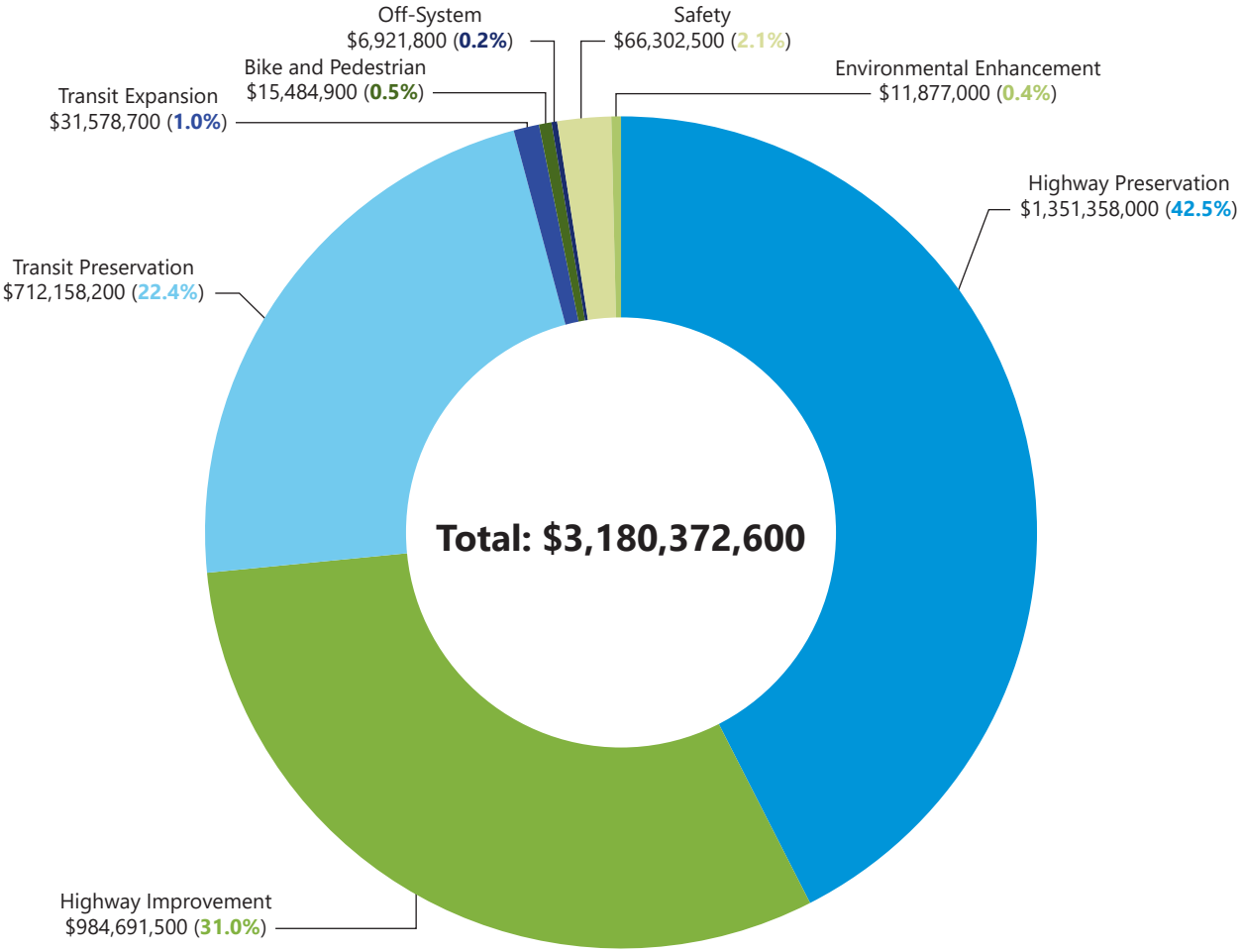
CONTRIBUTION OF PROJECTS IN THE 2023-2026 TIP TOWARDS ACHIEVEMENT OF VISION 2050 PERFORMANCE GOALS

Performance measures have long been utilized by the Commission in the development of, and in the monitoring the implementation of, its regional transportation plans, including VISION 2050. Specifically, regional performance measures based on plan goals and objectives were established and used during the development of VISION 2050 to evaluate the effectiveness of alternative regional land use and transportation plans and the preliminary and final recommended plans. Thus, implementation of the various transportation elements of VISION 2050—transit, bicycle/pedestrian, transportation systems management, travel demand management, arterial roadways, and freight facilities—would contribute to the achievement of the overall plan goals. VISION 2050 also identified a number of measures for the monitoring of the performance of the transportation system as transportation projects are implemented.[1] Examples of transportation performance measures that are monitored include pavement/bridge condition, level of traffic congestion and delay, vehicle and pedestrian/bicycle crashes, air-quality emissions, and transit quality.

The 2023-2026 TIP includes about $3.2 billion in expenditures for transit, arterial roadway, bicycle/pedestrian, and other transportation-related projects in Southeastern Wisconsin. Figure E.1 shows the expenditures programmed in the 2023-2026 TIP for each of the TIP categories. These TIP projects are consistent with, and serve to implement, the transportation-related goals and recommendations of VISION 2050, including recommendations related to transit, bicycle/pedestrian facilities, transportation system management, travel demand management, arterial streets and highways, and freight facilities. Table E.1 shows the potential contribution of the projects programmed to be implemented (constructed or operating) within the period of the 2023-2026 TIP towards achieving select transportation goals and performance

[1] *Table 3.11 of Chapter 3 of Volume III (2nd Edition) of the VISION 2050 report identifies the performance measures that are monitored and the frequency of their monitoring—annually as part of the Commission's annual report, every four years as part of an interim plan update, or every 10 years as part of a major plan update.*

Figure E.1
Total Funding in the 2023-2026 TIP



Note: For 2023 through 2026, no expenditures are expected to be incurred for transit improvement or highway expansion. However, one of the transit expansion projects also includes transit improvement activities.

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

Highway Improvement projects 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.

Highway Expansion projects involve increasing the traffic carrying capacity of the arterial highway system through development of new arterial streets or highways.

Transit Preservation projects involve the necessary maintenance of the current quality and level of service on the existing transit system.

Transit Improvement projects involve improving the quality and level of service on the existing transit system.

Transit Expansion projects involve either expanding the existing transit system or creating new transit systems or subsystems.

Bike and Pedestrian projects involve preserving, improving, or expanding off-street facilities or enhanced bicycle facilities, the implementation of bike sharing systems, and coordination of safe routes to school programs.

Highway Safety projects involve improving or eliminating existing unsafe conditions on the Federal aid highway system as it currently exists, and they are candidates for special Federal safety program funding.

Environmental Enhancement projects involve materially reducing air, noise, or visual pollution, but do not significantly affect highway system operation or capacity (including traffic flow and alternative fuel projects).

Highway Off-System projects involve projects on streets or highways which are not on the arterial street and highway system and are candidates for special Federal funding, such as funds for bridges.

Source: SEWRPC

Table E.1
Potential Contribution of Projects Towards Achieving VISION 2050 Goals

Select VISION 2050 Goal	Associated Performance Measures	Projects Programmed in 2023-2026 TIP[a]		
		Project Types	Quantity	Amount of Total Funds Programmed ($)
Maintain State of Good Repair of Transit System	--	Capital Transit Preservation Projects[b]	76 Projects	174,217,100
Expand and Improve Transit Service	Transit Service Area and Quality	Transit Improvement and Expansion Projects	231,000 People Served with Improved Transit	31,578,700
Expand Bicycle/Pedestrian Facilities	Miles of Bicycle and Pedestrian Facilities	Expansion of Pedestrian/Bicycle Facilities[c]	19 Miles	14,945,300
Maintain State of Good Repair of Arterial Roadways	Pavement Condition	Resurfacing, Reconditioning, and Reconstruction[d] of Arterial Roadways	511 Miles	2,001,759,800
Maintain Bridge Condition	Bridge Condition	Rehabilitation and Replacement of Bridges	279 Bridges	254,901,600
Reduce Vehicular Congestion	Miles of Arterials Experiencing Congestion and Excessive Delay	Reconstruction of Arterials with Additional Lanes and New Arterials	19 Miles	984,691,500
Reduce Vehicular Crashes	Number and Rate of Crashes	Highway Safety Projects[e]	50 Projects	66,182,500
Reduce Air-Quality Emissions	Transportation Emission Levels	Congestion Mitigation and Air-Quality Projects	27.5 Kilograms (kg) Per Day Emission Reduction[f]	58,206,900

[a] *Includes only projects that have construction programmed within the 2023-2026 TIP.*

[b] *Does not include the $538 million in operating funds programmed in the 2023-2026 TIP to maintain the existing transit service.*

[c] *Does not include the bicycle lanes, paved shoulders, and other bicycle accommodations that could be provided as part of the 383 miles of programmed resurfacing, reconditioning, and reconstruction projects.*

[d] *Includes both reconstruction to same capacity and reconstruction with additional traffic lanes.*

[e] *Represents stand-alone safety projects and does not include the safety improvements associated with other projects, such as those potentially included in reconstruction, resurfacing and reconditioning projects.*

[f] *Includes estimated reductions for the ozone precursors nitrogen oxides (NO_x) and volatile organic compounds (VOCs) and for fine inhalable particles ($PM_{2.5}$)*

Source: SEWRPC

measures identified in VISION 2050. Some projects programmed to be implemented in the 2023-2026 TIP are more focused in their impact toward achievement of VISION 2050 goals, such as safety projects, congestion mitigation and air quality (CMAQ) projects, and bicycle/pedestrian projects. However, other programmed projects have much broader contributions toward the achievement of the VISION 2050 goals. For example, projects involving arterial resurfacing, reconditioning, and reconstruction, while primarily addressing the condition of pavement, could also address safety, provide bicycle/pedestrian accommodations, and address congestion and air quality by improving traffic flow (such as providing signal coordination).

CONTRIBUTION OF PROJECTS IN THE 2023-2026 TIP TOWARDS ACHIEVMENT OF NATIONAL PERFORMANCE MEASURE TARGETS

To establish a consistent nationwide process for monitoring the effectiveness of Federal transportation investments, MAP-21, enacted in 2012, created a framework for a national performance management approach to transportation decision-making on investments with Federal highway and transit funding. In implementing the performance management approach, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have developed specific highway and transit performance measures, and requirements for States, transit operators, and Metropolitan Planning Organizations (MPOs) to establish and report targets, along with the monitoring of achievement of the targets, for each performance measure. Table E.2 shows the performance measures established by FHWA and FTA. The Commission is responsible for establishing performance targets for all of the performance measures for Southeastern Wisconsin and is required to report in VISION 2050 the established performance targets. In addition, the Commission is required to include in the TIP a description of how the projects programmed in the TIP promote the achievement of the performance targets. Depending on the performance measure, targets are established for the Southeastern Wisconsin metropolitan planning area or for a specific urbanized area—such as the Milwaukee urbanized area. Map E.1 shows the metropolitan planning area and the urbanized areas in Southeastern Wisconsin.

The Commission has established regionwide targets per Federal regulations for the performance measures relating to transit safety, transit asset management, highway safety, pavement and bridge condition, system reliability along the NHS, freight reliability along the Interstate, and CMAQ. The congestion-related CMAQ performance targets were established jointly with WisDOT staff, which were updated in 2022. The current emission-related CMAQ performance targets were established by WisDOT in 2022.The performance targets for the FHWA safety, NHS condition and reliability, and freight reliability measures were initially established based on the methodology developed for VISION 2050. In the spring of 2023, the Commission staff will review the performance targets that the Commission is solely responsible for and potentially develop updated performance targets for inclusion in VISION 2050 at its next update in 2024 and in the TIP by amendment.

The projects listed in the 2023-2026 TIP include a number of projects programmed to be implemented (constructed or operating) within the period of the TIP that would be expected to contribute to the achievement of these targets. The remainder of this section summarizes the targets established for each of the performance measures, and how the 2023-2026 TIP contributes to the targets established for the national performance measures.

Transit Asset Management Targets

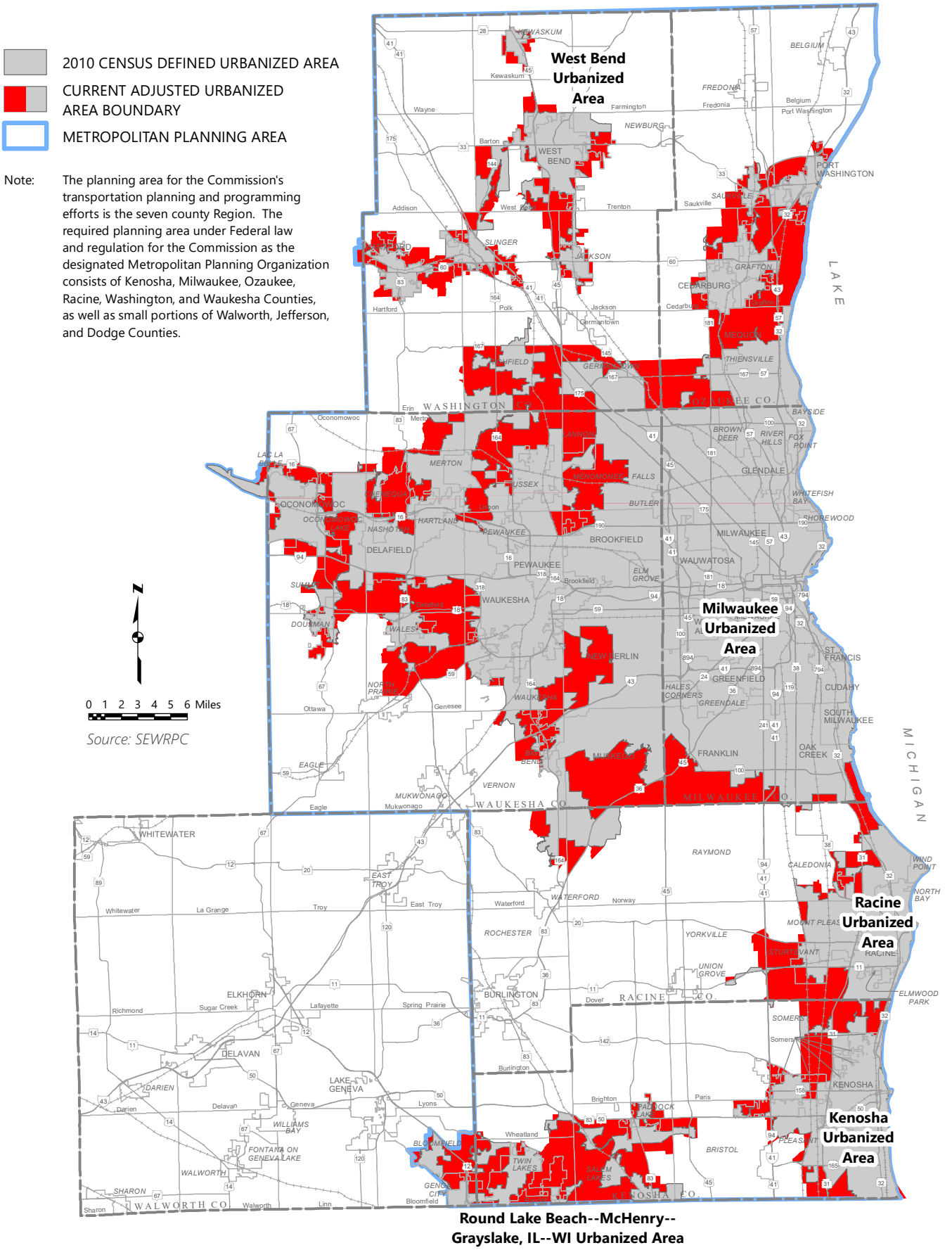
Table E.3 shows the short-term targets for the transit asset management performance measures that were established by the Commission. The $174 million of funds programmed for implementing capital-related

Table E.2
National Performance Measures

Performance Measure Areas	Performance Measures
FHWA Highway Safety Improvement Program (HSIP)	
Rate of Fatalities and Serious Injuries	Rate of Fatalities per 100 Million Vehicle Miles Travelled (MVMT) Rate of Serious Injuries per 100 MVMT
Number of Fatalities and Serious Injuries	Number of Fatalities Number of Serious Injuries Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries
FHWA National Highway Performance Program (NHPP)	
Condition of Pavements on the Interstate System	Percentage of Pavement of the Interstate System in Good Condition Percentage of Pavement of the Interstate System in Poor Condition
Condition of Pavements on the National Highway System (NHS) Excluding the Interstate	Percentage of Pavement of the Non-Interstate NHS in Good Condition Percentage of Pavement of the Non-Interstate NHS in Poor condition
Condition of Bridges on the NHS	Percentage of NHS Bridges Classified as in Good Condition Percentage of NHS Bridges Classified as in Poor Condition
Performance of the Interstate System	Percentage of the Person-Miles Traveled on the Interstate that are Reliable
Performance of the NHS Excluding the Interstate	Percentage of the Person-Miles Traveled on the Non-interstate NHS that are Reliable
FHWA National Highway Freight Program (NHFP)	
Freight Movement on the Interstate System	Truck Travel Time Reliability Index
FHWA Congestion Mitigation and Air-Quality Improvement Program (CMAQ)	
On-Road Source Emissions	Estimate of Emission Reductions for Projects Funded by CMAQ
Traffic Congestion	Peak Hour Excessive Delay (PHED) Per Capita Percentage of Non-Single Occupancy Vehicles
FTA Section 53 Funding (including Sections 5307, 5310, 5311, 5337, and 5339)	
Transit Asset Management	Percentage of Revenue Vehicles Exceeding the Useful Life Benchmark (ULB) Percentage of Non-Revenue Service Vehicles Exceeding the ULB Percentage of Facilities Exceeding the Transit Economic Requirements Model (TERM) Scale Percentage of Track Segments Having Performance Restrictions
Public Transportation Safety Program	Number of Reportable Fatalities Rate of Reportable Fatalities Per Vehicle Revenue Miles Rate of Reportable Fatalities Per Vehicle Revenue Miles Number of Reportable Injuries Rate of Reportable Injuries Per Vehicle Revenue Miles Number of Reportable Events Rate of Reportable Safety Events Per Vehicle Revenue Miles Mean Distance Between Major Mechanical Failures

Source: Federal Highway Administration and Federal Transit Administration

Map E.1
The Southeastern Wisconsin Region and Census Defined and Adjusted Urbanized Area Boundaries: 2010



Note: The planning area for the Commission's transportation planning and programming efforts is the seven county Region. The required planning area under Federal law and regulation for the Commission as the designated Metropolitan Planning Organization consists of Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties, as well as small portions of Walworth, Jefferson, and Dodge Counties.

Table E.3
Transit Asset Management Targets

Asset Class	Asset Examples	Performance Measure	Target
Rolling Stock			
Buses, Other Passenger Vehicles, and Railcars	Bus, Cutaway, Van, Minivan, and Streetcars	Percent of revenue vehicles that have either met or exceeded their useful life benchmark	< 30%
Equipment			
Non-revenue service vehicles and equipment over $50,000	Route Supervisor Vehicles, Maintenance Trucks, Pool Vehicles, DPF Cleaning System, Bus Wash Systems, Fare Collection systems, Vehicle Lifts	Percent of vehicles and equipment that have either met or exceeded their useful life benchmark	< 30%
Facilities			
Support	Maintenance and Administrative Facilities	Percent of facilities within an asset class, rated below 3 on condition reporting system	< 15%
Passenger	Rail Terminals, Bus Transfer Stations	Percent of facilities within an asset class, rated below 3 on condition reporting system	0%
Parking	Park-and-Ride Lots with Direct Capital Responsibility	Percent of facilities within an asset class, rated below 3 on condition reporting system	0%
Infrastructure			
Fixed Guideway	Track Segments, Exclusive Bus Rights-of-Way, Catenary Segments, and Bridges	Percent of segments that have performance restrictions	0%

Source: SEWRPC

transit preservation projects[2] (such as vehicle capitalized maintenance and replacement projects and facility repair and upgrade projects) within the period of the 2023-2026 TIP are expected to contribute to the achievement of these targets. The capital-related transit preservation projects programmed in the TIP were provided by transit operators based on their processes for monitoring the condition of their vehicles and facilities and prioritizing their maintenance and replacement (given the level of available funding). Per Federal requirements, since 2018 all of the transit operators in Southeastern Wisconsin have developed, and updated quadrennially, transit asset management plans to assist in maintaining a state-of-good repair for their vehicles and facilities.[3] These plans were updated by the transit operators in 2022.

Transit Safety Targets

Table E.4 shows the regional transit safety targets by mode of transit service established by the area transit operators and the Commission. Similar to the transit asset management targets, it is expected that many of the transit preservation-related projects programmed in the TIP would contribute towards maintaining or improving the safe operation and use of transit vehicles and facilities by minimizing exposure and risk of the public and transit operator personnel to potentially unsafe vehicles, equipment, and facilities. Per Federal requirements, all of the appropriate transit operators in the Region developed transit safety plans to assist the operators in the safe operation of their systems.

Highway Safety Targets

Table E.5 shows the short-term targets for each of the four years of the TIP that have been established by the Commission for the five national highway safety performance measures. In particular, the $66 million of highway safety projects programmed for implementation would particularly serve to assist in the achievement of these targets. This includes about $57 million of FHWA Highway Safety Improvement Program (HSIP) funds. The projects approved for HSIP funds are reviewed and prioritized based on their ability to reduce crashes and their achievement of the goals of the State's Strategic Highway Safety Plan. Other projects listed in the TIP—such as transit improvement and expansion, bicycle/pedestrian projects, and highway projects—can also contribute to the achievement of the safety targets. For example, the programmed arterial resurfacing, reconditioning, and reconstruction projects can include elements that reduce the number of crashes, such as improving the roadway cross-section and the horizontal/vertical alignments, adding/modifying signage and pavement markings, and controlling access. In addition, the TIP projects related to the improvement and expansion of transit services and bicycle/pedestrian facilities are expected to reduce the growth in vehicle travel, conflicts, and crashes, as they encourage increased travel on safer facilities and safer services while reducing travel by automobile and demand on the Region's roadways.

Pavement and Bridge Condition Targets

Table E.6 shows the short-term targets that have been established by the Commission for the performance measures related to pavement and bridge conditions on the NHS within the Region's metropolitan planning area. Of the $1.61 billion of programmed resurfacing, reconditioning, and reconstruction[4] projects that would potentially contribute to improving pavement condition of NHS roadways, about $977 million is programmed for about 52 miles, or about 24 percent, of the Interstate portion of the NHS in Southeastern Wisconsin (as shown in Table E.7). This includes the IH 43 north-south and the IH 94 east-west freeway reconstruction projects. Another $411 million is programmed for about 161 miles, or about 15 percent, of the non-Interstate portion of the NHS in Southeastern Wisconsin. In total, about 213 miles, or about 17

[2] Of the $712 million programmed for transit preservation in the 2023-2026 TIP, $538 million, or 76 percent, is for operating-related projects and $174 million, or 24 percent, is for capital-related projects.

[3] The Commission staff assisted a number of transit operators in Southeastern Wisconsin in achieving the transit asset management plan requirements. Principally, the Commission is working with the smaller transit operators (those having less than 100 vehicles) in the Region to prepare group transit asset management plans.

[4] Includes both reconstruction to same capacity and reconstruction with additional traffic lanes.

Table E.4
Regional Transit Safety Targets

Mode of Transit Service	Number of Fatalities	Number of Fatalities per 1 Million VRM	Number of Injuries	Number of Injuries per 1 Million VRM	Number of Safety Events	Number of Safety Events per 1 Million VRM	Mean Distance Between Major Mechanical Failure (Miles)[b]
Fixed Route	0.5	0.0	107.6	5.3	92.5	4.6	11,258
Fixed Route Rail[a]	0.0	0.0	1.8	16.1	2.9	25.7	5,226
Non-Fixed Route Rail	0.0	0.0	40.1	6.9	41.0	7.0	110,033

Note: Transit safety targets represent a 10 percent improvement from the previous regional five-year safety performance averages.

[a] *The targets for fixed-route rail are based on the five-year average annual data for the City of Kenosha's streetcar plus one year of data for the City of Milwaukee's streetcar from 2019, the system's first full year of revenue service. The targets do not pertain to Metra commuter rail service because Metra is regulated by the Federal Railroad Administration (FRA).*

[b] *The targets for system reliability represent a 10 percent increase in the mean distance between major mechanical failures, to reflect anticipated maintenance improvements.*

Source: SEWRPC

Table E.5
Targets for Safety-Related Performance Measures

Performance Measure	Metropolitan Planning Area				
	2013-2017 Baseline Data	2019-2023 Target	2020-2024 Target	2021-2025 Target	2022-2026 Target
Number of Fatalities	138.4	123.7	121.8	120.0	118.3
Fatality Rate	0.923	0.796	0.781	0.766	0.750
Number of Serious Injuries	732.8	522.9	497.2	472.8	449.5
Serious Injury Rate	4.891	3.364	3.185	3.017	2.854
Number of Non-Motorized Fatalities and Serious Injuries	157.8	123.3	118.7	114.2	109.9

Performance Measure	Seven-County Region				
	2013-2017 Baseline Data	2019-2023 Target	2020-2024 Target	2021-2025 Target	2022-2026 Target
Number of Fatalities	154.6	137.2	135.2	135.2	133.2
Fatality Rate	0.969	0.828	0.812	0.796	0.779
Number of Serious Injuries	783.6	561.1	533.5	507.3	482.4
Serious Injury Rate	4.918	3.386	3.205	3.034	2.868
Number of Non-Motorized Fatalities and Serious Injuries	163.8	128.0	123.2	118.6	114.2

Source: Fatality Analysis Reporting System (FARS), Wisconsin Traffic Operations and Safety Laboratory, and SEWRPC

Table E.6
NHS Pavement and Bridge Condition

Performance Measure	Baseline Data (2017)	Four-Year Target (2025)
Interstate NHS Pavement Condition		
Percentage of Pavement in Good Condition	61.1	≥ 62.6%
Percentage of Pavement in Poor Condition	4.4	≤ 4.3%
Non-Interstate NHS Pavement Condition		
Percentage of Pavement in Good Condition	17.6	≥ 18.0%
Percentage of Pavement in Poor Condition	6.8	≤ 6.6%
NHS Bridge Condition		
Percentage of NHS Bridges by Deck Area in Good Condition	58.3	≥ 59.7%
Percentage of NHS Bridges by Deck Area in Poor Condition	1.3	≤ 1.3%

Source: WisDOT and SEWRPC

Table E.7
Potential Contribution of Highway Preservation, Improvement, and Expansion Projects Towards Pavement Condition Performance Measures

Facility and Project Type	Number of Projects[a]	Number of Miles	Percent of Facility/NHS[b]	Total Funds Programmed ($)[d]
Interstate				
Reconstruction[c]	2	17.5	8.2	977,355,500
Resurfacing/Reconditioning	9	34.0	15.9	219,345,100
Subtotal – Interstate	11	51.5	24.1	1,196,700,600
Non-Interstate				
Reconstruction[c]	16	21.3	2.0	157,552,300
Resurfacing/Reconditioning	47	139.9	13.4	253,499,500
Subtotal – Non-Interstate	63	161.2	15.4	411,051,800
Total – NHS	74	212.7	17.0	1,607,752,400

[a] *Includes only projects that have construction programmed within the 2023-2026 TIP.*

[b] *There are 214.0 miles of Interstate NHS and 1,040.6 miles of non-Interstate NHS in Southeastern Wisconsin.*

[c] *Includes both reconstruction to same capacity and reconstruction with additional traffic lanes.*

[d] *Includes the programmed funds for bridges that are part of larger highway rehabilitation or reconstruction projects. In addition, some projects programmed in the TIP along the NHS may include portions of highway that are not on the NHS. include multiple bridges, with some of those bridges being along the NHS and some of those bridges not along the NHS. As the total funds programmed is listed by each project, the total funds programmed may include funding for sections of highway that are not on the NHS.*

Source: SEWRPC

percent, of the NHS in Southeastern Wisconsin will be resurfaced, reconditioned, or reconstructed within the next four years, improving the pavement conditions along the NHS.

With respect to the bridge condition performance measures, of the $199 million of programmed bridge rehabilitation and bridge replacement projects that would potentially contribute to improving the condition of NHS bridges. This includes about $165 million[5] programmed for the rehabilitation of 241 NHS bridges and about $34 million programmed for the replacement of 5 bridges, as shown on Table E.8.

System Reliability and Freight Reliability Targets

Table E.9 shows the short-term targets that have been established by the Commission for the performance measures related to system reliability on the statewide NHS and the interstate freight reliability within the Region's metropolitan planning area. The $84 million associated with reconstruction of arterials with additional lanes and for new arterials being implemented within the period of the 2023-2026 TIP would potentially contribute to the achievement of these targets. Specifically, as shown in Table E.10, about $77 million is programmed for about 14 miles, or about 6.5 percent, of the Interstate portion of the NHS and about $7 million is programmed for about 1.1 miles, or 0.1 percent, of the non-Interstate portion of the NHS. The highway improvement projects (involving the providing of additional travel lanes) programmed for NHPP funds being implemented within the period of the TIP would be expected to maintain or improve NHS reliability. Similarly, the IH 43 and IH 94 freeway reconstruction projects would be expected to maintain or improve the reliability for freight travel on the interstate system. In addition, the traffic flow-type environmental enhancement projects programmed in the TIP, such as the optimization of traffic signal timing along corridors, would likely also contribute to system reliability along the non-Interstate portion of the NHS by reducing delay at intersections along higher volume corridors.

Other projects programmed for implementation within the period of the TIP, such as transit improvement, transit expansion, and bike and pedestrian projects, have secondary effects on system reliability and freight reliability. Such projects promote alternatives to driving for residents, thereby reducing the number of vehicles on a roadway. Highway safety projects can also contribute to system reliability and freight reliability by reducing non-recurring congestion resulting from vehicle crashes. Other spot safety improvements, such as additional turn lanes or access management, can improve traffic flow as well.

CMAQ Targets

Table E.11 shows the short-term targets that have been established jointly by the Commission and WisDOT for the congested-related CMAQ performance measures in the Milwaukee urbanized area. Table E.12 shows the short-term targets that have been established by the Commission for the emission-related CMAQ performance measure for the Region's metropolitan planning area. The $58 million of CMAQ funding programmed for projects within the period of the 2023-2026 TIP would contribute to the achievement of each target. Specifically, it is estimated that these projects, once initiated, would reduce volatile organic compounds (VOCs) emissions in Southeastern Wisconsin by 8.593 kilograms (kg) per day, Nitrogen Oxides (NO_x) emissions by 16.778 kg per day, and particulate matter ($PM_{2.5}$) emissions by 2.17 kg per day. However, emissions reductions are not limited to CMAQ projects. Other bus replacement, transit improvement and expansion, bicycle, pedestrian, and environmental enhancement projects including projects that optimize traffic signal timing along corridors, the purchase of alternative fuel buses or trucks, and the construction of alternative fuel facilities and equipment, that are programmed in the TIP with other funding sources can be expected to contribute to meeting the emissions reduction performance measure.

[5] Some projects programmed in the TIP include multiple bridges, with some of those bridges being along the NHS and some of those bridges not along the NHS. As the total funds programmed is listed by each project and not each bridge, the total funds programmed may include funding for those bridges that are not on the NHS.

Table E.8
Potential Contribution of Highway Preservation Projects Programmed Towards Bridge Condition Performance Measures

Project Type	Number of Bridges[a]	Total Deck Surface Area	Percent of NHS[b]	Total Funds Programmed[c] ($)
Replacement	5	5,300	0.5	33,556,400
Rehabilitation/Maintenance	241	241,000	23.0	165,741,400
Total	246	246,300	23.5	199,297,800

[a] *Includes only projects that have construction programmed within the 2023-2026 TIP.*

[b] *The total surface area for all NHS bridges in Southeastern Wisconsin is about 1,047,257 square feet.*

[c] *Does not include the programmed funds for bridges that are part of larger highway rehabilitation or reconstruction projects. In addition, some projects programmed in the TIP include multiple bridges, with some of those bridges being along the NHS and some of those bridges not along the NHS. As the total funds programmed is listed by each project, the total funds programmed may include funding for bridges that are not on the NHS.*

Source: SEWRPC

Table E.9
Travel Time Reliability and Freight Reliability Targets

Performance Measure	Baseline Data (2017)	Four-Year Target (2025)
Travel Time Reliability		
Percent of Person-Miles Traveled on the Interstate NHS that are Reliable	83.9	≥ 82.4
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.9	≥ 91.8
Freight Reliability		
Truck Travel Time Reliability Index	1.54	≤ 1.71

Source: WisDOT and SEWRPC

Table E.10
Potential Contribution of Highway Improvement and Expansion Projects Programmed in the 2023-2026 TIP Towards the Travel Time and Freight Reliability Performance Measures

	National Highway System (NHS)			
Facility Type	Number of Projects[a]	Number of Miles	Percent of Facility/NHS[b]	Total Funds Programmed[c] ($)
Interstate	2	17.5	8.2	977,355,500
Non-Interstate	1	1.1	0.1	7,336,000
Total	3	18.6	1.5	984,691,500

[a] *Includes only projects that have construction programmed within the 2023-2026 TIP. Environmental enhancement projects that contribute to traffic flow are also included.*

[b] *There are 214.0 miles of Interstate NHS and 1,040.6 miles of non-Interstate NHS in Southeastern Wisconsin.*

[c] *Some projects programmed in the TIP include optimization of traffic signals at intersections across various corridors, with some of those corridors being along the NHS and some of those corridors not along the NHS. As the total funds programmed is listed by each project and not each corridor, the total funds programmed may include funding for those corridors that are not on the NHS.*

Source: SEWRPC

Table E.11
Congestion-Related CMAQ Targets

Performance Measure	Baseline Data (2017)	Two-Year Target (2023)	Four-Year Target (2025)
Annual Hours of Peak Hour Excessive Delay (PHED) per Capita	5.7	≤ 8.6[a]	≤ 8.4[a]
Percent of Non-SOV Travel	20.3[b]	≥ 20.5[a]	≥ 20.5[a]

[a] *Per Federal regulations, this target was established jointly by the Wisconsin Department of Transportation and SEWRPC.*

[b] *From the 2012-2016 American Community Survey Journey to Works data.*

Source: U.S. Bureau of the Census, Wisconsin Department of Transportation, University of Wisconsin-Madison Transportation Operations and Safety Laboratory, Inrix, Inc., and SEWRPC

Table E.12
Statewide Emission-Related CMAQ Targets

Performance Measure	Years 2018-2021 Baseline Data[a]	Years 2022-2023 Target[b]	Years 2022-2025 Target[b]
Reduction in VOC[c] (kg/day)	18.941	≥ 8.848	≥ 18.318
Reduction in NO_x[d] (kg/day)	75.659	≥ 22.767	≥ 78.915
Reduction in $PM_{2.5}$ (kg/day)	8.276	≥ 3.962	≥ 8.100

[a] *Emission reductions estimated for all of the projects implemented with CMAQ funding over the four-year period of 2018 through 2021.*

[b] *WisDOT developed two- and four-year emission reduction targets in accordance with Federal regulations. SEWRPC has until March 30, 2023, to either accept WisDOT's targets or establish its own targets.*

[c] *Volatile organic compounds.*

[d] *Nitrogen oxides.*

[c] *Fine inhalable particles, with diameters that are generally 2.5 micrometers and smaller.*

Source: Wisconsin Department of Transportation

With respect to the congestion-related measures, traffic flow projects programmed with CMAQ and other funds are expected to contribute to the achievement of the Peak Hour Excessive Delay (PHED) target. Additionally, the transit improvement and expansion projects and bicycle/pedestrian projects would be expected to provide some relief to system delay. With respect to the performance measure relating to non-single occupancy vehicles (SOV), it is expected that transit improvement, transit expansion, and bicycle/pedestrian projects would contribute to the achievement of this target, as such projects promote alternatives to automobile travel. As shown on Table E.13, about $27 million is programmed for such projects, including the implementation a of bus rapid transit line for the Milwaukee County Transit System and the completion of a City of Milwaukee streetcar project. Additionally, it is expected that bicycle and pedestrian accommodations that are integrated along arterial streets and highways would also contribute to the achievement of this target.

Table E.13
Potential Contribution of Transit Improvement and Expansion and Bike and Pedestrian Projects Towards CMAQ Performance Measures

Project Type	Number of Projects[a]	Total Funds Programmed ($)
Transit Expansion	4	11,578,700
Bike and Pedestrian	16	15,419,300
Total	20	26,998,000

[a] *Includes only projects that have construction or operating costs programmed within the 2023-2026 TIP.*

Source: SEWRPC

APPENDIX F

ADVISORY COMMITTEE MEMBERSHIPS

ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE KENOSHA URBANIZED AREA

Clement Abongwa, Chair ..... Director of Highways/Highway Commissioner, Kenosha County
Benjamin McKay, Secretary ..... Interim Executive Director, SEWRPC
Vacant ..... Director, Public Works Department, City of Kenosha
David Bizot ..... Program and Policy Analyst, Bureau of Air Management, Wisconsin Department of Natural Resources
Karl Buck ..... Community Transportation Planner, Federal Highway Administration, U.S. Department of Transportation
Tim Casey ..... Director, Department of Community Development and Inspections, City of Kenosha
Brian Cater ..... Deputy Director/City Engineer, Public Works Department, City of Kenosha
Tom Dieckelman ..... President, Wisconsin Coach Lines, Inc.
Matthew Fineour ..... Village Engineer, Village of Pleasant Prairie
John Holloway ..... Chairman, Town of Paris
Roberto Gutierrez ..... Deputy Director, Southeast Region, Wisconsin Department of Transportation
Randall Kerkman ..... Administrator/Public Works Director, Village of Bristol
Cheryl L. Newton ..... Environmental Protection Specialist, U.S. Environmental Protection Agency, Region V
Nelson Ogbuagu ..... Director, Department of Transportation, City of Kenosha
Jason Peters ..... Administrator, Town and Village of Somers
Charles Wade ..... Director, Bureau of Planning and Economic Development, Division of Transportation Investment Management, Wisconsin Department of Transportation
William Wheeler ..... Community Planner, Federal Transit Administration - Region 5, U.S. Department of Transportation

ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE MILWAUKEE URBANIZED AREA

Voting Members

Donna Brown-Martin, Chair ..... Commissioner, Southeastern Wisconsin Department of Transportation, Director, Milwaukee County Department of Transportation
Robert J. Bauman ..... Alderman, City of Milwaukee
Daniel A. Boehm ..... President and Managing Director, Milwaukee County Transit System
Scott Brandmeier ..... Director of Public Works and Village Engineer, Village of Fox Point
Karen Braun ..... Manager of Engineering Services, Department of Public Works, Waukesha County
Allison M. Bussler ..... Director, Department of Public Works, Waukesha County
Alex Damien ..... Interim Director, Department of Public Works, City of Waukesha
Jon Edgren ..... Director of Public Works/Highway Commissioner, Ozaukee County
Julie Esch ..... Deputy Director, Milwaukee County Department of Transportation
Vacant ..... Supervisor, Milwaukee County Board of Supervisors
Thomas M. Grisa ..... Director, Department of Public Works, City of Brookfield
Thomas J. Hafner ..... Administrator/Director of Public Works, City of Delafield
Robert Hutter ..... Interim City Engineer, City of West Allis
Nik Kovac ..... Budget and Management Director, Budget and Management Division, Department of Administration, City of Milwaukee
Jerrel Kruschke ..... Commissioner of Public Works, City of Milwaukee
Sam Leichtling ..... Planning Manager, Department of City Development, City of Milwaukee
Michael J. Martin ..... Director, Department of Public Works, Village of Hales Corners
Kimberly R. Montgomery ..... Legislative Liaison Director, City of Milwaukee
Kevin Muhs ..... City Engineer, Department of Public Works, City of Milwaukee
Scott M. Schmidt ..... Highway Commissioner/County Engineer, Washington County
Andrea Weddle-Henning ..... Transportation Engineering Manager, Milwaukee County Department of Transportation
William T. Wehrley ..... City Engineer, City of Wauwatosa

Nonvoting Technical Staff Members

Benjamin McKay, Secretary ..... Interim Executive Director, SEWRPC
David Bizot ..... Program and Policy Analyst, Bureau of Air Management, Wisconsin Department of Natural Resources
Karl Buck ..... Community Transportation Planner, Federal Highway Administration, U.S. Department of Transportation
Tom Dieckelman ..... President, Wisconsin Coach Lines, Inc.
Roberto Gutierrez ..... Deputy Director, Southeast Region, Wisconsin Department of Transportation
Charles Wade ..... Director, Bureau of Planning and Economic Development, Division of Transportation Investment Management, Wisconsin Department of Transportation
William Wheeler ..... Community Planner, Federal Transit Administration - Region 5, U.S. Department of Transportation

Jefferson County Liaison

Brian Udovich ..... Highway Operations Manager, Jefferson County Highway Department

ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE RACINE URBANIZED AREA

Julie Anderson, Chair ..... Director of Public Works and Development Services, Racine County
Benjamin McKay, Secretary ..... Interim Executive Director, SEWRPC
David Bizot ..... Program and Policy Analyst, Bureau of Air Management, Wisconsin Department of Natural Resources
Karl Buck ..... Community Transportation Planner, Federal Highway Administration, U.S. Department of Transportation
Anthony Bunkelman ..... Director of Public Services, Village of Caledonia
Tom Dieckelman ..... President, Wisconsin Coach Lines, Inc.
Amanda Gain ..... Village Administrator, Village of Sturtevant
Roberto Gutierrez ..... Deputy Director, Southeast Region, Wisconsin Department of Transportation
Trevor Jung ..... Transit and Parking System Manager, City of Racine
Douglas Nelson ..... President, Village of Yorkville
Cheryl L. Newton ..... Environmental Protection Specialist, U.S. Environmental Protection Agency, Region V
John Rooney ..... Commissioner of Public Works/City Engineer, City of Racine
Ernie Rossi ..... Village President, Village of Elmwood Park
Susan Sanabria ..... President, Village of Wind Point
Mark Schall ..... President, Village of North Bay
Charles Wade ..... Director, Bureau of Planning and Economic Development, Division of Transportation Investment Management, Wisconsin Department of Transportation
Linsey Weber ..... Deputy Director of Public Works, Village of Mount Pleasant
William Wheeler ..... Community Planner, Federal Transit Administration - Region 5, U.S. Department of Transportation

ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE ROUND LAKE BEACH-McHENRY-GRAYSLAKE, IL-WI URBANIZED AREA (WISCONSIN PORTION)

Clement Abongwa, Chair ..... Director of Highways/Highway Commissioner, Kenosha County
Benjamin McKay, Secretary ..... Interim Executive Director, SEWRPC
Dan Aronson ..... President, Village of Bloomfield
David Bizot ..... Program and Policy Analyst, Bureau of Air Management, Wisconsin Department of Natural Resources
Karl Buck ..... Community Transportation Planner, Federal Highway Administration, U.S. Department of Transportation
Terry Burns ..... President, Village of Paddock Lake
Susan Crane ..... Chairwoman, Town of Brighton
Tom Dieckelman ..... President, Wisconsin Coach Lines, Inc.
William M. Glembocki ..... Chairman, Town of Wheatland
Roberto Gutierrez ..... Deputy Director, Southeast Region, Wisconsin Department of Transportation
Richard Hough ..... Director of Public Works/Highway Commissioner, Walworth County
Randall Kerkman ..... Administrator/Public Works Director, Village of Bristol
Cheryl L. Newton ..... Environmental Protection Specialist, U.S. Environmental Protection Agency, Region V
Ken Parker ..... President, Village of Genoa City
Daniel Schoonover ..... Chairman, Town of Bloomfield
Howard K. Skinner ..... President, Village of Twin Lakes
Robert Stoll ..... Chairman, Town of Randall
Diann Tesar ..... President, Village of Salem Lakes
Charles Wade ..... Director, Bureau of Planning and Economic Development, Division of Transportation Investment Management, Wisconsin Department of Transportation
William Wheeler ..... Community Planner, Federal Transit Administration - Region 5, U.S. Department of Transportation

ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE WEST BEND URBANIZED AREA

Scott Schmidt, Chair.....Highway Commissioner/County Engineer, Washington County
Benjamin McKay, Secretary .....Interim Executive Director, SEWRPC
Karl Buck.....Community Transportation Planner, Federal Highway Administration, U.S. Department of Transportation
Adam Gitter.....Village Administrator, Village of Kewaskum
Joseph Gonnering.....Chairman, Town of Trenton
John Griffin.....City Engineer, Engineering Department, City of Hartford
Roberto Gutierrez .....Deputy Director, Southeast Region, Wisconsin Department of Transportation
Robert Hartwig.....Chairman, Town of Jackson
Jen Keller .....Village Administrator, Village of Jackson
Ryan Lippert.....Chairman, Town of Hartford
Max Marechal .....City Engineer, City of West Bend
Albert Schulteis .....Chairman, Town of Polk
Kris Turner.....Chairman, Town of Barton
Charles Wade .....Director, Bureau of Planning and Economic Development, Division of Transportation Investment Management, Wisconsin Department of Transportation
William Wheeler.....Community Planner, Federal Transit Administration - Region 5, U.S. Department of Transportation
Margaret Wilber.....Village Administrator, Village of Slinger
Scott Wollner.....Chairperson, Town of Kewaskum
Troy Zagel.....Chairman, Town of West Bend

Dodge County Liaison

Brian R. Field.....Highway Commissioner, Dodge County

APPENDIX G

SELECTION PROCESSES FOR FEDERAL FUNDING SOURCES AVAILABLE TO LOCAL HIGHWAY AND TRANSIT PROJECTS

The appendix provides summaries of processes used to recommend local highway, transit, and bicycle/pedestrian projects for available Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funding. The process used for selecting projects, along with project eligibility, differs for the various Federal funding sources. Also, the level of the Commission's involvement in the evaluation and recommendation of projects for funding depends on the funding source.

Federal Transit Administration Funding Sources

- FTA Section 5307/5340 Urbanized Area Formula Funding – FTA Section 5307/5340 funding is available for transit operators within urbanized areas to fund transit capital, or capitalized maintenance, projects, and the operation of the transit systems in urbanized areas having a population under 200,000 and transit systems operating less than 100 buses in urbanized areas having a population of 200,000 or more. The FTA announces annually the amount of FTA Section 5307/5340 funding that will be available to the State for urbanized areas under 200,000 in population and that will be allocated specifically to urbanized areas having a population of 200,000 or more, including the Milwaukee urbanized area. The Commission staff has worked with the transit operators in the Milwaukee urbanized area—Milwaukee County, Ozaukee County, Washington County, Waukesha County, the City of Waukesha, and the City of Milwaukee—to develop procedures to distribute FTA Section 5307/5340 funding allocated to the Milwaukee urbanized area. The distribution of funds is based on transit ridership carried and service provided by each transit operator, ensuring that each unit of transit service and rider receives equal Federal transit assistance. Specifically, the FTA Section 5307/5340 funding is distributed based on revenue vehicle miles of transit service, revenue vehicle hours of transit service, revenue passengers, and passenger miles, with 25 percent of the allocation distributed using each criteria (as reported by each operator in the FTA National Transit Database). This distribution method has been used since 2007, as agreed to by the five Milwaukee urbanized area transit operators. In 2021, the distribution methodology was updated to provide the City of Milwaukee, now a designated recipient, with the increment of MUA Section 5307/5340 funds attributable to the transit services it provides. With respect to urbanized areas with population less than 200,000, the FTA allocates the Section 5307 funding to transit operators based on the population and population density of the urbanized area from the most recent U.S. Census. Following distribution of FTA Section 5307/5340 funding, each transit operator prioritizes and recommends capital or capitalized maintenance projects for the funding distributed to their systems. The projects recommended for FTA Section 5307/5340 are provided by each transit operator for review and comment, and consideration of inclusion in the TIP.

- FTA Section 5337 State of Good Repair Funding – The FTA typically announces annually the amount of FTA Section 5337 funding to assist transit operators in maintaining their fixed-guideway transit systems (rail or bus on dedicated lane). The FTA Section 5337 funds allocated to the Region are attributable to the bus service operated by the Waukesha County Transit System in the reserved bus lane on W. Bluemound Road in Waukesha County and the City of Kenosha's streetcar system. As a

result, the Waukesha County and Kenosha area transit systems are currently the only recipients of the FTA Section 5337 funding that is allocated to the Region. With the Milwaukee streetcar system initiating service in the fall of 2018, it is expected that the City of Milwaukee system will also become a recipient of these funds, starting in Federal Fiscal Year 2026. Similarly, the East-West Bus Rapid Transit is anticipated to begin revenue service in 2023, and become eligible for FTA Section 5337 funding starting in Federal Fiscal Year 2031.

- FTA Section 5339 Bus and Bus Facilities Program Funding – The FTA typically announces annually the amount of FTA Section 5339 funding available to capital bus and bus facilities projects statewide and to the urbanized areas with populations of 200,000 or more, such as the Milwaukee urbanized area. In addition to the FTA Section 5339 funding that is allocated to the Milwaukee urbanized area, the State distributes a portion of the FTA Section 5339 funding available to projects statewide to the Milwaukee urbanized area. Following the creation of the FTA Section 5339 program in the Moving Ahead for Progress in the 21st Century Act (MAP-21) that was enacted in 2012, the Commission staff worked with the transit operators in the Milwaukee urbanized area—Milwaukee County, Ozaukee County, Washington County, Waukesha County, and the City of Waukesha—to develop procedures to distribute FTA Section 5339 funding allocated to the Milwaukee urbanized area. The transit operators agreed that the funds would be distributed utilizing the same methodology used for FTA Section 5307/5340 funding, that is, the available FTA Section 5339 funding would be distributed based on revenue vehicle miles of transit service, revenue hours of transit service, revenue passengers, and passenger miles, with 25 percent of the allocation distributed using each criteria. Following distribution of FTA Section 5339 funding, each transit operator prioritizes and recommends capital bus and bus facilities projects for FTA Section 5339 funding available to projects within the Milwaukee urbanized area. The projects recommended for FTA Section 5339 funding are provided by the transit operators for review and comment, and consideration of inclusion in the TIP. With regards to the remaining FTA Section 5339 funding available statewide, WisDOT solicits, evaluates, and recommends projects for these funds that are available to projects statewide.

- FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Funding – The FTA typically announces annually the amount of FTA Section 5310 funding available to mobility projects and programs statewide and to the urbanized areas with populations of 200,000 or more, such as the Milwaukee urbanized area. Following the enactment of MAP-21 in 2012 and continued through the enactment of the FAST Act in 2015, the FTA Section 5310 program requires the designation of at least one recipient in the urbanized area and the determination of a method for distributing the funding within the Milwaukee urbanized area. Milwaukee County agreed to be the designated recipient for the Section 5310 funding allocated to the Milwaukee urbanized area, upon request by the four transit operators in the urbanized area. The Commission staff worked with the Milwaukee urbanized area transit operators during 2014 to develop a competitive process to evaluate and recommend projects for funding throughout the urbanized area. The competitive process is conducted biennially in the Milwaukee urbanized area. WisDOT solicits, evaluates, and recommends mobility projects serving people with disabilities separately for FTA Section 5310 funding available to projects outside of the urbanized areas having a population of 200,000 or more.

Federal Highway Administration Funding Sources

- FHWA Congestion Management and Air-Quality Improvement Program (CMAQ) Funding – WisDOT typically solicits projects biennially for FHWA CMAQ funding and forwards the eligible projects to the Commission and the WDNR. The type of projects that are eligible for CMAQ funding include transit capital projects, transit improvement operating projects (for a limited number of years), bicycle/pedestrian projects, projects involving alternative energy sources, diesel-retrofit projects, and traffic flow projects, such as coordinating traffic signals and the construction of intersection turn lanes and traffic signals. The Commission, with guidance from the TIP Committees; WisDOT; and the WDNR

follow a cooperative procedure to select projects for CMAQ funding. As part of the procedure, the staffs of the Commission, WisDOT, and WDNR rate each candidate project seeking CMAQ funding. The Commission has worked with the TIP Committees to develop the scoring procedures used by the Commission staff and the TIP Committees. Under these procedures, projects providing an alternative to the automobile received the highest points, which resulted in transit projects being the highest rated projects and historically receiving over 50 percent of the available CMAQ funding in Southeastern Wisconsin. In addition, projects that do not involve reducing the use of the automobile were also evaluated based on housing-related criteria—job/housing imbalance and provision of transit—as recommended in the adopted regional housing plan. The three agencies along with the Chairs of the TIP Committees then considered the results of application of the three rating procedures to develop a listing of projects recommended for CMAQ funding. The listing of recommended projects is first presented to the WisDOT Secretary for his consideration and approval. If approved, the projects recommended for funding were then forwarded to the TIP Committees for their review and consideration in recommending projects for CMAQ funding and inclusion into the TIP.

- FHWA Surface Transportation Block Grant Program – Milwaukee Urbanized Area (STP-M) Funding – WisDOT typically solicits projects biennially for FHWA STP-M funding and forwards the eligible projects to the Commission for the evaluation and recommendation of projects for funding. Since the early 1990s, the Commission staff and the Milwaukee TIP Committee together with the local governments in the Milwaukee urbanized area have developed and utilized guidelines for the eligibility, evaluation, and the selection of projects for FHWA STP-M funding. In 2013, the Commission staff worked with the Milwaukee TIP Committee, along with the communities within the urbanized area, to revise the procedures used to evaluate, prioritize, and recommend projects for FHWA STP-M funding. The revised procedures were approved by the Milwaukee TIP Committee and were used to evaluate and recommend projects for years 2015-2018 STP-M funding. The procedures developed for the 2015-2018 funding cycle were reviewed and updated in 2015, in 2019, and slightly in 2021.

  In terms of project eligibility, CMAQ-type, safety and intersection improvement, and bridge projects, while eligible for STP-M funding, have been recommended by the Milwaukee TIP Committee to not be funded with STP-M funding, as they have their own specific FHWA funding sources. With respect to highway and transit projects, the Milwaukee TIP Committee recommended continuing its policy that highway projects on the planned arterial street and highway system contained in the regional transportation plan and transit capital projects would be eligible for STP-M funding. The Milwaukee TIP Committee further determined that combined Milwaukee area FHWA STP funds and FTA section 5307/5340 funds would be allocated between highway and transit projects based upon their relative capital project needs, as set forth in the adopted regional transportation plan. Typically, Milwaukee area county and local arterial highway capital project needs represent an estimated 63 percent of total area capital project needs, and Milwaukee area public transit capital project needs represent 37 percent of total area capital project needs. Historically, this resulted in $10.7 million in FHWA STP-M funding being transferred, or flexed, to transit projects. Most of this transfer/flexing occurred throughout the 1990s when Milwaukee area FHWA STP-M funding substantially exceeded FTA Section 5307/5340 funding. However, in recent years, the amount of FHWA STP-M and FTA Section 5307/5340 has been about the same, which would under this process result in FTA Section 5307/5340 funding being transferred to highway projects. However, the Milwaukee TIP Committee historically recommended that no transfer of FTA Section 5307/5340 funds be made to streets and highways, and now Federal law no longer allows such transfers. In addition, the Committee recommended that, should no transfer of STP-M funding to transit capital projects be calculated to occur, 10 percent of the available highway funding would be transferred to transit capital projects.

  The Milwaukee TIP Committee recommended that 10 percent of the STP-M funding available to highway projects be first allocated to a set-aside of funding that is made available to projects from

smaller sponsors. In addition, the committee recommended that the available STP-M funding for highway projects would be allocated to the three highway project types based on historical proportions of types of projects approved for STP-M funding and the proportion requested for projects of each type having areawide significance.[1] These allocations are used as targets for how the available highway funding should be allocated, assuming there would be enough candidate projects for each project type. Should the funding levels being requested by each of the project types not be exceeded, the amount of available highway funding allocations for each project type would need to be adjusted by the Milwaukee TIP Committee.

As part of the evaluation procedures, the Milwaukee TIP Committee recommended that candidate projects be evaluated with criteria reflecting the performance desired from the transportation system in the Milwaukee urbanized area, including serving to improve pavement conditions of county and local arterial streets and highways, with priority given to routes with greater use measured by the number of automobiles and transit riders that travel along the length of the project on an average weekday, greater length and function of the roadway facility, and higher average crash rates. In addition, projects receive bonus points based on the level of proposed transit, bicycle, and pedestrian accommodations proposed to be provided along the length of the project. In the case of capacity expansion projects (widenings and new facilities), priority is also given based on the level of existing congestion, the job/housing balance in a community, and the extent of existing transit service in a community (as recommended in the adopted regional housing plan).

Under the procedures developed by the Milwaukee TIP Committee, candidate resurfacing/ reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects (widenings and new facilities) would be evaluated separately. Resurfacing/reconditioning projects and reconstruction to the same capacity projects could receive a maximum of 10 points from the six criteria. Candidate capacity expansion projects consistent with the year 2050 FCTS could receive up to a maximum of 10 points with up to 10 bonus points received by candidate capacity expansion projects located in a community or communities that have a projected balance of jobs and housing and that have the provision of transit.

The results of the application of the procedures to evaluate candidate projects for STP-M funding are presented to the Milwaukee TIP Committee for its review and consideration in recommending projects for funding.

- FHWA Surface Transportation Program (STP) Funding Allocated to the Other Urbanized Areas in Southeastern Wisconsin – Unlike for the Milwaukee urbanized area, formal procedures have not been developed to evaluate, prioritize, and recommend projects for STP funding allocated to the other urbanized areas within Southeastern Wisconsin—Kenosha, Racine, Round Lake Beach, and West Bend urbanized areas. WisDOT typically biennially solicits projects for STP funding in these urbanized areas, and forwards the projects, along with the amount of allocated STP funding, to the Commission and the counties that contain the urbanized areas. The counties and communities located within these urbanized areas work cooperatively to recommend projects for STP funding allocated to their respective urbanized areas, with the Commission staff assisting these communities when requested. A listing of projects recommended for STP funding allocated to the other urbanized areas is provided by each urbanized area for review and comment, and inclusion in the TIP.

[1]*Candidate resurfacing/reconditioning projects and reconstruction to same capacity projects that receive a minimum of 73 points and capacity expansion projects that receive a minimum of 64.5 points are identified as having areawide significance.*

- FHWA STP Transportation Alternatives Program Funding – WisDOT solicits and selects projects for TAP funding available statewide. In addition, TAP funding is also allocated directly to urbanized areas with populations over 200,000, such as the Milwaukee urbanized area. Commission staff worked with the Milwaukee TIP Committee in 2014, 2016, 2018, 2020, and 2022 to prioritize and recommend projects for TAP funding allocated to the Milwaukee urbanized area. WisDOT provides to the Commission for review and inclusion in the TIP a listing of the projects in Southeastern Wisconsin recommended for FHWA TAP funding that is available to projects statewide.

- FHWA Bridge Funding – WisDOT typically solicits biennially local bridge projects for FHWA/State funding made available statewide for local bridge replacement and rehabilitation projects. WisDOT evaluates and recommends projects for FHWA/State bridge funding based on procedures specified in Wisconsin Administrative Code Trans 213.03 (04). As part of these procedures, WisDOT rates and ranks projects based on a system whereby each county is credited bridge funds available in the respective funding cycle based on their relative need represented by their proportionate share of the total estimated replacement cost of eligible bridges (sufficiency ratings of less than 50) identified throughout the State. These need-based credits are accumulated with debits occurring from each county's balance as projects are selected for implementation. Each candidate project is rated and prioritized under the evaluation and selection process based on each governmental unit's credit balance and the estimated project cost in the order of the priorities indicated by each county. WisDOT provides a listing of the projects within Southeastern Wisconsin recommended for FHWA/State Bridge Replacement funding to the Commission for review and consideration of inclusion in the TIP.

- FHWA Highway Safety Improvement Program (HSIP) Funding – WisDOT solicits annually projects for FHWA HSIP funding available to local projects statewide. WisDOT is responsible for evaluating and recommending local projects, as well as State projects, for HSIP funding. WisDOT provides a listing of the local and State safety projects in Southeastern Wisconsin recommended for HSIP funding to the Commission for review and consideration of inclusion in the TIP.

APPENDIX H

PROJECTED 2023 THROUGH 2026 OPERATIONS AND PLANNING INFORMATION, CAPITAL PROJECT JUSTIFICATIONS AND FINANCIAL CAPACITY ANALYSES FOR PUBLIC TRANSIT OPERATORS IN SOUTHEASTERN WISCONSIN

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Table H.1
Public Transit Operator Report for Hartford City Taxi Service: 2023-2026

2023 Projected Operating Budget	
Total Federal Operating Assistance	$94,858
Total State Operating Assistance	$76,572
Total Local Operating Assistance	$21,646
Total Farebox and Other Revenue	$92,641
Total Operating Budget	$285,717

2023 Projected Operation Characteristics			
Basic Transit System	**Weekdays**	**Saturdays**	**Sundays**
Total Miles	46,654	6,327	3,478
Vehicle Hours (average)	4,601	624	343
Vehicles in Service	1	1	1
Operating Budget (average)	$159,544	$21,638	$11,894

2023 Projections	
Operating Characteristics	None
Implementation of New or Restructured Transit Services	None
Planning for New or Restructured Transit Services	None

Source: City of Hartford and SEWRPC

Table H.2
Public Transit Operator Capital Project Justification for Hartford City Taxi Service: 2023-2026

TIP Project Number	Description	Year	Costs ($)	Justification
209	Purchase of replacement vehicle for Hartford City Taxi service	2024 2026	64,000 64,000	Replacement cycle of new taxi vehicles requires purchase every other year to maintain state of good repair

Source: City of Hartford and SEWRPC

Table H-3

FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR HARTFORD TAXI SERVICE: 2018-2027

	Actual/Estimated					Projected				
Data Element	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]	$215,075	$264,046	$222,997	$235,558	$277,395	$285,717	$294,289	$301,618	$310,667	$319,987
Operating Revenues										
o Passenger Revenue	$67,909	$58,555	$48,774	$56,723	$61,960	$61,341	$62,568	$63,819	$63,181	$63,309
o Prior Year Revenue	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Other Revenue	$21,839	$21,475	$20,802	$14,119	$31,395	$31,300	$31,300	$31,300	$31,300	$31,300
Subtotal	$89,748	$80,030	$69,576	$70,842	$93,355	$92,641	$93,868	$95,119	$94,481	$94,609
Operating Assistance	$125,327	$184,016	$153,421	$164,716	$184,040	$193,076	$200,421	$206,499	$216,186	$225,378
Sources of Operating Assistance										
o Federal Funds										
1) FTA Section 5307	$65,383	$81,326	$69,129	$107,716	$92,020	$94,858	$97,704	$100,137	$103,141	$106,236
2) FTA Section 5339	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) CMAQ	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
4) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$65,383	$81,326	$69,129	$107,716	$92,020	$94,858	$97,704	$100,137	$103,141	$106,236
o State Funds										
1) WisDOT Section 85.20 (Operating Assistance)	$51,188	$59,938	$51,735	$57,000	$74,417	$76,572	$78,869	$80,834	$83,259	$85,757
2) WisDOT Section 85.24 (TDM)	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$51,188	$59,938	$51,735	$57,000	$74,417	$76,572	$78,869	$80,834	$83,259	$85,757
o Local Funds										
1) Property Taxes	$8,756	$42,752	$32,557	$24,512	$17,603	$21,646	$23,848	$25,528	$29,786	$33,385
2) Funds from Other Communities	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$8,756	$42,752	$32,557	$24,512	$17,603	$21,646	$23,848	$25,528	$29,786	$33,385
Total	$125,327	$184,016	$153,421	$189,228	$184,040	$193,076	$200,421	$206,499	$216,186	$225,378
Depreciation	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expan	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Bus Facility Renovation, Replacement, and Exp	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Fixed Guideway Fleet Rehabilitation and Expansio	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Fixed Guideway Facility Construction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Total	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Sources of Capital Project Funding										
o Federal Funds										
1) FTA Section 5307	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) FTA Section 5339	- -	$29,886	$7,962	- -	- -	- -	$51,200	- -	$51,200	- -
4) CMAQ	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
5) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	- -	$29,886	$7,962	- -	- -	- -	$51,200	- -	$51,200	- -
o State Funds	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Local Funds										
1) Property Taxes	- -	$7,471	- -	- -	- -	- -	$12,800	- -	$12,800	- -
2) Bonding	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	- -	$7,471	- -	- -	- -	- -	$12,800	- -	$12,800	- -
Total	- -	$37,357	$7,962	- -	- -	- -	$64,000	- -	$64,000	- -

PRELIMINARY DRAFT

Table H-3 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating Assistance and Capital Project Funds										
o Federal	$65,383	$111,212	$77,091	$107,716	$92,020	$94,858	$148,904	$100,137	$154,341	$106,236
o State	$51,188	$59,938	$51,735	$57,000	$74,417	$76,572	$78,869	$80,834	$83,259	$85,757
o Local	$8,756	$50,223	$32,557	$24,512	$17,603	$21,646	$36,648	$25,528	$42,586	$33,385
Total	$125,327	$221,373	$161,383	$189,228	$184,040	$193,076	$264,421	$206,499	$280,186	$225,378
Non-Financial Operating Data										
o Revenue Passengers	18,938	17,024	11,776	14,676	14,970	14,820	15,116	15,428	15,274	15,579
o Unlinked Passenger Trips	18,938	17,024	11,776	14,676	14,970	14,820	15,116	15,428	15,274	15,579
o Passenger Miles	40,432	34,566	21,896	28,640	29,213	28,921	29,499	30,089	29,788	30,384
o Revenue Vehicle Miles	40,432	34,566	21,896	28,640	29,213	28,921	29,499	30,089	29,788	30,384
o Revenue Vehicle Hours	2,493	2,161	1,471	1,878	1,916	1,897	1,935	1,974	1,954	1,993
o Buses Operated in Peak Service	1	1	1	1	1	1	1	1	1	1
o Buses in Active Fleet	4	3	3	3	3	3	3	3	3	3
o Total Employees	8	7	6	6	6	7	7	7	7	7

[a] *Excluding depreciation.*

Source: City of Hartford and SEWRPC.

PRELIMINARY DRAFT

Table H-4

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR HARTFORD TAXI SERVICE: 2018-2027

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]										
o Change in Total Operating Expenses										
1) Absolute Amount	$500	$48,971	-$41,049	$12,561	$41,837	$8,322	$8,572	$7,329	$9,049	$9,320
2) Percentage Change	0.2	22.8	-15.5	5.6	17.8	3.0	3.0	2.5	3.0	3.0
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	$5.19	$7.64	$10.18	$8.22	$9.50	- -	- -	- -	- -	- -
2) Percentage Change	2.6	47.2	33.3	-19.2	15.5	- -	- -	- -	- -	- -
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	$85.73	$122.19	$151.60	$125.43	$144.78	$150.62	$152.09	$152.80	$158.99	$160.56
2) Percentage Change	2.7	42.5	24.1	-17.3	15.4	4.0	1.0	0.5	4.1	1.0
o Cost per Revenue Passenger										
1) Absolute Amount	$11.50	$15.51	$18.94	$16.05	$18.53	$19.28	$19.47	$19.55	$20.34	$20.54
2) Percentage Change	2.1	34.9	22.1	-15.2	15.4	4.0	1.0	0.4	4.0	1.0
o Cost per Passenger Mile										
1) Absolute Amount	$5.19	$7.64	$10.18	$8.22	$9.50	- -	- -	- -	- -	- -
2) Percentage Change	- -	47.2	33.3	-19.2	15.5	- -	- -	- -	- -	- -
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	-4.5	-13.8	-16.7	16.3	9.2	-1.0	2.0	2.0	-1.0	0.2
2) Total Revenue	-0.1	-10.8	-13.1	1.8	31.8	-0.8	1.3	1.3	-0.7	0.1
o Average Revenue per Revenue Passenger										
1) Absolute Amount	$4.32	$4.70	$5.91	$4.83	$6.24	$6.25	$6.21	$6.17	$6.19	$6.07
2) Percentage Change	1.7	8.8	25.7	-18.3	29.2	0.2	-0.7	-0.7	0.3	-1.8
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	37.6	30.3	31.2	30.1	33.7	32.4	31.9	31.5	30.4	29.6
2) Percentage Change	-0.4	-19.3	2.9	-3.6	11.9	-3.7	-1.6	-1.1	-3.6	-2.8
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	$618	$58,689	-$30,595	$11,295	$19,324	$9,036	$7,345	$6,078	$9,687	$9,192
2) Percentage Change	0.4	46.8	-16.6	7.4	11.7	4.9	3.8	3.0	4.7	4.3
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	$7.18	$10.81	$13.03	$11.22	$12.29	$13.03	$13.26	$13.38	$14.15	$14.47
2) Percentage Change	2.3	50.6	20.5	-13.9	9.5	6.0	1.8	0.9	5.7	2.2
o Operating Assistance per Passenger Mile										
1) Absolute Amount	$3.24	$5.32	$7.01	$5.75	$6.30	- -	- -	- -	- -	- -
2) Percentage Change	2.8	64.4	31.6	-17.9	9.5	- -	- -	- -	- -	- -
o Percentage Change in										
1) Federal Operating Assistance Funds	0.6	24.4	-15.0	55.8	-14.6	3.1	3.0	2.5	3.0	3.0
2) State Operating Assistance Funds	-1.0	17.1	-13.7	10.2	30.6	2.9	3.0	2.5	3.0	3.0
3) Local Operating Assistance Funds	4.8	388.3	-23.8	-24.7	-28.2	23.0	10.2	7.0	16.7	12.1
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	-$35,000	$37,357	-$29,395	-$7,962	- -	- -	$64,000	-$64,000	$64,000	-$64,000
2) Percentage Change	-100.0	100.0	-78.7	- -	- -	- -	- -	- -	- -	- -
o Percentage Change in										
1) Federal Capital Assistance Funds	- -	- -	- -	100.0	- -	100.0	- -	100.0	- -	100.0
2) State Capital Assistance Funds	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Local Capital Assistance Funds	-100.0	100.0	-100.0	100.0	- -	100.0	- -	100.0	- -	100.0

PRELIMINARY DRAFT

Table H-4 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	-34,382	96,046	-59,990	27,845	-5,188	9,036	71,345	-57,922	73,687	-54,808
2) Percentage Change	-19.5	76.6	-27.1	17.3	-2.7	4.9	37.0	-21.9	35.7	-19.6
o Percentage Change in										
1) Federal Assistance	-28.2	70.1	-30.7	39.7	-14.6	3.1	57.0	-32.8	54.1	-31.2
2) State Assistance	-1.0	17.1	-13.7	10.2	30.6	2.9	3.0	2.5	3.0	3.0
3) Local Assistance	-26.8	473.6	-35.2	-24.7	-28.2	23.0	69.3	-30.3	66.8	-21.6
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount	-369	-1,914	-5,248	2,900	294	-150	296	312	-154	305
2) Percentage Change	-1.8	-10.1	-30.8	24.6	2.0	-1.0	2.0	2.1	-1.0	2.0
o Change in Revenue Vehicle Miles										
1) Absolute Amount	-1,031	-5,866	-12,670	6,744	573	-292	578	590	-301	596
2) Percentage Change	-2.3	-14.5	-36.7	30.8	2.0	-1.0	- -	- -	- -	1.0
o Change in Revenue Vehicle Hours										
1) Absolute Amount	-65	-332	-690	407	38	-19	38	39	-20	39
2) Percentage Change	-2.4	-13.3	-31.9	27.7	2.0	-1.0	2.0	2.0	-1.0	2.0
o Change in Buses in Active Fleet										
1) Absolute Amount	-1	-1	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	-25.0	-25.0	- -	- -	- -	- -	- -	- -	- -	- -
o Change in Total Employees										
1) Absolute Amount	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -

[a] *Excluding depreciation.*

Source: City of Hartford and SEWRPC.

Table H.5
Public Transit Operator Report for Kenosha Area Transit System: 2023-2026

2023 Projected Operating Budget	
Total Federal Operating Assistance	$3,363,857
Total State Operating Assistance	$2,641,635
Total Local Operating Assistance	$1,475,000
Total Farebox and Other Revenue	$1,883,325
Total Operating Budget	$9,363,817

2023 Projected Operation Characteristics			
Basic Transit System: Bus	**Weekdays**	**Saturdays**	**Sundays**
Number of Routes	17	7	1
Total Route Miles (both directions)	4242	775	102
Headway Range (average)	30	30	30
Vehicle Hours (average)	329	60	8
Vehicles in Service	40	8	1
Operating Budget (average)	$42,500	$11,100	$2,500

2023 Projected Operation Characteristics			
Basic Transit System: Streetcar	**Weekdays**	**Saturdays**	**Sundays**
Vehicle Miles (average)	260	260	260
Vehicle Hours (average)	7.5	7.5	7.5
Vehicles in Service	1	1	1
Operating Budget (average)	$5,000	$500	$500

2023 Projections	
Operating Characteristics	None
Implementation of New or Restructured Transit Services	None
Planning for New or Restructured Transit Services	None

Source: Kenosha Area Transit System and SEWRPC

Table H.6
Public Transit Operator Capital Project Justification for Kenosha Area Transit System: 2023-2026

TIP Project Number	Description	Year	Costs ($)	Justification
321	Purchase of 2 transit vehicles per year for the City of Kenosha Transit System	2023 2024	1,230,000 1,230,000	Per the Transit Asset Management (TAM) Plan, replace buses that have passes their useful life
330	Paving and resurfacing of the Transit Center parking lot for the City of Kenosha Transit System	2024 2025	150,000 100,000	Grade and pave concrete for safety of customers and employees at the transit center
328	Replacement of a Staff Vehicle for the City of Kenosha Transit System	2025	100,000	Replace staff vehicle that has passed its useful life
326	Upgrades to Security Cameras on buses and transit centers for the City of Kenosha Transit System	2025	50,000	To upgrade and replace ageing camera systems for team safety and security
327	Replacement of the HVAC system at the Kenosha Transit Center	2025	100,000	To replace the ageing HVAC system
331	Implementation of updates to the Trans Track Software for the City of Kenosha Transit System	2023	20,000	Office system upgrade for security and safety maintenance
322	Roof Replacement at the Kenosha Transit Center	2025	100,000	To replace ageing roof
323	Barn Roof Replacement at the Streetcar Garage and Office Building in the City of Kenosha	2025	100,000	To replace ageing roof
325	Repair and maintenance of the rail track crossings of the streetcar at Sheridan Rd (STH 32), 7th Ave, 6th Ave, and 5th Ave in the City of Kenosha	2023 2024	125,000 125,000	Repair and maintain rail crossings that are ageing

Source: Kenosha Area Transit System and SEWRPC

Table H-7

FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR THE KENOSHA AERA TRANSIT SYSTEM: 2018-2027

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]	$7,976,988	$8,285,013	$8,365,675	$8,500,340	$8,663,171	$8,871,087	$9,083,993	$9,302,009	$9,525,257	$9,753,863
Operating Revenues										
o Passenger Revenue	$2,002,165	$1,809,776	$1,853,211	$1,849,894	$1,816,048	$1,859,633	$1,904,264	$1,949,967	$1,996,766	$2,044,688
o Other Revenue	$96,315	$98,626	$100,993	$150,000	$150,000	$153,600	$157,286	$161,061	$164,927	$168,885
Total	$2,098,479	$1,908,402	$1,954,204	$1,999,894	$1,966,048	$2,013,233	$2,061,551	$2,111,028	$2,161,693	$2,213,573
Operating Assistance	$5,878,508	$6,376,611	$6,411,471	$6,500,446	$6,697,123	$6,857,854	$7,022,442	$7,190,981	$7,363,565	$7,540,290
Sources of Operating Assistance Funds										
o Federal Funds										
1) FTA Section 5307	$2,125,828	$2,296,456	$2,351,571	$2,506,375	$2,755,812	$2,821,951	$2,889,678	$2,959,031	$3,030,047	$3,102,768
2) FTA Section 5339	- -	$1,440,000	$1,316,000	- -	- -	- -	- -	- -	- -	- -
3) FTA Section 5337	$90,000	$105,000	$105,000	$105,000	$105,000	$107,520	$110,100	$112,743	$115,449	$118,219
4) CMAQ	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
5) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$2,215,828	$3,841,456	$3,772,571	$2,611,375	$2,860,812	$2,929,471	$2,999,779	$3,071,773	$3,145,496	$3,220,988
o State Funds										
1) WisDOT Section 85.20	$1,668,356	$1,514,327	$1,550,671	$1,718,468	$1,624,711	$1,663,704	$1,703,633	$1,744,520	$1,786,389	$1,829,262
2) WisDOT Section 85.24	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	$125,411	$128,421	$131,503	$90,924	$125,000	$128,000	$131,072	$134,218	$137,439	$140,737
Subtotal	$1,793,767	$1,642,748	$1,682,174	$1,809,392	$1,749,711	$1,791,704	$1,834,705	$1,878,738	$1,923,828	$1,969,999
o Local Funds										
1) Property Taxes	$1,312,612	$1,439,338	$1,473,882	$1,366,293	$1,466,000	$1,501,184	$1,537,212	$1,574,106	$1,611,884	$1,650,569
2) Funds from Other Communities	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$1,312,612	$1,439,338	$1,473,882	$1,366,293	$1,466,000	$1,501,184	$1,537,212	$1,574,106	$1,611,884	$1,650,569
Total	$5,322,207	$6,923,542	$6,928,627	$5,787,060	$6,076,523	$6,222,360	$6,371,696	$6,524,617	$6,681,208	$6,841,557
Depreciation	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expansion	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Bus Facility Renovation, Replacement, and Expansion	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Fixed Guideway Fleet Rehabilitation and Expansion	$121,700	$122,300	$122,300	$122,300	$122,300	$122,300	$122,300	$122,300	$122,300	$122,300
o Fixed Guideway Facility Construction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Other	$ 45,270.00	$ 45,500.00	$ 45,500.00	$ 45,270.00	$ 45,270.00	$ 45,270.00	$ 45,270.00	$ 45,270.00	$ 45,270.00	$ 45,270.00
Total	$166,970.00	$167,800.00	$167,800.00	$167,570.00	$167,570.00	$167,570.00	$167,570.00	$167,570.00	$167,570.00	$167,570.00
Sources of Capital Assistance Funds										
o Federal Funds	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
1) FTA Section 5307	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) FTA Section 5339	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) FTA Section 5337	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
4) CMAQ	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
5) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o State Funds	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Local Funds										
1) Property Taxes	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Bonding	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

PRELIMINARY DRAFT

Table H-7 (continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Total Operating Assistance and Capital Project Funds										
o Federal	$2,215,828	$3,841,456	$3,772,571	$2,611,375	$2,860,812	$2,929,471	$2,999,779	$3,071,773	$3,145,496	$3,220,988
o State	$1,793,767	$1,642,748	$1,682,174	$1,809,392	$1,749,711	$1,791,704	$1,834,705	$1,878,738	$1,923,828	$1,969,999
o Local	$1,312,612	$1,439,338	$1,473,882	$1,366,293	$1,466,000	$1,501,184	$1,537,212	$1,574,106	$1,611,884	$1,650,569
Total	$5,322,207	$6,923,542	$6,928,627	$5,787,060	$6,076,523	$6,222,360	$6,371,696	$6,524,617	$6,681,208	$6,841,557
Non-Financial Operating Data										
o Revenue Passengers	1,139,720	11,339,720	11,339,720	11,339,720	11,339,720	11,339,720	11,339,720	11,339,720	11,339,720	11,339,720
o Unlinked Passenger Trips	1,268,399	1,339,237	1,339,237	1,339,237	1,339,237	1,339,237	1,339,237	1,339,237	1,339,237	1,339,237
o Passenger Miles	4,033,508	4,458,773	4,458,773	4,458,773	4,458,773	4,458,773	4,458,773	4,458,773	4,458,773	4,458,773
o Revenue Vehicle Miles	1,010,441	1,019,378	1,019,378	1,019,378	1,019,378	1,019,378	1,019,378	1,019,378	1,019,378	1,019,378
o Revenue Vehicle Hours	78,080	78,903	78,903	78,903	78,903	78,903	78,903	78,903	78,903	78,903
o Buses Operated in Peak Service	45	39	39	39	39	39	39	39	39	39
o Buses in Active Fleet	59	50	50	50	50	50	50	50	50	50
o Total Employees	71	85	85	85	85	85	85	85	85	85

[a] *Excluding depreciation.*

Source: Kenosha Area Transit System and SEWRPC.

PRELIMINARY DRAFT

Table H-8

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE KENOSHA AREA TRANSIT SYSTEM: 2018-2027

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]										
o Change in Total Operating Expenses										
1) Absolute Amount	$245,128	$308,025	$80,662	$134,665	$162,831	$207,916	$212,906	$218,016	$223,248	$228,606
2) Percentage Change	4.0	3.9	1.0	1.6	1.9	2.4	2.4	2.4	2.4	2.4
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	$7.11	$8.13	$8.21	$8.34	$8.50	$8.70	$8.91	$9.13	$9.34	$9.57
2) Percentage Change	4.0	14.3	1.0	1.6	1.9	2.4	2.4	2.4	2.4	2.4
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	$99.36	$105.00	$106.02	$107.73	$109.80	$112.43	$115.13	$117.89	$120.72	$123.62
2) Percentage Change	4.4	5.7	1.0	1.6	1.9	2.4	2.4	2.4	2.4	2.4
o Cost per Revenue Passenger										
1) Absolute Amount	$4.46	$0.73	$0.74	$0.75	$0.76	$0.78	$0.80	$0.82	$0.84	$0.86
2) Percentage Change	4.9	-83.6	1.0	1.6	1.9	2.4	2.4	2.4	2.4	2.4
o Cost per Passenger Mile										
1) Absolute Amount	$7.11	$1.86	$1.88	$1.91	$1.94	$1.99	$2.04	$2.09	$2.14	$2.19
2) Percentage Change	4.0	-73.9	1.0	1.6	1.9	2.4	2.4	2.4	2.4	2.4
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	-0.1	-9.6	2.4	-0.2	-1.8	2.4	2.4	2.4	2.4	2.4
2) Total Revenue	-1.9	-9.1	2.4	2.3	-1.7	2.4	2.4	2.4	2.4	2.4
o Average Revenue per Revenue Passenger										
1) Absolute Amount	$1.09	$0.17	$0.17	$0.18	$0.17	$0.18	$0.18	$0.19	$0.19	$0.20
2) Percentage Change	-1.1	-84.6	2.4	2.3	-1.7	2.4	2.4	2.4	2.4	2.4
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	24.5	23.0	23.4	23.5	22.7	22.7	22.7	22.7	22.7	22.7
2) Percentage Change	-5.7	-6.0	1.4	0.7	-3.5	- -	- -	- -	- -	- -
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	- -	$498,103	$34,860	$88,975	$196,677	$160,731	$164,588	$168,539	$172,584	$176,726
2) Percentage Change	- -	8.5	0.5	1.4	3.0	2.4	2.4	2.4	2.4	2.4
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	- -	$0.56	$0.57	$0.57	$0.59	$0.60	$0.62	$0.63	$0.65	$0.66
2) Percentage Change	- -	- -	0.5	1.4	3.0	2.4	2.4	2.4	2.4	2.4
o Operating Assistance per Passenger Mile										
1) Absolute Amount	- -	$1.43	$1.44	$1.46	$1.50	$1.54	$1.57	$1.61	$1.65	$1.69
2) Percentage Change	- -	- -	0.5	1.4	3.0	2.4	2.4	2.4	2.4	2.4
o Percentage Change in										
1) Federal Operating Assistance Funds	5.4	73.4	-1.8	-30.8	9.6	2.4	2.4	2.4	2.4	2.4
2) State Operating Assistance Funds	- -	-8.4	2.4	7.6	-3.3	2.4	2.4	2.4	2.4	2.4
3) Local Operating Assistance Funds	- -	9.7	2.4	-7.3	7.3	2.4	2.4	2.4	2.4	2.4
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	-$2,886,270	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	-99.7	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Percentage Change in										
1) Federal Capital Assistance Funds	-100.0	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) State Capital Assistance Funds	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Local Capital Assistance Funds	-98.6	- -	- -	- -	- -	- -	- -	- -	- -	- -

PRELIMINARY DRAFT

Table H-8 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	-2,641,142	1,601,334	5,085	-1,141,567	289,463	145,837	149,337	152,921	156,591	160,349
2) Percentage Change	-29.4	30.1	0.1	-16.5	5.0	2.4	2.4	2.4	2.4	2.4
o Percentage Change in										
1) Federal Assistance	-49.3	73.4	-1.8	-30.8	9.6	2.4	2.4	2.4	2.4	2.4
2) State Assistance	8.9	-8.4	2.4	7.6	-3.3	2.4	2.4	2.4	2.4	2.4
3) Local Assistance	-20.0	9.7	2.4	-7.3	7.3	2.4	2.4	2.4	2.4	2.4
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount	-12,064	10,200,000	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	-0.8	895.0	- -	- -	- -	- -	- -	- -	- -	- -
o Change in Revenue Vehicle Miles										
1) Absolute Amount	-59	8,937	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	- -	0.9	- -	- -	- -	- -	- -	- -	- -	- -
o Change in Revenue Vehicle Hours										
1) Absolute Amount	-209	823	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	-0.3	1.1	- -	- -	- -	- -	- -	- -	- -	- -
o Change in Buses in Active Fleet										
1) Absolute Amount	- -	-9	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	- -	-15.3	- -	- -	- -	- -	- -	- -	- -	- -
o Change in Total Employees										
1) Absolute Amount	2	14	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	3.1	19.7	- -	- -	- -	- -	- -	- -	- -	- -

[a] *Excluding depreciation.*

Source: Kenosha Area Transit System and SEWRPC.

PRELIMINARY DRAFT

262550 – TIP '23-'26 APPH MCTS OR
210-1000
JBS/JMD/jmd
10/14/22

Table H.9
Public Transit Operator Report for Milwaukee County Transit System: 2023-2026

2023 Projected Operating Budget	
Total Federal Operating Assistance	$42,109,218
Total State Operating Assistance	$68,624,797
Total Local Operating Assistance	$23,563,864
Total Farebox and Other Revenue	$27,938,387
Total Operating Budget	$162,236,266

2023 Projected Operation Characteristics			
Basic Transit System	**Weekdays**	**Saturdays**	**Sundays/Holidays**
Number of Routes	40	37	37
Total Route Miles (both directions)	54,836	41,473	35,938
Headway Range (average)	15-25	25-30	27-32
Vehicle Hours (average)	4,118	3,006	2,481
Vehicles in Service	264	181	158
Operating Budget (average)	$69,556,371	$50,773,786	$41,906,109

2023 Projections	
Operating Characteristics Specialized Service for Elderly and Handicapped Total Operating Budget: $17.3 million	The Transit Plus program subsidizes the cost of personal transportation for individuals designated as disabled under the ADA. The program is designed to approximate mass transit for individuals who are unable to utilize the fixed-route service of MCTS. Private van and taxi companies are contracted to provide all paratransit service. No constraints are placed on the nature of trip or number of trips taken. Service hours approximate the hours of fixed-route service. With few exceptions, the service area is Milwaukee County and all trips must originate and terminate within the service area. Milwaukee County subsidizes each one-way trip. The individual taking the trip is required to make an initial co-pay, currently $4. Per ADA law, the client co-pay may not exceed twice the standard adult bus fare (currently $2). In 2023, it is estimated that 413,000 paratransit trips will be taken at a total program cost of $17.3 million.
Implementation of New or Restructured Transit Services	In June 2023, MCTS will launch its first Bus Rapid Transit (BRT) system utilizing battery electric buses in the east-west corridor currently serviced predominantly by the Goldline. The Goldline and other services will be modified to accommodate for this route, as well as connections and transfers coordinated with Waukesha Metro service.
Planning for New or Restructured Transit Services	MCTS is in the initial planning phases for a North-South BRT route along the area currently serviced by the Purple line.

Source: Milwaukee County Department of Public Works and SEWRPC

Table H.10
Public Transit Operator Capital Project Justification for the Milwaukee County Transit System: 2023-2026

TIP Project Number	Description	Year	Costs ($)	Justification
75	Contract services for MCTS paratransit operations	2023 2024 2025 2026	2,250,000 2,250,000 2,250,000 2,250,000	Eligible operating expenses for Milwaukee County's paratransit program (Transit Plus).
78	Capitalization of transit vehicle maintenance activities	2023 2024 2025 2026	20,000,000 20,000,000 20,000,000 20,000,000	FTA allows vehicle maintenance costs to be considered an eligible capital project.
80	Support, service and maintenance equipment.	2023 2024 2025 2026	1,250,000 1,250,000 1,250,000 1,250,000	Replace maintenance vehicles and other equipment that have reached the end of their useful life.
81	Milwaukee Urbanized Area Section 5310 Administration	2023 2024	130,000 130,000	Milwaukee County will administer the regional Section 5310 program.
86	Replacement of interior lighting at the Kinnickinnic Garage	2023 2025	101,500 693,600	
87	Tire leasing services for MCTS.	2023 2024 2025 2026	560,000 570,000 580,000 590,000	Annual cost of tire leasing services – proven to be more cost effective than purchasing tires.
89	Lighting upgrades at the Fond du Lac Garage	2024	1,545,500	
92	Replacement of garage doors at fleet maintenance garage	2023	750,000	
93	KK Storage fire alarm system upgrades	2023	120,000	Current system is beyond useful life.
94	KK Maintenance Building air compressors	2023	120,000	Current system is beyond useful life.
95	KK Maintenance Building natural gas upgrades	2023	160,000	Current system is beyond useful life.
96	KK Maintenance Building sprinkler upgrades	2023	410,000	Current system is beyond useful life.
97	KK Maintenance Building water distribution renewal	2023	230,000	Current system is beyond useful life.
98	KK Storage Natural Gas System Upgrades	2023	530,000	Current system is beyond useful life.
99	KK Storage Sprinkler Upgrades	2023	1,370,000	Current system is beyond useful life.
100	KK Washhouse Building heating system upgrades	2023	200,000	Current system is beyond useful life.
101	Lighting upgrades for the large fleet maintenance garage	2024	324,000	
102	KK Garage HVAC control system upgrades	2023	500,000	

Source: Milwaukee County Department of Public Works and SEWRPC

Table H-11

FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM: 2018-2027

	Actual/Estimated					Projected				
Data Element	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]	$153,573,234	$151,178,498	$146,106,636	$144,437,447	$160,383,810	$158,743,313	$161,124,463	$163,541,330	$165,994,450	$168,484,366
Operating Revenues										
o Passenger Revenue	$34,369,929	$33,361,283	$16,602,379	$19,695,779	$24,059,422	$25,129,954	$25,381,254	$25,635,066	$25,891,417	$26,150,331
o School District Revenue										
o Other Revenue	$6,404,154	$5,966,160	$3,475,088	$3,828,602	$5,538,161	$2,808,433	$2,836,517	$2,864,883	$2,893,531	$2,922,467
Subtotal	$40,774,083	$39,327,444	$20,077,467	$23,524,381	$29,597,583	$27,938,387	$28,217,771	$28,499,949	$28,784,948	$29,072,798
Public Funding Requirement	$112,799,151	$111,851,054	$126,029,169	$120,913,066	$130,786,227	$130,804,926	$132,906,692	$135,041,381	$137,209,502	$139,411,569
Sources of Operating Funding										
o Federal Funds										
1) FTA Section 5307	$18,960,539	$20,013,449	$0	$10,130,851	$2,310,509	$17,070,750	$26,506,310	$25,000,000	$25,000,000	$25,000,000
2) FTA Section 5339										
3) CMAQ	$2,448,187	$2,400,000	$2,390,606	$0	$624,000	$624,000	$624,000	$0	$624,000	$624,000
4) Other	$350,000	$103,486	$33,102,913	$25,377,282	$71,878,544	$24,414,468	$17,000,000	- -	- -	- -
Subtotal	$21,758,726	$22,516,935	$35,493,519	$35,508,133	$74,813,053	$42,109,218	$44,130,310	$25,000,000	$25,624,000	$25,624,000
o State Funds										
1) WisDOT Section 85.20 (Operating Assistance	$64,193,900	$64,193,900	$65,477,800	$65,477,800	$32,738,900	$65,477,800	$65,477,800	$65,477,800	$65,477,800	$65,477,800
2) WisDOT Section 85.24 (TDM)										
3) Other	$6,169,313	$2,924,415	$3,240,367	$3,177,430	$3,146,997	$3,146,997	$3,146,997	$3,146,997	$3,146,997	$3,146,997
Subtotal	$70,363,213	$67,118,315	$68,718,167	$68,655,230	$35,885,897	$68,624,797	$68,624,797	$68,624,797	$68,624,797	$68,624,797
o Local Funds										
1) Property Taxes	$8,597,425	$10,419,077	$10,537,109	$5,561,509	$7,429,088	$7,429,088	$7,429,088	$7,429,088	$7,429,088	$7,429,088
2) Funds from Other Communities	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
3) Other	$15,867,717	$15,861,308	$15,831,158	$16,014,577	$16,151,142	$16,134,776	$16,215,450	$16,296,527	$16,378,010	$16,459,900
Subtotal	$24,465,142	$26,280,385	$26,368,267	$21,576,086	$23,580,230	$23,563,864	$23,644,538	$23,725,615	$23,807,098	$23,888,988
Total	$116,587,081	$115,915,635	$130,579,953	$125,739,449	$134,279,180	$134,297,879	$136,399,645	$117,350,412	$118,055,895	$118,137,785
Depreciation	$3,787,932	$4,064,581	$4,550,784	$4,826,383	$3,492,953	$3,492,953	$3,492,953	$3,492,953	$3,492,953	$3,492,953
Captial Project Expenditures										
o Bus Fleet Rehabilitaion, Replacement, and Expansion	$13,500,000	$11,400,000	- -	$12,050,357	$27,806,984	$4,860,702	$6,000,000	$6,000,000	$6,000,000	$6,000,000
o Bus Facility Renovation, Replacement, and Expansion	$500,000	$2,496,615	$6,551,775	$7,118,944	$31,699,874	$18,045,000	$18,405,900	$18,774,018	$19,149,498	$19,532,488
o Fixed Guideway Fleet Rehabilitaion and Expansion	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Fixed Guideway Facility Construction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Total	$14,000,000	$13,896,615	$6,551,775	$19,169,301	$59,506,858	$22,905,702	$24,405,900	$24,774,018	$25,149,498	$25,532,488
Sources of Capital Project Funding										
o Federal Funds										
1) FTA Section 5307	- -	$854,952	- -	$5,000,000	$16,458,461	- -	- -	- -	- -	- -
2) FTA Section 5339	$2,700,000	- -	- -	$3,925,569	$11,589,501	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$3,500,000
3) CMAQ	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
4) Other	- -	- -	- -	- -	$23,557,523	- -	- -	- -	- -	- -
Subtotal	$2,700,000	$854,952	- -	$8,925,569	$51,605,485	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$3,500,000
o State Funds	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Local Funds										
1) Property Taxes	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Bonding	$11,300,000	$1,641,663	$6,551,775	$8,993,732	$1,174,726	- -	- -	- -	- -	- -
3) Other	- -	- -	- -	$1,250,000	$6,726,647	- -	- -	- -	- -	- -
Subtotal	$11,300,000	$1,641,663	$6,551,775	$10,243,732	$7,901,373	- -	- -	- -	- -	- -
Total	$14,000,000	$2,496,615	$6,551,775	$19,169,301	$59,506,858	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$3,500,000

PRELIMINARY DRAFT

Table H-11 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating Funding and Capital Project Funds										
o Federal	$24,458,726	$23,371,887	$35,493,519	$44,433,702	$126,418,538	$45,609,218	$47,630,310	$28,500,000	$29,124,000	$29,124,000
o State	$70,363,213	$67,118,315	$68,718,167	$68,655,230	$35,885,897	$68,624,797	$68,624,797	$68,624,797	$68,624,797	$68,624,797
o Local	$35,765,142	$27,922,048	$32,920,042	$31,819,818	$31,481,603	$23,563,864	$23,644,538	$23,725,615	$23,807,098	$23,888,988
Total	$130,587,081	$118,412,250	$137,131,728	$144,908,750	$193,786,038	$137,797,879	$139,899,645	$120,850,412	$121,555,895	$121,637,785
Non-Financial Operating Data										
o Revenue Passengers	21,650,627	19,475,635	9,435,175	10,237,784	14,332,898	15,192,871	15,344,800	15,498,248	15,653,231	15,809,763
o Unlinked Passenger Trips	29,071,243	26,447,214	15,595,089	14,356,646	20,021,743	21,282,569	21,495,395	21,710,349	21,927,452	22,146,727
o Passenger Miles	106,718,086	91,779,458	56,734,752	50,839,606	71,175,448	75,445,975	76,200,435	76,962,439	77,732,064	78,509,384
o Revenue Vehicle Miles	18,306,995	17,965,918	16,474,876	17,496,269	17,604,340	17,174,035	17,174,035	17,174,035	17,174,035	17,174,035
o Revenue Vehicle Hours	1,394,808	1,371,441	1,288,278	1,312,912	1,361,171	1,334,424	1,334,424	1,334,424	1,334,424	1,334,424
o Buses Operated in Peak Service	334	320	293	319	290	262	262	262	262	262
o Buses in Active Fleet	409	394	390	371	350	314	314	314	314	314
o Total Employees	1,111	1,057	1,061	1,050	1,050	1,050	1,050	1,050	1,050	1,050

[a] *Excluding depreciation.*

Source: Milwaukee County Department of Public Works and SEWRPC.

PRELIMINARY DRAFT

Table H-12

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM: 2018-2027

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]										
o Change in Total Operating Expenses										
1) Absolute Amount	$3,064,039	-$2,394,736	-$5,071,862	-$1,669,189	$15,946,363	-$1,640,497	$2,381,150	$2,416,867	$2,453,120	$2,489,917
2) Percentage Change	2.0	-1.6	-3.4	-1.1	11.0	-1.0	1.5	1.5	1.5	1.5
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	$8.76	$8.41	$8.87	$8.26	$9.11	$9.24	$9.38	$9.52	$9.67	$9.81
2) Percentage Change	-10.4	-3.9	5.4	-6.9	10.4	1.5	1.5	1.5	1.5	1.5
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	$113.69	$110.23	$113.41	$110.01	$117.83	$118.96	$120.74	$122.56	$124.39	$126.26
2) Percentage Change	-5.5	-3.0	2.9	-3.0	7.1	1.0	1.5	1.5	1.5	1.5
o Cost per Revenue Passenger										
1) Absolute Amount	$4.61	$7.76	$15.49	$14.11	$11.19	$10.45	$10.50	$10.55	$10.60	$10.66
2) Percentage Change	12.0	68.4	99.5	-8.9	-20.7	-6.6	0.5	0.5	0.5	0.5
o Cost per Passenger Mile										
1) Absolute Amount	$1.08	$1.65	$2.58	$2.84	$2.25	$2.10	$2.11	$2.12	$2.14	$2.15
2) Percentage Change	6.3	52.5	56.3	10.3	-20.7	-6.6	0.5	0.5	0.5	0.5
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	-1.2	-2.9	-50.2	18.6	22.2	4.4	1.0	1.0	1.0	1.0
2) Total Revenue	-1.9	-3.5	-48.9	17.2	25.8	-5.6	1.0	1.0	1.0	1.0
o Average Revenue per Revenue Passenger										
1) Absolute Amount	$1.44	$2.02	$2.13	$2.30	$2.07	$1.84	$1.84	$1.84	$1.84	$1.84
2) Percentage Change	7.6	40.2	5.4	8.0	-10.1	-10.9	- -	- -	- -	- -
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	31.3	26.0	13.7	16.3	18.5	17.6	17.5	17.4	17.3	17.3
2) Percentage Change	-3.9	-16.9	-47.2	18.5	13.3	-4.6	-0.5	-0.5	-0.5	-0.5
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	$3,987,025	-$948,096	$14,178,115	-$5,116,103	$9,873,161	$18,699	$2,101,766	$2,134,689	$2,168,120	$2,202,067
2) Percentage Change	3.9	-0.8	12.7	-4.1	8.2	- -	1.6	1.6	1.6	1.6
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	$3.16	$5.74	$13.36	$11.81	$9.12	$8.61	$8.66	$8.71	$8.77	$8.82
2) Percentage Change	14.0	81.7	132.6	-11.6	-22.7	-5.6	0.6	0.6	0.6	0.6
o Operating Assistance per Passenger Mile										
1) Absolute Amount	$0.74	$1.22	$2.22	$2.38	$1.84	$1.73	$1.74	$1.75	$1.77	$1.78
2) Percentage Change	8.3	64.7	82.3	7.1	-22.7	-5.6	0.6	0.6	0.6	0.6
o Percentage Change in										
1) Federal Operating Assistance Funds	16.9	3.5	57.6	- -	110.7	-43.7	4.8	-43.3	2.5	- -
2) State Operating Assistance Funds	-0.5	-4.6	2.4	-0.1	-47.7	91.2	- -	- -	- -	- -
3) Local Operating Assistance Funds	3.4	7.4	0.3	-18.2	9.3	-0.1	0.3	0.3	0.3	0.3
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	-$9,150,000	-$11,503,385	$4,055,160	$12,617,526	$40,337,557	-$56,006,858	- -	- -	- -	- -
2) Percentage Change	-39.5	-82.2	162.4	192.6	210.4	-94.1	- -	- -	- -	- -
o Percentage Change in										
1) Federal Capital Assistance Funds	-42.9	-68.3	-100.0	- -	478.2	-93.2	- -	- -	- -	- -
2) State Capital Assistance Funds	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Local Capital Assistance Funds	-20.7	-85.5	299.1	56.4	-22.9	-100.0	- -	- -	- -	- -

PRELIMINARY DRAFT

Table H-12 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	-5,149,852	-12,174,831	18,719,478	7,777,022	48,877,288	-55,988,159	2,101,766	-19,049,233	705,483	81,890
2) Percentage Change	-4.1	-9.3	15.8	5.7	33.7	-28.9	1.5	-13.6	0.6	0.1
o Percentage Change in										
1) Federal Assistance	-11.0	-4.4	51.9	25.2	184.5	-63.9	4.4	-40.2	2.2	- -
2) State Assistance	-0.5	-4.6	2.4	-0.1	-47.7	91.2	- -	- -	- -	- -
3) Local Assistance	-1.1	-21.9	17.9	-3.3	-1.1	-25.2	0.3	0.3	0.3	0.3
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount	-3,228,764	-2,174,992	-10,040,460	802,609	4,095,114	859,974	151,929	153,448	154,982	156,532
2) Percentage Change	-8.9	-10.0	-51.6	8.5	40.0	6.0	1.0	1.0	1.0	1.0
o Change in Revenue Vehicle Miles										
1) Absolute Amount	2,120,579	-341,077	-1,491,042	1,021,393	108,071	-430,305	- -	- -	- -	- -
2) Percentage Change	13.8	-1.9	-8.3	6.2	0.6	-2.4	- -	- -	- -	- -
o Change in Revenue Vehicle Hours										
1) Absolute Amount	98,901	-23,367	-83,163	24,634	48,259	-26,747	- -	- -	- -	- -
2) Percentage Change	7.9	-1.7	-6.1	1.9	3.7	-2.0	- -	- -	- -	- -
o Change in Buses in Active Fleet										
1) Absolute Amount	- -	-15	-4	-19	-21	-36	- -	- -	- -	- -
2) Percentage Change	- -	-3.7	-1.0	-4.9	-5.7	-10.3	- -	- -	- -	- -
o Change in Total Employees										
1) Absolute Amount	21	-54	4	-11	- -	- -	- -	- -	- -	- -
2) Percentage Change	2.0	-4.9	0.4	-1.0	- -	- -	- -	- -	- -	- -

[a] *Excluding depreciation.*

Source: Milwaukee County Department of Public Works and SEWRPC.

PRELIMINARY DRAFT

Table H.13
Public Transit Operator Report for Ozaukee County Transit System: 2023-2026

2023 Projected Operating Budget	
Total Federal Operating Assistance	$1,182,653
Total State Operating Assistance	$1,564,504
Total Local Operating Assistance	$383,238
Total Farebox and Other Revenue	$557,105
Total Operating Budget	$3,687,500

2023 Projected Operation Characteristics	
Basic Transit System: Bus	**Weekdays**
Number of Routes	1
Total Route Miles (both directions)	686
Vehicle Hours (average)	24.25
Vehicles in Service	7
Operating Budget (average)	$1,171,400

2023 Projected Operation Characteristics			
Basic Transit System: Taxi	**Weekdays**	**Saturdays**	**Sundays/Holidays**
Vehicle Miles (average)	5973	1513	1204
Vehicle Hours (average)	273	69	55
Vehicles in Service	28	7	6
Operating Budget (average)	$2,282,500	$130,100	$103,500

2023 Projections	
Operating Characteristics	None
Implementation of New or Restructured Transit Services	None
Planning for New or Restructured Transit Services	None

Source: Ozaukee County Transit Services and SEWRPC

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Table H.14
Public Transit Operator Capital Project Justification for Ozaukee County Transit: 2023-2026

TIP Project Number	Description	Year	Costs ($)	Justification
180	Purchase of 4 Replacement vehicles each year for the Ozaukee County Shared Ride Taxi Program (5307/5339).	2023 2024 2025 2026	215,000 215,000 215,000 215,000	This project provides for annual rolling stock replacement for the Ozaukee County Shared Ride Taxi service in order to retain a fleet in good repair and in accordance with the Wisconsin DOT and Group Transit Asset Management Plan.

Source: Ozaukee County Transit Services and SEWRPC

Table H-15

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE OZAUKEE COUNTY TRANSIT SYSTEM: 2018-2027

	Actual/Estimated					Projected				
Data Element	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]	$3,532,964	$3,586,379	$3,622,243	$1,964,077	$3,603,522	$3,687,500	$3,731,750	$3,776,531	$3,821,849	$3,867,712
Operating Revenues										
o Passenger Revenue	$909,094	$810,277	$818,380	$427,797	$550,589	$556,095	$561,656	$567,272	$572,945	$578,675
o Prior Year Revenue										
o Other Revenue	$11,600	$16,354	$16,518	$1,740	$1,000	$1,010	$1,020	$1,030	$1,041	$1,051
Subtotal	$920,694	$826,631	$834,897	$429,537	$551,589	$557,105	$562,676	$568,303	$573,986	$579,726
Operating Assistance	$2,612,270	$2,759,748	$2,787,345	$1,534,540	$3,051,933	$3,130,395	$3,169,074	$3,208,228	$3,247,864	$3,287,986
Sources of Operating Assistance										
o Federal Funds										
1) FTA Section 5307	$611,673	$681,610	$699,880	$303,767	$415,200	$522,596	$528,867	$535,214	$541,636	$548,136
2) FTA Section 5339										
3) CMAQ	$0	$0	- -	- -	- -	- -	- -	- -	- -	- -
4) Other	- -	- -	- -	- -	$1,209,813	$300,000	$100	- -	- -	- -
Subtotal	$611,673	$681,610	$699,880	$303,767	$1,625,013	$822,596	$528,967	$535,214	$541,636	$548,136
o State Funds										
1) WisDOT Section 85.20 (Operating Assistance)	$1,294,429	$1,245,653	$1,278,001	$725,807	$1,296,620	$1,250,960	$1,372,477	$1,389,723	$1,407,082	$1,424,656
2) WisDOT Section 85.24 (TDM)										
3) Other	$205,606	$206,595	$208,661	$232,926	$239,556	$290,900	$294,400	$297,900	$301,500	$304,515
Subtotal	$1,500,035	$1,452,248	$1,486,662	$958,733	$1,536,176	$1,541,860	$1,666,877	$1,687,623	$1,708,582	$1,729,171
o Local Funds										
1) Property Taxes	$484,141	$625,890	$600,804	$541,928	$250,615	$710,610	$917,901	$930,062	$942,316	$955,350
2) Funds from Other Communities	- -	- -	- -	$55,329	$55,329	$55,329	$55,329	$55,329	$55,329	$55,329
3) Other	$0	$0	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$484,141	$625,890	$600,804	$597,257	$305,944	$765,939	$973,230	$985,391	$997,645	$1,010,679
Total	$2,595,849	$2,759,748	$2,787,345	$1,859,757	$3,467,133	$3,130,395	$3,169,074	$3,208,228	$3,247,864	$3,287,986
Depreciation	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expansion	$275,000	$102,983	$175,000	$127,998	$215,000	$215,000	$215,000	$215,000	$215,000	$215,000
o Bus Facility Renovation, Replacement, and Expansion	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Fixed Guideway Fleet Rehabilitation and Expansion	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Fixed Guideway Facility Construction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Other	$50,000	$32,040	$50,000	$4,360	- -	- -	- -	- -	$5,000	- -
Total	$325,000	$135,023	$225,000	$132,358	$215,000	$215,000	$215,000	$215,000	$220,000	$215,000
Sources of Capital Project Funding										
o Federal Funds										
1) FTA Section 5307	$220,000	$80,289	$110,000	- -	- -	$90,000	$90,000	$90,000	$94,000	$90,000
2) FTA Section 5339	- -	$2,098	$70,000	$80,016	$93,200	$82,000	$82,000	$82,000	$82,000	$82,000
3) CMAQ	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
4) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$220,000	$82,387	$180,000	$80,016	$93,200	$172,000	$172,000	$172,000	$176,000	$172,000
o State Funds	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Local Funds										
1) Property Taxes	$55,000	- -	- -	$30,160	$23,300	$43,000	$43,000	$43,000	$44,000	$43,000
2) Bonding	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	- -	- -	- -	$22,182	$58,500	- -	- -	- -	- -	- -
Subtotal	$55,000	- -	- -	$52,342	$81,800	$43,000	$43,000	$43,000	$44,000	$43,000
Total	$275,000	$82,387	$180,000	$132,358	$175,000	$215,000	$215,000	$215,000	$220,000	$215,000

PRELIMINARY DRAFT

Table H-15 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating Assistance and Capital Project Funds										
o Federal	$831,673	$763,997	$879,880	$383,783	$1,718,213	$994,596	$700,967	$707,214	$717,636	$720,136
o State	$1,500,035	$1,452,248	$1,486,662	$958,733	$1,536,176	$1,541,860	$1,666,877	$1,687,623	$1,708,582	$1,729,171
o Local	$539,141	$625,890	$600,804	$649,599	$387,744	$808,939	$1,016,230	$1,028,391	$1,041,645	$1,053,679
Total	$2,870,849	$2,842,135	$2,967,345	$1,992,115	$3,642,133	$3,345,395	$3,384,074	$3,423,228	$3,467,864	$3,502,986
Non-Financial Operating Data - Bus & Taxi Service										
o Revenue Passengers	222,137	159,507	162,182	83,418	84,976	86,565	88,184	89,835	91,517	93,232
o Unlinked Passenger Trips	222,137	159,181	118,457	83,418	84,976	86,565	88,184	89,835	91,517	93,232
o Passenger Miles	2,278,860	2,328,274	2,366,972	582,345	588,600	594,927	601,325	607,796	614,342	620,962
o Revenue Vehicle Miles	1,389,114	1,323,812	1,344,665	875,736	884,493	893,338	902,272	911,294	920,407	929,611
o Revenue Vehicle Hours	65,952	63,136	63,698	45,077	45,515	45,956	46,403	46,854	47,309	47,769
o Buses Operated in Peak Service	7	7	7	7	7	7	7	7	7	7
o Buses in Active Fleet	7	7	7	7	7	7	7	7	7	7
o Total Employees	1	1	1	1	1	1	1	1	1	1

[a] *Excluding depreciation.*

Source: Ozaukee County Transit Services and SEWRPC.

PRELIMINARY DRAFT

Table H-16

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE OZAUKEE COUNTY TRANSIT SYSTEM: 2018-2027

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]										
o Change in Total Operating Expenses										
1) Absolute Amount	$272,775	$53,415	$35,864	-$1,658,166	$1,639,445	$83,978	$44,250	$44,781	$45,318	$45,862
2) Percentage Change	9.4	1.5	1.0	-45.8	83.5	2.3	1.2	1.2	1.2	1.2
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	$2.46	$2.71	$2.69	$2.24	$4.07	$4.13	$4.14	$4.14	$4.15	$4.16
2) Percentage Change	-0.4	10.1	-0.6	-16.7	81.7	1.3	0.2	0.2	0.2	0.2
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	$53.84	$56.80	$56.87	$43.57	$79.17	$80.24	$80.42	$80.60	$80.78	$80.97
2) Percentage Change	3.1	5.5	0.1	-23.4	81.7	1.3	0.2	0.2	0.2	0.2
o Cost per Revenue Passenger										
1) Absolute Amount	$14.10	$22.48	$22.33	$23.55	$42.41	$42.60	$42.32	$42.04	$41.76	$41.48
2) Percentage Change	3.8	59.5	-0.7	5.4	80.1	0.5	-0.7	-0.7	-0.7	-0.7
o Cost per Passenger Mile										
1) Absolute Amount	$1.06	$1.54	$1.53	$3.37	$6.12	$6.20	$6.21	$6.21	$6.22	$6.23
2) Percentage Change	7.4	45.3	-0.7	120.4	81.5	1.2	0.1	0.1	0.1	0.1
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	11.1	-10.9	1.0	-47.7	28.7	1.0	1.0	1.0	1.0	1.0
2) Total Revenue	7.9	-10.2	1.0	-48.6	28.4	1.0	1.0	1.0	1.0	1.0
o Average Revenue per Revenue Passenger										
1) Absolute Amount	$3.61	$5.18	$5.15	$5.15	$6.49	$6.44	$6.38	$6.33	$6.27	$6.22
2) Percentage Change	2.4	43.6	-0.7	- -	26.1	-0.9	-0.9	-0.9	-0.9	-0.9
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	25.6	23.0	23.0	21.9	15.3	15.1	15.1	15.0	15.0	15.0
2) Percentage Change	-1.4	-10.0	- -	-5.1	-30.0	-1.3	-0.2	-0.2	-0.2	-0.2
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	$213,182	$147,478	$27,597	-$1,252,805	$1,517,393	$78,462	$38,679	$39,154	$39,635	$40,122
2) Percentage Change	10.0	5.6	1.0	-44.9	98.9	2.6	1.2	1.2	1.2	1.2
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	$10.49	$17.30	$17.19	$18.40	$35.92	$36.16	$35.94	$35.71	$35.49	$35.27
2) Percentage Change	4.3	64.9	-0.7	7.0	95.2	0.7	-0.6	-0.6	-0.6	-0.6
o Operating Assistance per Passenger Mile										
1) Absolute Amount	$0.79	$1.19	$1.18	$2.64	$5.19	$5.26	$5.27	$5.28	$5.29	$5.29
2) Percentage Change	8.0	50.0	-0.7	123.8	96.8	1.5	0.2	0.2	0.2	0.2
o Percentage Change in										
1) Federal Operating Assistance Funds	3.0	11.4	2.7	-56.6	435.0	-49.4	-35.7	1.2	1.2	1.2
2) State Operating Assistance Funds	9.7	-3.2	2.4	-35.5	60.2	0.4	8.1	1.2	1.2	1.2
3) Local Operating Assistance Funds	12.9	29.3	-4.0	-0.6	-48.8	150.4	27.1	1.2	1.2	1.3
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	$40,564	-$192,613	$97,613	-$47,642	$42,642	$40,000	- -	- -	$5,000	-$5,000
2) Percentage Change	43.7	-70.0	118.5	-26.5	32.2	22.9	- -	- -	2.3	-2.3
o Percentage Change in										
1) Federal Capital Assistance Funds	31.2	-62.6	118.5	-55.5	16.5	84.5	- -	- -	2.3	-2.3
2) State Capital Assistance Funds	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Local Capital Assistance Funds	-98.0	-100.0	#DIV/0!	#DIV/0!	56.3	-47.4	- -	- -	2.3	-2.3

PRELIMINARY DRAFT

Table H-16 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	253,746	-28,714	125,210	-975,230	1,650,018	-296,738	38,679	39,154	44,635	35,122
2) Percentage Change	11.4	-1.0	4.4	-32.9	82.8	-8.1	1.2	1.2	1.3	1.0
o Percentage Change in										
1) Federal Assistance	10.3	-8.1	15.2	-56.4	347.7	-42.1	-29.5	0.9	1.5	0.3
2) State Assistance	9.7	-3.2	2.4	-35.5	60.2	0.4	8.1	1.2	1.2	1.2
3) Local Assistance	14.7	16.1	-4.0	8.1	-40.3	108.6	25.6	1.2	1.3	1.2
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount	11,500	-62,630	2,675	-78,764	1,558	1,589	1,619	1,650	1,682	1,715
2) Percentage Change	5.4	-28.2	1.7	-48.6	1.9	1.9	1.9	1.9	1.9	1.9
o Change in Revenue Vehicle Miles										
1) Absolute Amount	114,925	-65,302	20,853	-468,929	8,757	8,845	8,933	9,023	9,113	9,204
2) Percentage Change	9.8	-4.7	1.6	-34.9	1.0	1.0	1.0	1.0	1.0	1.0
o Change in Revenue Vehicle Hours										
1) Absolute Amount	3,421	-2,816	562	-18,621	438	442	446	451	455	460
2) Percentage Change	6.2	-4.3	0.9	-29.2	1.0	1.0	1.0	1.0	1.0	1.0
o Change in Buses in Active Fleet										
1) Absolute Amount	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Change in Total Employees										
1) Absolute Amount	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -

[a] *Excluding depreciation.*

Source: Ozaukee County Transit Services and SEWRPC.

PRELIMINARY DRAFT

Table H.17
Public Transit Operator Report for RYDE (City of Racine Transit System): 2023-2026

2023 Projected Operating Budget	
Total Federal Operating Assistance	$5,512,336
Total State Operating Assistance	$2,070,068
Total Local Operating Assistance	$1,649,000
Total Farebox and Other Revenue	$1,375,295
Total Operating Budget	$10,606,699

2023 Projected Operation Characteristics			
Basic Transit System	**Weekdays**	**Saturdays**	**Sundays**
Number of Routes	10	5	5
Total Route Miles (both directions)	157	101	94
Headway Range (average)	30-60 minutes	60 minutes	60 minutes
Vehicle Hours (average)	300	120	75
Vehicles in Service	29	9	9
Operating Budget (average)	$29,800	$15,133	$9,429

2023 Projections	
Operating Characteristics	None
Implementation of New or Restructured Transit Services	An additional route will be reinstated. The route was stopped while local public schools were virtual.
Planning for New or Restructured Transit Services:	None

Source: City of Racine, Department of Transportation and SEWRPC

Table H.18
Public Transit Operator Capital Project Justification for RYDE (City of Racine Transit System): 2023-2026

TIP Project Number	Description	Year	Costs ($)	Justification
360	Operating assistance for the City of Racine Transit System	2023 2024 2025 2026	9,231,500 7,409,400 7,427,100 7,463,600	Operating costs have traditionally been covered by a combination of federal, state, local governments and rider fares, all of which are critical to providing the service.
361	Replace aging transit equipment as it wears out	2023 2024 2025 2026	50,000 50,000 50,000 50,000	Replace equipment that is no longer functional.
362	Purchase of 2 replacement paratransit vehicles	2025	160,000	Minibuses buses will have exceeded their useful life benchmark in terms of miles, years, condition and life cycle cost.
363	Purchase of 4 all-electric buses to replace diesel buses	2023	4,450,000	Meet zero emission goals and buses will have exceeded their useful life benchmark in terms of miles, years, condition and life cycle cost.
364	Purchase of 4 all-electric buses to replace diesel buses	2025	4,500,000	Meet zero emission goals and buses will have exceeded their useful life benchmark in terms of miles, years, condition and life cycle cost.
365	Replacement of a maintenance vehicle	2023	60,000	Maintenance vehicle (1997) has exceeded its useful life in terms of miles, years, condition and life cycle cost.
366	Replacement of a supervisor van	2024	80,000	Supervisor van (2017) has exceeded its useful life in terms of miles, years, condition and life cycle cost.
367	Reconstruction of dispatch offices, drivers room, and storage area	2023	1,875,000	Improve functionality and address ADA and structural issues.
368	Replacement of transit facility apron and parking lot	2023	400,000	The pavement at the transit garage and office facility is crumbling. Requires replacement with concrete.
369	Replacement of fencing at the Kentucky St Transit Garage	2024	50,000	Fence surrounding transit garage is aging and falling apart.
370	Upgrades to the fare purchasing technology	2023	200,000	Expand options for purchasing passes for passengers at transit center and on buses.

Source: City of Racine, Department of Transportation and SEWRPC

Table H-19

FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR RYDE - CITY OF RACINE: 2018-2027

				Projected						
Data Element	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]	$8,764,325	$9,344,849	$9,310,044	$9,259,274	$9,537,052	$9,823,164	$10,117,859	$10,421,394	$10,734,036	$11,056,057
Operating Revenues										
o Passenger Revenue	$1,247,649	$1,192,656	$486,001	$749,220	$812,904	$882,001	$956,971	$1,038,313	$1,126,570	$1,222,328
o School District Revenue	$132,660	$306,863	$208,532	$3,290	$167,500	$338,350	$341,734	$345,151	$348,602	$352,088
o Other Revenue	$191,262	$166,541	$138,676	$151,891	$153,410	$154,944	$156,493	$158,058	$159,639	$161,235
Subtotal	$1,571,571	$1,666,060	$833,209	$904,401	$1,133,814	$1,375,295	$1,455,198	$1,541,522	$1,634,811	$1,735,652
Operating Assistance	$7,192,754	$7,678,789	$8,476,835	$8,354,873	$8,403,239	$8,447,869	$8,662,661	$8,879,872	$9,099,225	$9,320,406
Sources of Operating Assistance										
o Federal Funds										
1) FTA Section 5307	$2,636,230	$2,687,489	$2,649,297	$2,975,471	$2,975,000	$2,975,000	$2,975,000	$2,975,000	$2,975,000	$2,975,000
2) FTA Section 5339	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) CMAQ	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
4) Other	- -	- -	$2,675,563	$2,744,593	$2,895,846	$2,537,366	- -	- -	- -	- -
Subtotal	$2,636,230	$2,687,489	$5,324,860	$5,720,064	$5,870,846	$5,512,366	$2,975,000	$2,975,000	$2,975,000	$2,975,000
o State Funds										
1) WisDOT Section 85.20 (Operating Assistance)	$2,066,626	$1,978,780	$1,978,781	$1,978,782	$1,978,783	$1,978,784	$1,978,785	$1,978,786	$1,978,787	$1,978,788
2) WisDOT Section 85.24 (TDM)	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	$85,518	$85,808	$91,284	$91,284	$91,284	$91,284	$91,284	$91,284	$91,284	$91,284
Subtotal	$2,152,144	$2,064,588	$2,070,065	$2,070,066	$2,070,067	$2,070,068	$2,070,069	$2,070,070	$2,070,071	$2,070,072
o Local Funds										
1) Property Taxes	$1,300,000	$1,276,319	$1,480,083	$782,000	$782,000	$782,000	$1,480,000	$1,480,000	$1,480,000	$1,480,000
2) Funds from Other Communities	$846,031	$821,365	$886,739	$894,939	$850,000	$867,000	$884,340	$902,027	$920,067	$938,469
3) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$2,146,031	$2,097,684	$2,366,822	$1,676,939	$1,632,000	$1,649,000	$2,364,340	$2,382,027	$2,400,067	$2,418,469
Total	$6,934,405	$6,849,761	$9,761,747	$9,467,069	$9,572,913	$9,231,434	$7,409,409	$7,427,096	$7,445,138	$7,463,540
Depreciation	$1,287,272	$1,300,085	$1,316,118	$1,413,755	$1,413,755	$1,413,755	$1,413,755	$1,413,755	$1,413,755	$1,413,755
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expansion	$23,845	- -	- -	$8,880,799	$2,996,321	$4,760,000	$130,000	$4,710,000	$50,000	- -
o Bus Facility Renovation, Replacement, and Expansion	$29,226	$23,685	$350,449	$37,313	$240,470	$1,915,000	$50,000	- -	- -	- -
o Fixed Guideway Fleet Rehabilitation and Expansion	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Fixed Guideway Facility Construction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Total	$53,071	$23,685	$350,449	$8,918,112	$3,236,791	$6,675,000	$180,000	$4,710,000	$50,000	- -
Sources of Capital Project Funding										
o Federal Funds										
1) FTA Section 5307	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) FTA Section 5339	$87,560	- -	- -	$3,143,048	$1,061,405	$5,300,000	$104,000	$3,728,000	- -	- -
3) CMAQ	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
4) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$87,560	- -	- -	$3,143,048	$1,061,405	$5,300,000	$104,000	$3,728,000	- -	- -
o State Funds	- -	- -	- -	$5,182,478	$1,917,339	- -	- -	- -	- -	- -
o Local Funds										
1) Property Taxes	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Bonding	$53,071	$23,685	$350,449	$592,586	$258,047	$1,375,000	$76,000	$982,000	$50,000	- -
3) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$53,071	$23,685	$350,449	$592,586	$258,047	$1,375,000	$76,000	$982,000	$50,000	- -
Total	$140,631	$23,685	$350,449	$8,918,112	$3,236,791	$6,675,000	$180,000	$4,710,000	$50,000	- -

PRELIMINARY DRAFT

Table H-19 (continued)

Data Element	2018	2019	2020	Projected 2021	2022	2023	2024	2025	2026	2027
Total Operating Assistance and Capital Project Funds										
o Federal	$2,723,790	$2,687,489	$5,324,860	$8,863,112	$6,932,251	$10,812,366	$3,079,000	$6,703,000	$2,975,000	$2,975,000
o State	$2,152,144	$2,064,588	$2,070,065	$2,070,066	$2,070,067	$2,070,068	$2,070,069	$2,070,070	$2,070,071	$2,070,072
o Local	$2,199,102	$2,121,369	$2,717,271	$2,269,525	$1,890,047	$3,024,000	$2,440,340	$3,364,027	$2,450,067	$2,418,469
Total	$7,075,036	$6,873,446	$10,112,196	$13,202,703	$10,892,365	$15,906,434	$7,589,409	$12,137,096	$7,495,138	$7,463,540
Non-Financial Operating Data										
o Revenue Passengers	1,018,328	869,035	617,863	432,799	497,719	572,377	658,233	756,968	870,513	1,001,090
o Unlinked Passenger Trips	1,160,864	1,041,115	681,778	518,575	596,361	685,815	788,688	906,991	1,043,040	1,199,495
o Passenger Miles	4,678,867	4,354,298	2,790,572	2,244,521	2,468,973	2,715,870	2,987,457	3,286,203	3,614,824	3,976,306
o Revenue Vehicle Miles	1,268,887	1,259,819	1,183,498	1,200,372	1,212,376	1,224,499	1,236,744	1,249,112	1,261,603	1,274,219
o Revenue Vehicle Hours	95,643	96,889	90,984	91,720	92,637	93,564	94,499	95,444	96,399	97,363
o Buses Operated in Peak Service	39	39	39	39	39	39	39	39	39	39
o Buses in Active Fleet	47	47	47	47	47	47	47	47	47	47
o Total Employees	86	86	86	86	86	86	86	86	86	86

[a] *Excluding depreciation.*

Source: City of Racine, Department of Transportation and SEWRPC.

PRELIMINARY DRAFT

Table H-20

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR RYDE - CITY OF RACINE: 2018-2027

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]										
o Change in Total Operating Expenses										
1) Absolute Amount	$444,622	$580,524	-$34,805	-$50,770	$277,778	$286,112	$294,695	$303,536	$312,642	$322,021
2) Percentage Change	5.5	6.6	-0.4	-0.5	3.0	3.0	3.0	3.0	3.0	3.0
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	$8.83	$7.42	$7.87	$7.71	$7.87	$8.02	$8.18	$8.34	$8.51	$8.68
2) Percentage Change		-16.0	6.1	-1.9	2.0	2.0	2.0	2.0	2.0	2.0
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	$108.72	$96.45	$102.33	$100.95	$102.95	$104.99	$107.07	$109.19	$111.35	$113.56
2) Percentage Change	4.1	-11.3	6.1	-1.3	2.0	2.0	2.0	2.0	2.0	2.0
o Cost per Revenue Passenger										
1) Absolute Amount	$8.27	$10.75	$15.07	$21.39	$19.16	$17.16	$15.37	$13.77	$12.33	$11.04
2) Percentage Change	8.1	30.0	40.1	42.0	-10.4	-10.4	-10.4	-10.4	-10.4	-10.4
o Cost per Passenger Mile										
1) Absolute Amount	$1.88	$2.15	$3.34	$4.13	$3.86	$3.62	$3.39	$3.17	$2.97	$2.78
2) Percentage Change	1.1	14.2	55.5	23.7	-6.4	-6.4	-6.4	-6.4	-6.4	-6.4
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	2.9	-4.4	-59.3	54.2	8.5	8.5	8.5	8.5	8.5	8.5
2) Total Revenue	0.6	6.0	-50.0	8.5	25.4	21.3	5.8	5.9	6.1	6.2
o Average Revenue per Revenue Passenger										
1) Absolute Amount	$1.83	$1.92	$1.35	$2.09	$2.28	$2.40	$2.21	$2.04	$1.88	$1.73
2) Percentage Change	3.0	4.8	-29.7	55.0	9.0	5.5	-8.0	-7.9	-7.8	-7.7
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	22.2	17.8	8.9	9.8	11.9	14.0	14.4	14.8	15.2	15.7
2) Percentage Change	-4.6	-19.7	-49.8	9.1	21.7	17.8	2.7	2.8	3.0	3.1
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	$432,842	$486,035	$798,046	-$121,962	$48,366	$44,631	$214,792	$217,211	$219,353	$221,180
2) Percentage Change	7.0	6.8	10.4	-1.4	0.6	0.5	2.5	2.5	2.5	2.4
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	$6.44	$8.84	$13.72	$19.30	$16.88	$14.76	$13.16	$11.73	$10.45	$9.31
2) Percentage Change	9.6	37.2	55.3	40.7	-12.5	-12.6	-10.8	-10.9	-10.9	-10.9
o Operating Assistance per Passenger Mile										
1) Absolute Amount	$1.47	$1.76	$3.04	$3.72	$3.40	$3.11	$2.90	$2.70	$2.52	$2.34
2) Percentage Change	2.6	20.0	72.3	22.5	-8.6	-8.6	-6.8	-6.8	-6.8	-6.9
o Percentage Change in										
1) Federal Operating Assistance Funds	0.5	1.9	98.1	7.4	2.6	-6.1	-46.0	- -	- -	- -
2) State Operating Assistance Funds	-1.3	-4.1	0.3	- -	- -	- -	- -	- -	- -	- -
3) Local Operating Assistance Funds	0.3	-2.3	12.8	-29.1	-2.7	1.0	43.4	0.7	0.8	0.8
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	$45,719	-$116,946	$326,764	$8,567,663	-$5,681,321	$3,438,209	-$6,495,000	$4,530,000	-$4,660,000	-$50,000
2) Percentage Change	13.4	-83.2	1,379.6	2,444.8	-63.7	106.2	-97.3	2,516.7	-98.9	-100.0
o Percentage Change in										
1) Federal Capital Assistance Funds	- -	-100.0	- -	- -	-66.2	399.3	-98.0	3,484.6	-100.0	- -
2) State Capital Assistance Funds	- -	- -	- -	- -	-63.0	-100.0	- -	- -	- -	- -
3) Local Capital Assistance Funds	- -	-55.4	1,379.6	69.1	-56.5	432.8	-94.5	1,192.1	-94.9	-100.0

PRELIMINARY DRAFT

Table H-20 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	37,277	-201,590	3,238,749	3,090,507	-2,310,338	5,014,069	-8,317,025	4,547,688	-4,641,958	-31,598
2) Percentage Change	0.5	-2.8	47.1	30.6	-17.5	46.0	-52.3	59.9	-38.2	-0.4
o Percentage Change in										
1) Federal Assistance	6.0	-1.3	98.1	66.4	-21.8	56.0	-71.5	117.7	-55.6	- -
2) State Assistance	-1.3	-4.1	0.3	- -	- -	- -	- -	- -	- -	- -
3) Local Assistance	-4.3	-3.5	28.1	-16.5	-16.7	60.0	-19.3	37.9	-27.2	-1.3
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount	-24,610	-149,293	-251,172	-185,064	64,920	74,658	85,857	98,735	113,545	130,577
2) Percentage Change	-2.3	-14.7	-28.9	-30.0	15.0	15.0	15.0	15.0	15.0	15.0
o Change in Revenue Vehicle Miles										
1) Absolute Amount	4,179	-9,068	-76,321	16,874	12,004	12,124	12,245	12,367	12,491	12,616
2) Percentage Change	0.4	-0.7	-6.1	1.4	1.0	1.0	1.0	1.0	1.0	1.0
o Change in Revenue Vehicle Hours										
1) Absolute Amount	1,090	1,246	-5,905	736	917	926	936	945	954	964
2) Percentage Change	1.4	1.3	-6.1	0.8	1.0	1.0	1.0	1.0	1.0	1.0
o Change in Buses in Active Fleet										
1) Absolute Amount	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Change in Total Employees										
1) Absolute Amount	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -

[a] *Excluding depreciation.*

Source: City of Racine, Department of Transportation and SEWRPC.

PRELIMINARY DRAFT

Table H.21
Public Transit Operator Report for Walworth County Shared-Ride Transit Program: 2023-2026

2023 Projected Operating Budget	
Total Federal Operating Assistance	$677,561
Total State Operating Assistance	$346,959
Total Local Operating Assistance	$522,589
Total Farebox and Other Revenue	$94,500
Total Operating Budget	$1,641,609

2023 Projected Operation Characteristics		
Basic Transit System	**Weekdays**	**Saturdays**
Total Miles	489,596	45,251
Vehicle Hours (average)	39,967	3,694
Vehicles in Service	17	6
Operating Budget (average)	$1,502,072	$139,537

2023 Projections	
Implementation of New or Restructured Transit Services	N/A
Planning for New or Restructured Transit Services	N/A

Source: Walworth County and SEWRPC

262588 – TIP '23-'26 APPH WALCO PJ
210-1000
JBS/JMD/jmd
10/14/22

Table H.22
Public Transit Operator Capital Project Justification for Walworth County Shared-Ride Transit Program: 2023-2026

TIP Project Number	Description	Year	Costs ($)	Justification
397	Purchase of replacement vans	2023 2024 2025 2026	50,000 51,500 53,000 54,500	One rear-loading wheelchair accessible minivan purchased each year as part of scheduled replacements.

Source: Walworth County and SEWRPC

Table H-23

FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR THE WALWORTH COUNTY SHARED-RIDE TRANSIT PROGRAM: 2018-2027

	Actual/Estimated					Projected				
Data Element	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]	$821,396	$1,064,051	$834,608	$917,059	$1,563,437	$1,641,609	$1,723,689	$1,809,873	$1,900,367	$1,995,385
Operating Revenues										
o Passenger Revenue	$90,093	$123,691	$85,503	$85,354	$90,000	$94,500	$99,225	$101,210	$103,234	$105,299
o Prior Year Revenue	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Other Revenue	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$90,093	$123,691	$85,503	$85,354	$90,000	$94,500	$99,225	$101,210	$103,234	$105,299
Operating Assistance	$731,303	$940,360	$749,105	$831,705	$1,473,437	$1,547,109	$1,624,464	$1,708,663	$1,797,133	$1,890,086
Sources of Operating Assistance										
o Federal Funds										
1) FTA Section 5311	$354,533	$396,359	$587,269	$243,566	$645,296	$677,561	$711,439	$748,314	$787,060	$827,769
2) FTA Section 5339	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) CMAQ	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
4) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$354,533	$396,359	$587,269	$243,566	$645,296	$677,561	$711,439	$748,314	$787,060	$827,769
o State Funds										
1) WisDOT Section 85.20 (Operating Assistance)	$87,547	$85,327	$123,355	$585,114	$163,031	$171,183	$179,742	$189,059	$198,847	$209,132
2) WisDOT Section 85.24 (TDM)	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	$69,810	$65,934	$103,937	$146,930	$167,405	$175,776	$184,564	$194,131	$204,182	$214,743
Subtotal	$157,357	$151,261	$227,292	$732,044	$330,437	$346,959	$364,307	$383,189	$403,030	$423,876
o Local Funds										
1) Property Taxes	$1,141,521	$392,740	- -	- -	$497,704	$522,589	$548,718	$577,159	$607,043	$638,441
2) Funds from Other Communities	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$1,141,521	$392,740	- -	- -	$497,704	$522,589	$548,718	$577,159	$607,043	$638,441
Total	$1,653,411	$940,360	$814,561	$975,609	$1,473,437	$1,547,109	$1,624,464	$1,708,663	$1,797,133	$1,890,086
Depreciation	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expansion	$40,000	- -	$37,949	- -	$45,000	$50,000	$51,500	$53,000	$54,500	$56,000
o Bus Facility Renovation, Replacement, and Expansion	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Fixed Guideway Fleet Rehabilitation and Expansion	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Fixed Guideway Facility Construction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Total	$40,000	- -	$37,949	- -	$45,000	$50,000	$51,500	$53,000	$54,500	$56,000
Sources of Capital Project Funding										
o Federal Funds										
1) FTA Section 5311	- -	- -	$32,000	- -	- -	$40,000	$41,200	$42,400	$43,600	$44,800
2) FTA Section 5339	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
4) CMAQ	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
5) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	- -	- -	$32,000	- -	- -	$40,000	$41,200	$42,400	$43,600	$44,800
o State Funds	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Local Funds										
1) Property Taxes	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Bonding	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Total	- -	- -	$32,000	- -	- -	$40,000	$41,200	$42,400	$43,600	$44,800

PRELIMINARY DRAFT

Table H-23 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating Assistance and Capital Project Funds										
o Federal	$354,533	$396,359	$619,269	$243,566	$645,296	$717,561	$752,639	$790,714	$830,660	$872,569
o State	$157,357	$151,261	$227,292	$732,044	$330,437	$346,959	$364,307	$383,189	$403,030	$423,876
o Local	$1,141,521	$392,740	- -	- -	$497,704	$522,589	$548,718	$577,159	$607,043	$638,441
Total	$1,653,411	$940,360	$846,561	$975,609	$1,473,437	$1,587,109	$1,665,664	$1,751,063	$1,840,733	$1,934,886
Non-Financial Operating Data										
o Revenue Passengers	30,224	40,565	28,717	29,349	44,000	46,200	48,510	49,480	50,470	51,479
o Unlinked Passenger Trips	30,224	40,565	28,717	29,349	44,000	46,200	48,510	49,480	50,470	51,479
o Passenger Miles	-	-	-	-	-	-	-	-	-	-
o Revenue Vehicle Miles	280,576	387,231	509,908	327,358	509,380	534,847	561,589	572,822	584,276	595,963
o Revenue Vehicle Hours	25,418	32,864	24,493	25,695	41,582	43,661	45,844	46,761	47,696	48,650
o Buses Operated in Peak Service	10	10	17	17	17	17	17	17	17	17
o Buses in Active Fleet	15	15	17	17	17	17	17	17	17	17
o Total Employees	-	-	-	-	-	-	-	-	-	-

[a] *Excluding depreciation.*

Source: Walworth County and SEWRPC.

PRELIMINARY DRAFT

Table H-24

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE WALWORTH COUNTY SHARED-RIDE TRANSIT PROGRAM: 2018-2027

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]										
o Change in Total Operating Expenses										
1) Absolute Amount	- -	$242,655	-$229,443	$82,451	$646,378	$78,172	$82,080	$86,184	$90,494	$95,018
2) Percentage Change	- -	29.5	-21.6	9.9	70.5	5.0	5.0	5.0	5.0	5.0
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	$2.93	$2.75	$1.64	$2.80	$3.07	$3.07	$3.07	$3.16	$3.25	$3.35
2) Percentage Change	- -	-6.1	-40.4	71.2	9.6	- -	- -	2.9	2.9	2.9
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	$32.32	$32.38	$34.08	$35.69	$37.60	$37.60	$37.60	$38.70	$39.84	$41.02
2) Percentage Change	- -	0.2	5.2	4.7	5.3	- -	- -	2.9	2.9	2.9
o Cost per Revenue Passenger										
1) Absolute Amount	$27.18	$26.23	$29.06	$31.25	$35.53	$35.53	$35.53	$36.58	$37.65	$38.76
2) Percentage Change	- -	-3.5	10.8	7.5	13.7	- -	- -	2.9	2.9	2.9
o Cost per Passenger Mile										
1) Absolute Amount	$2.93	$2.75	$1.64	$2.80	$3.07	$3.07	$3.07	$3.16	$3.25	$3.35
2) Percentage Change	- -	-6.1	-40.4	71.2	9.6	- -	- -	2.9	2.9	2.9
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	- -	37.3	-30.9	-0.2	5.4	5.0	5.0	2.0	2.0	2.0
2) Total Revenue	- -	37.3	-30.9	-0.2	5.4	5.0	5.0	2.0	2.0	2.0
o Average Revenue per Revenue Passenger										
1) Absolute Amount	$2.98	$3.05	$2.98	$2.91	$2.05	$2.05	$2.05	$2.05	$2.05	$2.05
2) Percentage Change	- -	2.3	-2.4	-2.3	-29.7	- -	- -	- -	- -	- -
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	11.0	11.6	10.2	9.3	5.8	5.8	5.8	5.6	5.4	5.3
2) Percentage Change	- -	6.0	-11.9	-9.1	-38.2	- -	- -	-2.9	-2.9	-2.9
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	- -	$209,057	-$191,255	$82,600	$641,732	$73,672	$77,355	$84,199	$88,470	$92,953
2) Percentage Change	- -	28.6	-20.3	11.0	77.2	5.0	5.0	5.2	5.2	5.2
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	$24.20	$23.18	$26.09	$28.34	$33.49	$33.49	$33.49	$34.53	$35.61	$36.72
2) Percentage Change	- -	-4.2	12.5	8.6	18.2	- -	- -	3.1	3.1	3.1
o Operating Assistance per Passenger Mile										
1) Absolute Amount	$2.61	$2.43	$1.47	$2.54	$2.89	$2.89	$2.89	$2.98	$3.08	$3.17
2) Percentage Change	- -	- -	-87.6	-94.7	13.9	- -	- -	3.1	3.1	3.1
o Percentage Change in										
1) Federal Operating Assistance Funds	- -	11.8	48.2	-58.5	164.9	5.0	5.0	5.2	5.2	5.2
2) State Operating Assistance Funds	- -	-3.9	50.3	222.1	-54.9	5.0	5.0	5.2	5.2	5.2
3) Local Operating Assistance Funds	- -	-65.6	-100.0	- -	- -	5.0	5.0	5.2	5.2	5.2
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	- -	- -	$32,000	-$32,000	- -	$40,000	$1,200	$1,200	$1,200	$1,200
2) Percentage Change	- -	- -	- -	-100.0	- -	- -	3.0	2.9	2.8	2.8
o Percentage Change in										
1) Federal Capital Assistance Funds	- -	- -	- -	-100.0	- -	- -	3.0	2.9	2.8	2.8
2) State Capital Assistance Funds	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Local Capital Assistance Funds	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -

PRELIMINARY DRAFT

Table H-24 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	- -	-713,050	-93,799	129,048	497,828	113,672	78,555	85,399	89,670	94,153
2) Percentage Change	- -	-43.1	-10.0	15.2	51.0	7.7	4.9	5.1	5.1	5.1
o Percentage Change in										
1) Federal Assistance	- -	11.8	56.2	-60.7	164.9	11.2	4.9	5.1	5.1	5.0
2) State Assistance	- -	-3.9	50.3	222.1	-54.9	5.0	5.0	5.2	5.2	5.2
3) Local Assistance	- -	-65.6	-100.0	- -	- -	5.0	5.0	5.2	5.2	5.2
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount	- -	10,341	-11,848	632	14,651	2,200	2,310	970	990	1,009
2) Percentage Change	- -	34.2	-29.2	2.2	49.9	5.0	5.0	2.0	2.0	2.0
o Change in Revenue Vehicle Miles										
1) Absolute Amount	- -	106,655	122,677	-182,550	182,022	25,468	26,742	11,233	11,454	11,687
2) Percentage Change	- -	38.0	31.7	-35.8	55.6	5.0	5.0	2.0	2.0	2.0
o Change in Revenue Vehicle Hours										
1) Absolute Amount	- -	7,446	-8,371	1,202	15,887	2,079	2,183	917	935	954
2) Percentage Change	- -	29.3	-25.5	4.9	61.8	5.0	5.0	2.0	2.0	2.0
o Change in Buses in Active Fleet										
1) Absolute Amount	- -	- -	2	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	- -	- -	13.3	- -	- -	- -	- -	- -	- -	- -
o Change in Total Employees										
1) Absolute Amount	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -

[a] *Excluding depreciation.*

Source: Walworth County and SEWRPC.

PRELIMINARY DRAFT

Table H.25
Public Transit Operator Report for Washington County Transit System: 2023-2026

2023 Projected Operating Budget	
Total Federal Operating Assistance	$933,500
Total State Operating Assistance	$1,603,000
Total Local Operating Assistance	$313,500
Total Farebox and Other Revenue	$1,233,400
Total Operating Budget	$4,083,400

2023 Projected Operation Characteristics	
Basic Transit System: Bus	**Weekdays**
Number of Routes	1
Total Route Miles (both directions)	77.9
Headway Range (average)	
Vehicle Hours (average)	58
Vehicles in Service	8
Operating Budget (average)	$5,663

2023 Projected Operation Characteristics			
Basic Transit System: Taxi	**Weekdays**	**Saturdays**	**Sundays**
Vehicle Miles (average)	3727	1141	357
Vehicle Hours (average)	183	56	18
Vehicles in Service	28	10	4
Operating Budget (average)	$2,635,663	$164,471	$52,866

2023 Projections	
Operating Characteristics Specialized Service for Elderly and Handicapped Total Operating Budget: $303,000	Specialized Service for Elderly and Handicapped Total Operating Budget: $353,890
Implementation of New or Restructured Transit Services	None
Planning for New or Restructured Transit Services	None

Source: Washington County and SEWRPC

262565 – TIP '23-'26 APPH WASH PJ
210-1000
JBS/JMD/jmd
10/14/22

Table H.26
Public Transit Operator Capital Project Justification for Washington County Transit System: 2023-2026

TIP Project Number	Description	Year	Costs ($)	Justification
203	Purchase of 6 replacement vehicles each year for the Shared Ride Taxi Program	2023 2024 2025 2026	235,000 240,000 240,000 240,000	This project provides for annual rolling stock replacement for the Washington County Shared Ride Taxi service in order to retain a fleet in good repair and in accordance with the Wisconsin DOT and Group Transit Asset Management Plan.

Source: Washington County and SEWRPC

Table H-27

FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR WASHINGTON COUNTY TRANSIT SYSTEM: 2018-2027

	Actual/Estimated					Projected				
Data Element	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]	$3,869,909	$3,533,767	$3,800,427	$3,656,031	$3,832,810	$4,083,400	$4,124,234	$4,165,476	$4,207,131	$4,249,202
Operating Revenues										
o Passenger Revenue	$711,300	$727,007	$489,859	$430,365	$457,772	$505,725	$510,782	$515,890	$521,049	$526,259
o Prior Year Revenue	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Other Revenue	$26,027	$10,863	$10,800	$29	$15,030	$15,030	$15,030	- -	- -	- -
Subtotal	$737,327	$737,870	$500,659	$430,394	$472,802	$520,755	$525,812	$515,890	$521,049	$526,259
Operating Assistance	$3,132,582	$2,795,897	$3,299,768	$3,225,637	$3,360,008	$3,562,645	$3,598,422	$3,649,586	$3,686,082	$3,722,943
Sources of Operating Assistance										
o Federal Funds										
1) FTA Section 5307	$988,089	$845,875	- -	- -	$536,150	$933,800	$1,175,500	$1,187,255	$1,199,128	$1,211,119
2) FTA Section 5339	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) CMAQ	- -	$11,260	- -	$879	- -	- -	- -	- -	- -	- -
4) Other	- -	- -	$1,615,214	$1,770,261	$1,509,932	$1,020,921	- -	- -	- -	- -
Subtotal	$988,089	$857,135	$1,615,214	$1,771,140	$2,046,082	$1,954,721	$1,175,500	$1,187,255	$1,199,128	$1,211,119
o State Funds										
1) WisDOT Section 85.20 (Operating Assistance)	$1,023,386	$1,040,633	$1,069,407	$1,134,234	$1,134,234	$999,603	$983,553	$1,002,497	$1,012,522	$1,022,647
2) WisDOT Section 85.24 (TDM)	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	$290,285	$310,190	$225,417	$351,826	$348,658	$351,826	$355,344	$358,898	$362,487	$366,112
Subtotal	$1,313,671	$1,350,823	$1,294,824	$1,486,060	$1,482,892	$1,351,429	$1,338,897	$1,361,394	$1,375,008	$1,388,758
o Local Funds										
1) Property Taxes	$607,721	$644,702	$342,706	$70,599	$350,000	$256,495	$713,501	$720,636	$727,842	$735,121
2) Funds from Other Communities	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$607,721	$644,702	$342,706	$70,599	$350,000	$256,495	$713,501	$720,636	$727,842	$735,121
Total	$2,909,481	$2,852,660	$3,252,744	$3,327,799	$3,878,974	$3,562,645	$3,227,898	$3,269,285	$3,301,978	$3,334,998
Depreciation	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expansion	$229,000	$283,810	$243,608	$113,981	$207,310	$259,804	$230,000	$230,000	$230,000	$230,000
o Bus Facility Renovation, Replacement, and Expansion	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Fixed Guideway Fleet Rehabilitation and Expansion	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Fixed Guideway Facility Construction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Total	$229,000	$283,810	$243,608	$113,981	$207,310	$259,804	$230,000	$230,000	$230,000	$230,000
Sources of Capital Project Funding										
o Federal Funds										
1) FTA Section 5307	$22,352	$41,819	- -	$2,640	- -	- -	$28,000	$28,000	$28,000	$28,000
2) FTA Section 5339	$160,848	- -	$11,355	$38,280	$165,848	$109,814	$156,000	$156,000	$156,000	$156,000
4) CMAQ	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
5) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$183,200	$41,819	$11,355	$40,920	$165,848	$109,814	$184,000	$184,000	$184,000	$184,000
o State Funds	- -	$185,229	$185,229	- -	- -	- -	- -	- -	- -	- -
o Local Funds										
1) Property Taxes	$45,800	$56,762	$47,024	$46,986	$41,462	$27,454	$46,000	$46,000	$46,000	$46,000
2) Bonding	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	- -	- -	- -	$26,075	- -	$122,536	- -	- -	- -	- -
Subtotal	$45,800	$56,762	$47,024	$73,061	$41,462	$149,990	$46,000	$46,000	$46,000	$46,000
Total	$229,000	$283,810	$243,608	$113,981	$207,310	$259,804	$230,000	$230,000	$230,000	$230,000

Table H-27 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating Assistance and Capital Project Funds										
o Federal	$1,171,289	$898,954	$1,626,569	$1,812,060	$2,211,930	$2,064,535	$1,359,500	$1,371,255	$1,383,128	$1,395,119
o State	$1,313,671	$1,536,052	$1,480,053	$1,486,060	$1,482,892	$1,351,429	$1,338,897	$1,361,394	$1,375,008	$1,388,758
o Local	$653,521	$701,464	$389,730	$143,660	$391,462	$406,485	$759,501	$766,636	$773,842	$781,121
Total	$3,138,481	$3,136,470	$3,496,352	$3,441,780	$4,086,284	$3,822,449	$3,457,898	$3,499,285	$3,531,978	$3,564,998
Non-Financial Operating Data										
o Revenue Passengers	172,455	161,301	161,301	85,262	93,788	93,788	93,788	93,788	93,788	93,788
o Unlinked Passenger Trips	172,455	161,301	161,301	85,262	93,788	93,788	93,788	93,788	93,788	93,788
o Passenger Miles	3,488,721	3,234,805	3,234,805	1,215,378	1,336,916	1,336,916	1,336,916	1,336,916	1,336,916	1,336,916
o Revenue Vehicle Miles	1,340,844	1,087,366	1,087,366	1,114,005	1,225,406	1,225,406	1,225,406	1,225,406	1,225,406	1,225,406
o Revenue Vehicle Hours	60,941	52,110	52,110	53,196	58,516	58,516	58,516	58,516	58,516	58,516
o Buses Operated in Peak Service	33	33	33	36	36	36	36	36	36	36
o Buses in Active Fleet	35	35	35	38	38	38	38	38	38	38
o Total Employees	1	1	1	1	1	1	1	1	1	1

[a] *Excluding depreciation.*

Source: Washington County and SEWRPC.

PRELIMINARY DRAFT

Table H-28

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR WASHINGTON COUNTY TRANSIT SYSTEM: 2018-2027

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]										
o Change in Total Operating Expenses										
1) Absolute Amount	-$306,917	-$336,142	$266,660	-$144,396	$176,779	$250,590	$40,834	$41,242	$41,655	$42,071
2) Percentage Change	-8.0	-8.7	7.5	-3.8	4.8	6.5	1.0	1.0	1.0	1.0
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	$2.49	$3.25	$3.50	$3.28	$3.13	$3.33	$3.37	$3.40	$3.43	$3.47
2) Percentage Change	-9.9	30.5	7.5	-6.1	-4.7	6.5	1.0	1.0	1.0	1.0
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	$59.04	$67.81	$72.93	$68.73	$65.50	$69.78	$70.48	$71.19	$71.90	$72.62
2) Percentage Change	-2.6	14.9	7.5	-5.8	-4.7	6.5	1.0	1.0	1.0	1.0
o Cost per Revenue Passenger										
1) Absolute Amount	$16.71	$21.91	$23.56	$42.88	$40.87	$43.54	$43.97	$44.41	$44.86	$45.31
2) Percentage Change	-8.2	31.1	7.5	82.0	-4.7	6.5	1.0	1.0	1.0	1.0
o Cost per Passenger Mile										
1) Absolute Amount	$0.77	$1.09	$1.17	$3.01	$2.87	$3.05	$3.08	$3.12	$3.15	$3.18
2) Percentage Change	- -	41.9	7.5	156.0	-4.7	6.5	1.0	1.0	1.0	1.0
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	-2.0	2.2	-32.6	-12.1	6.4	10.5	1.0	1.0	1.0	1.0
2) Total Revenue	1.2	0.1	-32.1	-14.0	9.9	10.1	1.0	-1.9	1.0	1.0
o Average Revenue per Revenue Passenger										
1) Absolute Amount	$3.61	$4.57	$3.10	$5.05	$5.04	$5.55	$5.61	$5.50	$5.56	$5.61
2) Percentage Change	1.0	26.7	-32.1	62.6	-0.1	10.1	1.0	-1.9	1.0	1.0
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	21.6	20.9	13.2	11.8	12.3	12.8	12.7	12.4	12.4	12.4
2) Percentage Change	10.0	-3.3	-36.9	-10.6	4.8	3.4	- -	-2.9	- -	- -
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	-$316,173	-$336,685	$503,871	-$74,131	$134,371	$202,637	$35,777	$51,165	$36,496	$36,861
2) Percentage Change	-10.3	-10.7	18.0	-2.2	4.2	6.0	1.0	1.4	1.0	1.0
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	$13.10	$17.33	$20.46	$37.83	$35.83	$37.99	$38.37	$38.91	$39.30	$39.70
2) Percentage Change	-10.5	32.3	18.0	84.9	-5.3	6.0	1.0	1.4	1.0	1.0
o Operating Assistance per Passenger Mile										
1) Absolute Amount	$0.60	$0.86	$1.02	$2.65	$2.51	$2.66	$2.69	$2.73	$2.76	$2.78
2) Percentage Change	-10.8	44.1	18.0	160.2	-5.3	6.0	1.0	1.4	1.0	1.0
o Percentage Change in										
1) Federal Operating Assistance Funds	2.3	-13.3	88.4	9.7	15.5	-4.5	-39.9	1.0	1.0	1.0
2) State Operating Assistance Funds	10.9	2.8	-4.1	14.8	-0.2	-8.9	-0.9	1.7	1.0	1.0
3) Local Operating Assistance Funds	-20.9	6.1	-46.8	-79.4	395.8	-26.7	178.2	1.0	1.0	1.0
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	-$243,605	$54,810	-$40,202	-$129,627	$93,329	$52,494	-$29,804	- -	- -	- -
2) Percentage Change	-61.5	23.9	-14.2	-53.2	81.9	25.3	-11.5	- -	- -	- -
o Percentage Change in										
1) Federal Capital Assistance Funds	-66.3	-77.2	-72.8	260.4	305.3	-33.8	67.6	- -	- -	- -
2) State Capital Assistance Funds	- -	- -	- -	-100.0	- -	- -	- -	- -	- -	- -
3) Local Capital Assistance Funds	-18.2	23.9	-17.2	55.4	-43.3	261.8	-69.3	- -	- -	- -

PRELIMINARY DRAFT

Table H-28 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	-221,216	-2,011	359,882	-54,572	644,504	-263,835	-364,551	41,387	32,693	33,020
2) Percentage Change	-7.1	-0.1	11.5	-1.6	18.7	-6.5	-9.5	1.2	0.9	0.9
o Percentage Change in										
1) Federal Assistance	-17.5	-23.3	80.9	11.4	22.1	-6.7	-34.1	0.9	0.9	0.9
2) State Assistance	10.9	16.9	-3.6	0.4	-0.2	-8.9	-0.9	1.7	1.0	1.0
3) Local Assistance	-20.7	7.3	-44.4	-63.1	172.5	3.8	86.8	0.9	0.9	0.9
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount	476	-11,154	- -	-76,039	8,526	- -	- -	- -	- -	- -
2) Percentage Change	0.2	-6.5	- -	-47.1	10.0	- -	- -	- -	- -	- -
o Change in Revenue Vehicle Miles										
1) Absolute Amount	29,249	-253,478	- -	26,639	111,401	- -	- -	- -	- -	- -
2) Percentage Change	2.1	-18.9	- -	2.4	10.0	- -	- -	- -	- -	- -
o Change in Revenue Vehicle Hours										
1) Absolute Amount	-3,542	-8,831	- -	1,086	5,320	- -	- -	- -	- -	- -
2) Percentage Change	-5.6	-14.5	- -	2.1	10.0	- -	- -	- -	- -	- -
o Change in Buses in Active Fleet										
1) Absolute Amount	- -	- -	- -	3	- -	- -	- -	- -	- -	- -
2) Percentage Change	- -	- -	- -	8.6	- -	- -	- -	- -	- -	- -
o Change in Total Employees										
1) Absolute Amount	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -

[a] *Excluding depreciation.*

Source: Washington County and SEWRPC.

PRELIMINARY DRAFT

Table H.29
Public Transit Operator Report for City of Waukesha Metro Transit System and Waukesha County Transit System: 2023-2026

2023 Projected Operating Budget	
Total Federal Operating Assistance	$2,471,538
Total State Operating Assistance	$3,785,665
Total Local Operating Assistance	$2,279,307
Total Farebox and Other Revenue	$1,003,655
Total Operating Budget	$9,540,165

2023 Projected Operation Characteristics				
Basic Transit System	**Weekdays**	**Saturdays**	**Sundays**	**Holidays**
Number of Routes	14	8	5	1
Headway Range (average)	15-60	30-60	30-60	30
Vehicles in Service	28	10	7	2
Operating Budget (average)	$31,485	$18,734	$9,321	$3,477

2023 Projections	
Operating Characteristics	All 10 City transit routes & Gold Line will continue operation. The tentative plan for Commuter service is to end the suspensions and make permanent changes. Its highly likely the Route 79 Commuter route will be either eliminated or have reduced service due to very low ridership. Routes 901/904/905 will also likely have some reductions in service. Paratransit services will operate as current.
Implementation of New or Restructured Transit Services	As noted above, Commuter service will likely be reduced. In addition, when the MCTS BRT starts in May or June 2023 (estimated), Route 1 is planned to be extended to the Milwaukee Regional Medical Center and the Gold Line will be eliminated.
Planning for New or Restructured Transit Services	It is anticipated that the TDP will be finished by Fall 2022. The City will likely implement the route restructuring of the routes that serve the eastern hall of the Waukesha Metro area when the Route 1 is extended in Spring 2023. Changes outlined in the TDP for the western half are more significant and the timeline is unknown. Waukesha County may consider supporting on demand service in 2023 if there are viable options and demand for the service. There is some consideration to review changes to Waukesha County paratransit.

Source: City of Waukesha Metro Transit and SEWRPC

Table H.30
Public Transit Operator Capital Project Justification for City of Waukesha Metro Transit System and Waukesha County Transit System: 2023-2026

TIP Project Number	Description	Year	Costs ($)	Justification
259	Capital Cost of 3rd Party Contracting	2023 2024 2025 2026	750,000 750,000 750,000 750,000	Partially funds the operation of contracted service
260	Senior/Disabled Transportation for Waukesha County (85.21)	2023 2024 2025 2026	1,280,000 1,280,000 1,280,000 1,280,000	Funds operation of Waukesha County specialized transportation services
278	Operating Assistance for City/County of Waukesha	2023 2024 2025 2026	8,500,000 8,500,000 8,500,000 8,500,000	Funds needed to operate City and County of Waukesha systems
279	Replacement of Six Bus Shelters	2025	100,000	Replaces shelters in operation for over 30 years
280	Local Marketing for Waukesha Metro	2024 2025	50,000 50,000	Provides funding for marketing activities including public information & technology
283	Tire Lease for Waukesha Metro	2023 2024 2025 2026	36,000 36,000 36,000 36,000	Funds tire lease for transit buses
282	Replacement of Fixed Route Bus (1)	2026	575,000	2015 bus will reach each of useful life
284	Preventative maintenance of Waukesha Metro	2023 2024 2025 2026	750,000 750,000 750,000 750,000	Partially funds the preventive maintenance activities for Waukesha Metro
285	Mid-Life bus rehab for Waukesha Metro	2023 2024 2025	250,000 100,000 100,000	Funds the mid-life rehab of fixed route buses
287	Replacement of Two ADA Doors at Transit Center	2024	50,000	Replace ADA doors that will be 20 years old
288	Replace Boiler at Admin/Maintenance Facility	2025	20,000	Replace the original boiler that will be 40 years in 2025
289	Replacement of Bus Washer	2025	260,000	Replace aging system that is more water efficient
290	Purchase of Automatic Passenger Counters & Other AVL Improvements	2023	125,000	Automates collection of ridership. Provides more robust and accurate data to better plan system. Track non-revenue vehicles & live look in on cameras on bus
291	Passenger Sign Replacement at the Transit Center	2024	300,000	Provides real time bus arrival information to passengers. Current signs no longer work.
292	Purchase of Scheduling/Runcutting software	2023	50,000	Automates a very manual process that will greatly reduce time and potential errors
293	Replacement of a Driver Relief Vehicle	2024	$40,000	Replaces a 10 year old vehicle
294	Purchase a second Maintenance Vehicle	2023	$50,000	Improve functionality of maintenance staff
295	Replace Supervisor Van	2026	$85,000	2019 will be seven years old in 2026. Accessible and supplements paratransit fleet
296	Administration Facility remodeling	2024	$150,000	Improve the functionality of the facility for current needs
297	Replacement of the air conditioning condenser unit at the Transit Center	2025	$50,000	Existing unit will be 21 years old in 2025.
298	Replacement of the Shop Compressor	2023	$20,000	Existing unit will be 19 years old in 2023. Unit is starting to fail and is critical for maintenance operations.

Source: City of Waukesha Metro Transit and SEWRPC

Table H-31

FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR THE CITY OF WAUKESHA METRO TRANSIT SYSTEM: 2018-2027
FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR THE COUNTY OF WAUKESHA TRANSIT SYSTEM: 2018-2027

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]	$8,787,419	$8,748,193	$7,389,311	$7,479,486	$9,173,236	$9,540,165	$9,540,165	$9,635,567	$9,828,278	$10,024,844
Operating Revenues										
o Passenger Revenue	$1,298,824	$1,193,282	$434,651	$528,116	$755,595	$774,485	$793,847	$813,693	$834,036	$854,886
o School District Revenue	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Other Revenue	$207,144	$202,557	$190,470	$209,600	$223,581	$229,171	$234,900	$240,772	$246,792	$252,961
Total	$1,505,968	$1,395,839	$625,121	$737,716	$979,176	$1,003,655	$1,028,747	$1,054,465	$1,080,827	$1,107,848
Operating Assistance	$7,281,451	$7,352,354	$6,764,190	$6,741,770	$8,194,060	$8,536,510	$8,511,419	$8,581,102	$8,747,451	$8,916,996
Sources of Operating Assistance Funds										
o Federal Funds										
1) FTA Section 5307	$1,047,146	$1,078,231	$1,012,706	$991,334	$1,280,660	$1,306,273	$1,306,273	$1,332,399	$1,359,047	$1,359,047
2) FTA Section 5339	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) FTA Section 5337										
4) CMAQ	$11,028	$14,099	$9,291	$12,655	$20,000	$20,000	$20,000	$20,000	$19,700	$20,000
5) Other	- -	- -	$600,000	$1,052,093	$1,008,699	$1,145,265	$1,044,461	$1,010,791	$1,072,020	$1,241,265
Subtotal	$1,058,174	$1,092,330	$1,621,997	$2,056,082	$2,309,359	$2,471,538	$2,370,734	$2,363,190	$2,450,767	$2,620,312
o State Funds										
1) WisDOT Section 85.20	$3,919,845	$3,769,180	$3,533,817	$3,153,289	$3,605,395	$3,785,665	$3,861,378	$3,938,606	$4,017,378	$4,017,378
2) WisDOT Section 85.24	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$3,919,845	$3,769,180	$3,533,817	$3,153,289	$3,605,395	$3,785,665	$3,861,378	$3,938,606	$4,017,378	$4,017,378
o Local Funds										
1) Property Taxes	$2,295,553	$2,023,127	$1,288,376	$1,532,399	$2,279,307	$2,279,307	$2,279,307	$2,279,307	$2,279,307	$2,279,307
2) Funds from Other Communities	$7,879	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$2,303,432	$2,023,127	$1,288,376	$1,532,399	$2,279,307	$2,279,307	$2,279,307	$2,279,307	$2,279,307	$2,279,307
Total	$7,281,451	$6,884,637	$6,444,190	$6,741,770	$8,194,061	$8,536,510	$8,511,419	$8,581,102	$8,747,451	$8,916,996
Depreciation	$1,099,402	$1,088,710	$1,098,781	$1,183,269	$1,120,000	$1,120,000	$1,120,000	$1,120,000	$1,120,000	$1,120,000
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expansion	$867,239	$897,847	$602,881	$1,130,536	$675,000	$1,819,954	$100,000	$100,000	- -	$100,000
o Bus Facility Renovation, Replacement, and Expansion	$51,679	- -	$102,519	$67,616	$50,000	- -	$500,000	$380,000	- -	- -
o Fixed Guideway Fleet Rehabilitation and Expansion	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Fixed Guideway Facility Construction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Other	$65,457	$135,862	$74,360	$234,093	$40,000	$260,000	$40,000	- -	$85,000	- -
Total	$984,375	$1,033,709	$779,760	$1,432,245	$765,000	$2,079,954	$640,000	$480,000	$85,000	$100,000
Sources of Capital Assistance Funds										
o Federal Funds										
1) FTA Section 5307	$6,163	$697,347	$28,571	$8,095	$40,000	- -	- -	- -	- -	- -
2) FTA Section 5339	$740,758	$54,704	$112,932	$233,273	$160,000	$294,044	$192,000	$80,000	$68,000	- -
3) FTA Section 5337	$18,118	$74,916	$3,680	$134,046	$32,000	$1,249,919	$28,800	$252,800	- -	$80,000
4) CMAQ	- -	- -	$478,625	$770,382	$380,000	$120,000	$291,200	$51,200	- -	- -
5) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$765,039	$826,967	$623,808	$1,145,796	$612,000	$1,663,963	$512,000	$384,000	$68,000	$80,000
o State Funds	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Local Funds										
1) Property Taxes	$45,888	$27,173	$20,720	$49,058	$10,000	$20,000	$8,000	$4,000	- -	- -
2) Bonding	$173,448	$179,569	$135,232	$237,391	$143,000	$395,991	$120,000	$92,000	$17,000	$20,000
3) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$219,336	$206,742	$155,952	$286,449	$153,000	$415,991	$128,000	$96,000	$17,000	$20,000
Total	$984,375	$1,033,709	$779,760	$1,432,245	$765,000	$2,079,954	$640,000	$480,000	$85,000	$100,000

PRELIMINARY DRAFT

Table H-31 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating Assistance and Capital Project Funds										
o Federal	$1,823,213	$1,919,297	$2,245,805	$3,201,878	$2,921,359	$4,135,501	$2,882,734	$2,747,190	$2,518,767	$2,700,312
o State	$3,919,845	$3,769,180	$3,533,817	$3,153,289	$3,605,395	$3,785,665	$3,861,378	$3,938,606	$4,017,378	$4,017,378
o Local	$2,522,768	$2,229,869	$1,444,328	$1,818,848	$2,432,307	$2,695,298	$2,407,307	$2,375,307	$2,296,307	$2,299,307
Total	$8,265,826	$7,918,346	$7,223,950	$8,174,015	$8,959,061	$10,616,464	$9,151,419	$9,061,102	$8,832,451	$9,016,996
Non-Financial Operating Data										
o Revenue Passengers - City Service	530,651	495,905	203,692	262,570	275,699	261,914	264,533	269,823	272,522	272,522
o Revenue Passengers - County Service	365,781	330,364	113,463	109,669	120,636	114,604	115,750	118,065	119,246	119,246
o Unlinked Passenger Trips - City Service	630,272	588,758	370,367	324,901	341,146	324,089	327,330	333,876	337,215	337,215
o Unlinked Passenger Trips - County Service	365,781	330,364	113,463	109,669	120,636	114,604	115,750	118,065	119,246	119,246
o Passenger Miles - City Service	1,995,252	1,863,831	1,232,824	1,081,465	1,135,538	1,078,761	1,089,549	1,111,340	1,122,453	1,122,453
o Passenger Miles - County Service	3,435,739	2,940,394	929,400	898,321	988,153	938,745	948,133	967,096	976,767	976,767
o Revenue Vehicle Miles - City Service	715,252	695,673	650,975	661,924	661,924	661,924	655,305	622,540	616,314	616,314
o Revenue Vehicle Miles - County Service	505,811	482,821	321,947	276,446	283,357	283,357	280,524	266,497	263,832	263,832
o Revenue Vehicle Hours - City Service	56,606	56,568	51,453	53,630	53,630	53,630	53,094	50,439	49,935	49,935
o Revenue Vehicle Hours - County Service	23,228	21,880	14,903	13,115	13,443	13,443	13,308	12,643	12,517	12,517
o Buses Operated in Peak Service - City Service	18	17	17	17	17	20	19	19	19	19
o Buses Operated in Peak Service - County Serv	22	20	22	14	14	16	16	16	16	16
o Buses in Active Fleet	28	26	25	28	28	28	28	28	28	27
o Total Employees	56	54	54	52	52	61	61	61	61	61

[a] *Excluding depreciation.*

Source: City of Waukesha Metro Transit and SEWRPC.

PRELIMINARY DRAFT

Table H-32

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE CITY OF WAUKESHA METRO TRANSIT SYSTEM: 2018-2027
CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE COUNTY OF WAUKESHA TRANSIT SYSTEM: 2018-2027

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]										
o Change in Total Operating Expenses										
1) Absolute Amount	$177,765	-$39,226	-$1,358,882	$90,175	$1,693,750	$366,929	- -	$95,402	$192,711	$196,566
2) Percentage Change	2.0	-0.4	-15.5	1.2	22.6	4.0	- -	1.0	2.0	2.0
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	$20.07	$26.48	$65.13	$68.20	$76.04	$83.24	$82.42	$81.61	$82.42	$84.07
2) Percentage Change	1.0	31.9	145.9	4.7	11.5	9.5	-1.0	-1.0	1.0	2.0
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	$3.51	$4.69	$5.99	$6.92	$8.08	$8.84	$8.76	$8.67	$8.76	$8.93
2) Percentage Change	1.0	33.7	27.7	15.4	16.8	9.5	-1.0	-1.0	1.0	2.0
o Cost per Revenue Passenger										
1) Absolute Amount	$14.11	$17.64	$36.28	$28.49	$33.27	$36.42	$36.06	$35.71	$36.06	$36.79
2) Percentage Change	1.0	25.0	105.6	-21.5	16.8	9.5	-1.0	-1.0	1.0	2.0
o Cost per Passenger Mile										
1) Absolute Amount	$11.82	$14.86	$19.95	$23.02	$26.89	$29.44	$29.15	$28.86	$29.15	$29.73
2) Percentage Change	1.0	25.7	34.3	15.4	16.8	9.5	-1.0	-1.0	1.0	2.0
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	2.0	-8.1	-63.6	21.5	43.1	2.5	2.5	2.5	2.5	2.5
2) Total Revenue	2.0	-7.3	-55.2	18.0	32.7	2.5	2.5	2.5	2.5	2.5
o Average Revenue per Revenue Passenger										
1) Absolute Amount	$2.92	$2.81	$3.07	$2.81	$3.55	$3.83	$3.89	$3.91	$3.97	$4.07
2) Percentage Change	1.0	-3.6	9.0	-8.5	26.4	7.9	1.5	0.5	1.5	2.5
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	20.7	16.0	8.5	9.9	10.7	10.5	10.8	10.9	11.0	11.1
2) Percentage Change	- -	-22.9	-47.0	16.6	8.2	-1.4	2.5	1.5	0.5	0.5
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	$140,939	$70,903	-$588,164	-$22,420	$1,452,290	$342,450	-$25,091	$69,683	$166,350	$169,545
2) Percentage Change	2.0	1.0	-8.0	-0.3	21.5	4.2	-0.3	0.8	1.9	1.9
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	$11.19	$14.83	$33.21	$25.68	$29.72	$32.59	$32.18	$31.80	$32.10	$32.72
2) Percentage Change	1.0	32.5	124.0	-22.7	15.8	9.7	-1.3	-1.2	0.9	1.9
o Operating Assistance per Passenger Mile										
1) Absolute Amount	$9.37	$12.49	$18.26	$20.75	$24.02	$26.34	$26.00	$25.70	$25.94	$26.44
2) Percentage Change	1.0	33.3	46.2	13.6	15.8	9.7	-1.3	-1.2	0.9	1.9
o Percentage Change in										
1) Federal Operating Assistance Funds	2.0	3.2	48.5	26.8	12.3	7.0	-4.1	-0.3	3.7	6.9
2) State Operating Assistance Funds	2.0	-3.8	-6.2	-10.8	14.3	5.0	2.0	2.0	2.0	- -
3) Local Operating Assistance Funds	2.0	-12.2	-36.3	18.9	48.7	- -	- -	- -	- -	- -
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	$1,114,240	$49,334	-$253,949	$652,485	-$667,245	$1,314,954	-$1,439,954	-$160,000	-$395,000	$15,000
2) Percentage Change	1,909.6	5.0	-24.6	83.7	-46.6	171.9	-69.2	-25.0	-82.3	17.6
o Percentage Change in										
1) Federal Capital Assistance Funds	1,909.6	8.1	-24.6	83.7	-46.6	171.9	-69.2	-25.0	-82.3	17.6
2) State Capital Assistance Funds	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Local Capital Assistance Funds	1,909.6	-5.7	-24.6	83.7	-46.6	171.9	-69.2	-25.0	-82.3	17.6

PRELIMINARY DRAFT

Table H-32 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	1,255,179	-347,480	-694,396	950,065	785,046	1,657,403	-1,465,045	-90,317	-228,651	184,545
2) Percentage Change	17.7	-4.2	-8.8	13.2	9.6	18.5	-13.8	-1.0	-2.5	2.1
o Percentage Change in										
1) Federal Assistance	86.2	5.3	17.0	42.6	-8.8	41.6	-30.3	-4.7	-8.3	7.2
2) State Assistance	2.0	-3.8	-6.2	-10.8	14.3	5.0	2.0	2.0	2.0	- -
3) Local Assistance	15.2	-11.6	-35.2	25.9	33.7	10.8	-10.7	-1.3	-3.3	0.1
Non-Financial Operating Data										
o Change in Revenue Passengers - City Service										
1) Absolute Amount	6,360	-34,746	-292,213	58,878	13,129	-13,785	2,619	5,291	2,698	- -
2) Percentage Change	1.0	-6.5	-58.9	28.9	5.0	-5.0	1.0	2.0	1.0	- -
o Change in Revenue Passengers - County Service										
1) Absolute Amount	4,472	-35,417	-216,901	-3,794	10,967	-6,032	1,146	2,315	1,181	- -
2) Percentage Change	1.0	-9.7	-65.7	-3.3	10.0	-5.0	1.0	2.0	1.0	- -
o Change in Revenue Vehicle Miles - City Service										
1) Absolute Amount	- -	-19,579	-44,698	10,949	- -	- -	-6,619	-32,765	-6,225	- -
2) Percentage Change	- -	-2.7	-6.4	1.7	- -	- -	-1.0	-5.0	-1.0	- -
o Change in Revenue Vehicle Miles - County Service										
1) Absolute Amount	- -	-22,990	-160,874	-45,501	6,911	- -	-2,834	-14,026	-2,665	- -
2) Percentage Change	- -	-4.5	-33.3	-14.1	2.5	- -	-1.0	-5.0	-1.0	- -
o Change in Revenue Vehicle Hours - City Service										
1) Absolute Amount	- -	-38	-5,115	2,177	- -	- -	-536	-2,655	-504	- -
2) Percentage Change	- -	-0.1	-9.0	4.2	- -	- -	-1.0	-5.0	-1.0	- -
o Change in Revenue Vehicle Hours - County Service										
1) Absolute Amount	- -	-1,348	-6,977	-1,788	328	- -	-134	-665	-126	- -
2) Percentage Change	- -	-5.8	-31.9	-12.0	2.5	- -	-1.0	-5.0	-1.0	- -
o Change in Buses in Active Fleet										
1) Absolute Amount	- -	-2	-1	3	- -	- -	- -	- -	- -	-1
2) Percentage Change	- -	-7.1	-3.8	12.0	- -	- -	- -	- -	- -	-3.6
o Change in Total Employees										
1) Absolute Amount	- -	-2	- -	-2	- -	9	- -	- -	- -	- -
2) Percentage Change	- -	-3.6	- -	-3.7	- -	17.3	- -	- -	- -	- -

[a] *Excluding depreciation.*

Source: City of Waukesha Metro Transit and SEWRPC.

PRELIMINARY DRAFT

262576 – TIP '23-'26 APPH WB OR
210-1000
JBS/JMD/jmd
10/4/22

Table H.33
Public Transit Operator Report for City of West Bend Taxi Service: 2023-2026

2023 Projected Operating Budget	
Total Federal Operating Assistance	$372,756
Total State Operating Assistance	$278,938
Total Local Operating Assistance	$244,306
Total Farebox and Other Revenue	$340,000
Total Operating Budget	$1,236,000

2023 Projected Operation Characteristics			
Basic Transit System	**Weekdays**	**Saturdays**	**Sundays**
Total Miles	1218	505	300
Vehicle Hours (average)	122	73	37
Vehicles in Service	11	7	5
Operating Budget (average)	$756,844	$92,349	$46,807

2023 Projections	
Operating Characteristics	No changes
Implementation of New or Restructured Transit Services	N/A
Planning for New or Restructured Transit Services	N/A

Source: City of West Bend and SEWRPC

Table H.34
Public Transit Operator Capital Project Justification for City of West Bend Taxi Service: 2023-2026

TIP Project Number	Description	Year	Costs ($)	Justification
217	Replacement of 1 Mini Bus for the West Bend Transit System ($70,000) Replacement of 1 Minivan for the West Bend Transit System ($35,000)	2023	105,000	Cycling out retiring taxis that have reached useful life and replacing with new ones.
	Replacement of 3 Mini Buses for the West Bend Transit System ($70,000 each)	2024	210,00	Cycling out retiring taxis that have reached useful life and replacing with new ones.
	Replacement of 2 Minivans for the West Bend Transit System ($40,000 each)	2025	80,000	Cycling out retiring taxis that have reached useful life and replacing with new ones.
	Replacement of 1 Minibus for the West Bend Transit System ($75,000)	2026	75,000	Cycling out retiring taxis that have reached useful life and replacing with new ones.

Source: City of West Bend and SEWRPC

Table H-35

FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR WEST BEND TAXI SERVICE: 2018-2027

	Actual/Estimated					Projected				
Data Element	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]	$1,093,866	$1,130,076	$1,201,031	$1,201,031	$1,201,031	$1,201,031	$1,201,031	$1,236,000	$1,236,000	$1,236,000
Operating Revenues										
o Passenger Revenue	$429,933	$434,556	$398,000	$350,000	$330,000	$340,000	$340,000	$340,000	$340,000	$340,000
o Prior Year Revenue	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Other Revenue	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$429,933	$434,556	$398,000	$350,000	$330,000	$340,000	$340,000	$340,000	$340,000	$340,000
Operating Assistance	$663,933	$695,520	$803,031	$851,031	$871,031	$861,031	$861,031	$896,000	$896,000	$896,000
Sources of Operating Assistance										
o Federal Funds										
1) FTA Section 5307	$331,966	$347,759	$372,756	$372,756	$372,756	$372,756	$372,756	$372,756	$372,756	$372,756
2) FTA Section 5339	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) CMAQ	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
4) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$331,966	$347,759	$372,756	$372,756	$372,756	$372,756	$372,756	$372,756	$372,756	$372,756
o State Funds										
1) WisDOT Section 85.20 (Operating Assistance)	$271,596	$266,370	$278,938	$278,938	$278,938	$278,938	$278,938	$278,938	$278,938	$278,938
2) WisDOT Section 85.24 (TDM)	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$271,596	$266,370	$278,938	$278,938	$278,938	$278,938	$278,938	$278,938	$278,938	$278,938
o Local Funds										
1) Property Taxes	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Funds from Other Communities	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	$60,371	$81,391	$151,337	$199,337	$219,337	$209,337	$209,337	$244,306	$244,306	$244,306
Subtotal	$60,371	$81,391	$151,337	$199,337	$219,337	$209,337	$209,337	$244,306	$244,306	$244,306
Total	$663,933	$695,520	$803,031	$851,031	$871,031	$861,031	$861,031	$896,000	$896,000	$896,000
Depreciation	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expan	$231,853	$50,613	$82,328	- -	$175,000	$105,000	$210,000	$80,000	$75,000	$75,000
o Bus Facility Renovation, Replacement, and Expans	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Fixed Guideway Fleet Rehabilitation and Expansio	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Fixed Guideway Facility Construction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Total	$231,853	$50,613	$82,328	- -	$175,000	$105,000	$210,000	$80,000	$75,000	$75,000
Sources of Capital Project Funding										
o Federal Funds										
1) FTA Section 5307	- -	- -	$82,328	- -	$140,000	$84,000	$168,000	$64,000	$60,000	$60,000
2) FTA Section 5339	$171,805	$36,001	- -	- -	- -	- -	- -	- -	- -	- -
4) CMAQ	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
5) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$171,805	$36,001	$82,328	- -	$140,000	$84,000	$168,000	$64,000	$60,000	$60,000
o State Funds	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Local Funds										
1) Property Taxes	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Bonding	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	$60,048	$14,612	- -	- -	$35,000	$21,000	$42,000	$16,000	$15,000	$15,000
Subtotal	$60,048	$14,612	- -	- -	$35,000	$21,000	$42,000	$16,000	$15,000	$15,000
Total	$231,853	$50,613	$82,328	- -	$175,000	$105,000	$210,000	$80,000	$75,000	$75,000

PRELIMINARY DRAFT

Table H-35 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating Assistance and Capital Project Funds										
o Federal	$503,771	$383,760	$455,084	$372,756	$512,756	$456,756	$540,756	$436,756	$432,756	$432,756
o State	$271,596	$266,370	$278,938	$278,938	$278,938	$278,938	$278,938	$278,938	$278,938	$278,938
o Local	$120,419	$96,003	$151,337	$199,337	$254,337	$230,337	$251,337	$260,306	$259,306	$259,306
Total	$895,786	$746,133	$885,359	$851,031	$1,046,031	$966,031	$1,071,031	$976,000	$971,000	$971,000
Non-Financial Operating Data										
o Revenue Passengers	114,506	113,398	108,550	104,932	-	-	-	-	-	-
o Unlinked Passenger Trips	-	-	-	-	-	-	-	-	-	-
o Passenger Miles	-	-	-	-	-	-	-	-	-	-
o Revenue Vehicle Miles	390,600	382,000	381,400	377,800	-	-	-	-	-	-
o Revenue Vehicle Hours	36,600	36,600	36,600	36,700	-	-	-	-	-	-
o Buses Operated in Peak Service	-	-	-	-	-	-	-	-	-	-
o Buses in Active Fleet	-	-	-	-	-	-	-	-	-	-
o Total Employees	-	-	-	-	-	-	-	-	-	-

[a] *Excluding depreciation.*

Source: City of West Bend and SEWRPC.

PRELIMINARY DRAFT

Table H-36

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR WEST BEND TAXI SERVICE: 2018-2027

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]										
o Change in Total Operating Expenses										
1) Absolute Amount	$7,585	$36,210	$70,955	- -	- -	- -	- -	$34,969	- -	- -
2) Percentage Change	0.9	3.3	6.3	- -	- -	- -	- -	2.9	- -	- -
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	$2.19	$2.96	$3.15	$3.18	- -	- -	- -	- -	- -	- -
2) Percentage Change	-11.1	35.2	6.4	1.0		- -	- -	- -	- -	- -
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	$23.66	$30.88	$32.82	$32.73	- -	- -	- -	- -	- -	- -
2) Percentage Change	-8.5	30.5	6.3	-0.3		- -	- -	- -	- -	- -
o Cost per Revenue Passenger										
1) Absolute Amount	$7.25	$9.97	$11.06	$11.45	- -	- -	- -	- -	- -	- -
2) Percentage Change	3.6	37.4	11.0	3.4		- -	- -	- -	- -	- -
o Cost per Passenger Mile										
1) Absolute Amount	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	-2.4	1.1	-8.4	-12.1	-5.7	3.0	- -	- -	- -	- -
2) Total Revenue	-2.4	1.1	-8.4	-12.1	-5.7	3.0	- -	- -	- -	- -
o Average Revenue per Revenue Passenger										
1) Absolute Amount	$3.22	$3.83	$3.67	$3.34	- -	- -	- -	- -	- -	- -
2) Percentage Change	0.2	19.0	-4.3	-9.0	- -	- -	- -	- -	- -	- -
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	44.4	38.5	33.1	29.1	27.5	28.3	28.3	27.5	27.5	27.5
2) Percentage Change	-3.3	-13.4	-13.8	-12.1	-5.7	3.0	- -	-2.8	- -	- -
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	$17,203	$31,587	$107,511	$48,000	$20,000	-$10,000	- -	$34,969	- -	- -
2) Percentage Change	3.7	4.8	15.5	6.0	2.4	-1.1	- -	4.1	- -	- -
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	$4.03	$6.13	$7.40	$8.11	- -	- -	- -	- -	- -	- -
2) Percentage Change	6.5	52.2	20.6	9.6	- -	- -	- -	- -	- -	- -
o Operating Assistance per Passenger Mile										
1) Absolute Amount	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Percentage Change in										
1) Federal Operating Assistance Funds	1.1	4.8	7.2	- -	- -	- -	- -	- -	- -	- -
2) State Operating Assistance Funds	1.1	-1.9	4.7	- -	- -	- -	- -	- -	- -	- -
3) Local Operating Assistance Funds	- -	34.8	85.9	31.7	10.0	- -	- -	- -	- -	- -
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	-$18,391	-$181,240	$31,715	-$82,328	$175,000	-$70,000	$105,000	-$130,000	-$5,000	- -
2) Percentage Change	-29.4	-78.2	62.7	-100.0	- -	-40.0	100.0	-61.9	-6.3	- -
o Percentage Change in										
1) Federal Capital Assistance Funds	-4.0	-79.0	128.7	-100.0	- -	-40.0	100.0	-61.9	-6.3	- -
2) State Capital Assistance Funds	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Local Capital Assistance Funds	-65.3	-75.7	-100.0	- -	- -	-40.0	100.0	-61.9	-6.3	- -

PRELIMINARY DRAFT

Table H-36 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	- -	-149,653	139,226	-34,328	195,000	-80,000	105,000	-95,031	-5,000	- -
2) Percentage Change	- -	-16.7	18.7	-3.9	22.9	- -	- -	- -	- -	- -
o Percentage Change in										
1) Federal Assistance	- -	-23.8	18.6	-18.1	37.6	- -	- -	- -	- -	- -
2) State Assistance	- -	-1.9	4.7	- -	- -	- -	- -	- -	- -	- -
3) Local Assistance	- -	-20.3	57.6	31.7	27.6	- -	- -	- -	- -	- -
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount	-3,220	-1,108	-4,848	-3,618		- -	- -	- -	- -	- -
2) Percentage Change	-2.6	-1.0	-4.3	-3.3		- -	- -	- -	- -	- -
o Change in Revenue Vehicle Miles										
1) Absolute Amount	47,140	-8,600	-600	-3,600		- -	- -	- -	- -	- -
2) Percentage Change	13.5	-2.2	-0.2	-0.9		- -	- -	- -	- -	- -
o Change in Revenue Vehicle Hours										
1) Absolute Amount	3,408	- -	- -	100		- -	- -	- -	- -	- -
2) Percentage Change	10.2	- -	- -	0.3		- -	- -	- -	- -	- -
o Change in Buses in Active Fleet										
1) Absolute Amount	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Change in Total Employees										
1) Absolute Amount	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -

[a] *Excluding depreciation.*

Source: City of West Bend and SEWRPC.

PRELIMINARY DRAFT

262538 – TIP '23-'26 APPH Ken Co OR
210-1000
JBS/JMD/jmd
10/14/22

Table H.37
Public Transit Operator Report for Western Kenosha Country Transit: 2023-2026

2023 Projected Operating Budget	
Total Federal Operating Assistance	$255,919
Total State Operating Assistance	$249,502
Total Local Operating Assistance	$ 39,089
Total Farebox and Other Revenue	$22,152
Total Operating Budget	$566,662

2023 Projected Operation Characteristics	
Basic Transit System	**Weekdays**
Number of Routes	--
Total Route Miles (both directions)	--
Headway Range (average)	--
Vehicle Hours (average	10,000
Vehicles in Service	4
Operating Budget (average)*	N/A

*Fixed route service only

2023 Projections	
Operating Characteristics Specialized Service for Elderly and Handicapped Total Operating Budget: $742,000	Total service is public door-to-door transportation No fixed route service, no specialized elderly and handicapped
Implementation of New or Restructured Transit Services	None
Planning for New or Restructured Transit Services	Anticipated Transit Development Plan (SEWRPC)

Source: Kenosha County and SEWRPC

Table H.38
Public Transit Operator Capital Project Justification for Western Kenosha County Transit: 2023-2026

TIP Project Number	Description	Year	Costs ($)	Justification
313	Purchase replacement vehicles: 1 vehicle in 2024; 1 vehicle in 2025; 1 vehicle in 2026	2024 2025 2026	$100,000 $105,000 $110,000	To maintain safe and reliable fleet
316	GPS Live feed link to provide real time data to riders using smartphone application	2024	$18,000	To increase and improve usage and rider experience for public transit in rural Kenosha County
317	Purchase of scheduling and routing software to support operations	2023	$120,000	To update and improve schedule efficiency and data analysis

Source: Kenosha County and SEWRPC

Table H-39

FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR WESTERN KENOSHA COUNTY TRANSIT: 2018-2027

	Actual/Estimated					Projected				
Data Element	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]	$556,195	$529,222	$473,010	$307,368	$474,689	$566,662	$582,490	$598,791	$615,582	- -
Operating Revenues										
o Passenger Revenue	$29,574	$26,525	$16,708	$20,681	$21,507	$22,152	$22,817	$23,501	$24,206	- -
o Prior Year Revenue	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Other Revenue	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$29,574	$26,525	$16,708	$20,681	$21,507	$22,152	$22,817	$23,501	$24,206	- -
Operating Assistance	$526,621	$502,697	$456,302	$286,687	$453,182	$544,510	$559,673	$575,290	$591,376	- -
Sources of Operating Assistance										
o Federal Funds										
1) FTA Section 5311	$235,670	$236,293	$407,026	$278,247	$212,995	$255,919	$263,046	$270,386	$277,946	- -
2) FTA Section 5339	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) CMAQ	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
4) Other	$15,000	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$250,670	$236,293	$407,026	$278,247	$212,995	$255,919	$263,046	$270,386	$277,946	- -
o State Funds										
1) WisDOT Section 85.20 (Operating Assistance)	$43,529	$41,697	$45,050	- -	$36,254	$43,560	$44,773	$46,023	$47,310	- -
2) WisDOT Section 85.24 (TDM)	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	$168,781	$185,618	- -	$8,440	$164,844	$205,942	$212,765	$219,792	$227,031	- -
Subtotal	$212,310	$227,315	$45,050	$8,440	$201,098	$249,502	$257,538	$265,815	$274,341	- -
o Local Funds										
1) Property Taxes	$63,641	$39,089	$4,226	- -	$39,089	$39,089	$39,089	$39,089	$39,089	- -
2) Funds from Other Communities	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$63,641	$39,089	$4,226	- -	$39,089	$39,089	$39,089	$39,089	$39,089	- -
Total	$526,621	$502,697	$456,302	$286,687	$453,182	$544,510	$559,673	$575,290	$591,376	- -
Depreciation										
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expansion	- -	- -	- -	- -	- -	- -	$100,000	$105,000	$110,000	- -
o Bus Facility Renovation, Replacement, and Expansion	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Fixed Guideway Fleet Rehabilitation and Expansion	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Fixed Guideway Facility Construction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Other	- -	- -	- -	- -	- -	$120,000	$330,000	- -	- -	- -
Total	- -	- -	- -	- -	- -	$120,000	$430,000	$105,000	$110,000	- -
Sources of Capital Project Funding										
o Federal Funds										
1) FTA Section 5311	- -	- -	- -	- -	- -	$72,000	$144,000	- -	- -	- -
2) FTA Section 5339	- -	- -	- -	- -	- -	- -	$80,000	$84,000	$88,000	- -
3) CMAQ	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
4) Other	- -	- -	- -	- -	- -	- -	$150,000	- -	- -	- -
Subtotal	- -	- -	- -	- -	- -	$72,000	$374,000	$84,000	$88,000	- -
o State Funds	- -	- -	- -	- -	- -	$38,400	$36,000	- -	- -	- -
o Local Funds										
1) Property Taxes	- -	- -	- -	- -	- -	$9,600	- -	- -	- -	- -
2) Bonding	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	- -	- -	- -	- -	- -	- -	$20,000	$21,000	$22,000	- -
Subtotal	- -	- -	- -	- -	- -	$9,600	$20,000	$21,000	$22,000	- -
Total	- -	- -	- -	- -	- -	$120,000	$430,000	$105,000	$110,000	- -

PRELIMINARY DRAFT

Table H-39 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating Assistance and Capital Project Funds										
o Federal	$250,670	$236,293	$407,026	$278,247	$212,995	$327,919	$637,046	$354,386	$365,946	- -
o State	$212,310	$227,315	$45,050	$8,440	$201,098	$287,902	$293,538	$265,815	$274,341	- -
o Local	$63,641	$39,089	$4,226	- -	$39,089	$48,689	$59,089	$60,089	$61,089	- -
Total	$526,621	$502,697	$456,302	$286,687	$453,182	$664,510	$989,673	$680,290	$701,376	- -
Non-Financial Operating Data										
o Revenue Passengers	17,924	17,979	8,900	7,913	7,839	14,000	14,420	14,853	15,298	-
o Unlinked Passenger Trips	17,924	17,979	8,900	7,913	7,839	14,000	14,420	14,853	15,298	-
o Passenger Miles	270,329	233,377	161,198	132,527	116,079	200,000	123,000	126,700	130,500	-
o Revenue Vehicle Miles	270,329	233,377	161,198	132,527	116,079	200,000	123,000	126,700	130,500	-
o Revenue Vehicle Hours	12,113	11,145	8,289	6,505	8,000	10,000	10,300	10,609	10,927	-
o Buses Operated in Peak Service	4	4	4	4	4	4	4	4	4	-
o Buses in Active Fleet	5	5	5	5	5	5	5	5	5	-
o Total Employees	12	11	8	8	8	8	8	8	8	-

[a] *Excluding depreciation.*

Source: Kenosha County and SEWRPC.

PRELIMINARY DRAFT

Table H-40

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR WESTERN KENOSHA COUNTY TRANSIT: 2018-2027

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]										
o Change in Total Operating Expenses										
1) Absolute Amount	-$28,217	-$26,973	-$56,212	-$165,642	$167,321	$91,973	$15,828	$16,301	$16,791	-$615,582
2) Percentage Change	-5.6	-5.1	-11.9	-53.9	35.2	16.2	2.7	2.7	2.7	- -
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	$2.24	$2.27	$2.93	$2.32	$4.09	$2.83	$4.74	$4.73	$4.72	- -
2) Percentage Change	-7.3	1.2	29.4	-21.0	76.3	-30.7	67.1	-0.2	-0.2	-100.0
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	$42.02	$47.49	$57.06	$47.25	$59.34	$56.67	$56.55	$56.44	$56.34	- -
2) Percentage Change	-11.8	13.0	20.2	-17.2	25.6	-4.5	-0.2	-0.2	-0.2	-100.0
o Cost per Revenue Passenger										
1) Absolute Amount	$31.51	$29.44	$53.15	$38.84	$60.55	$40.48	$40.39	$40.32	$40.24	- -
2) Percentage Change	-13.1	-6.6	80.6	-26.9	55.9	-33.2	-0.2	-0.2	-0.2	-100.0
o Cost per Passenger Mile										
1) Absolute Amount	2.2	2.3	2.9	2.3	4.1	2.8	4.7	4.7	4.7	- -
2) Percentage Change	-7.3	3.1	29.4	-21.0	76.3	-30.7	67.1	-0.2	-0.2	-100.0
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	-13.1	-10.3	-37.0	23.8	4.0	3.0	3.0	3.0	3.0	-100.0
2) Total Revenue	-13.1	-10.3	-37.0	23.8	4.0	3.0	3.0	3.0	3.0	-100.0
o Average Revenue per Revenue Passenger										
1) Absolute Amount	$1.13	$1.48	$1.88	$2.61	$2.74	$1.58	$1.58	$1.58	$1.58	- -
2) Percentage Change	-20.3	30.6	27.2	39.2	5.0	-42.3	- -	- -	- -	-100.0
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	3.6	5.0	3.5	6.7	4.5	3.9	3.9	3.9	3.9	- -
2) Percentage Change	-7.7	38.9	-30.0	91.4	-32.8	-13.3	- -	- -	- -	-100.0
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	-$25,488	-$23,924	-$46,395	-$169,615	$166,495	$91,328	$15,163	$15,617	$16,086	-$591,376
2) Percentage Change	5.2	-4.5	-9.2	-37.2	58.1	20.2	2.8	2.8	2.8	-100.0
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	$30.39	$27.96	$51.27	$36.23	$57.81	$38.89	$38.81	$38.73	$38.66	- -
2) Percentage Change	12.9	-8.0	83.4	-29.3	59.6	-32.7	-0.2	-0.2	-0.2	-100.0
o Operating Assistance per Passenger Mile										
1) Absolute Amount	$2.16	$2.15	$2.83	$2.16	$3.90	$2.72	$4.55	$4.54	$4.53	- -
2) Percentage Change	-7.0	-0.3	31.4	-23.6	80.5	-30.3	67.1	-0.2	-0.2	-100.0
o Percentage Change in										
1) Federal Operating Assistance Funds	-1.5	-5.7	72.3	-31.6	-23.5	20.2	2.8	2.8	2.8	-100.0
2) State Operating Assistance Funds	-10.2	7.1	-80.2	-81.3	2,282.7	- -	3.2	3.2	3.2	-100.0
3) Local Operating Assistance Funds	-0.1	-38.6	-89.2	-100.0	- -	- -	- -	- -	- -	-100.0
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	$190,000	- -	- -	- -	- -	$120,000	$310,000	-$325,000	$5,000	-$110,000
2) Percentage Change	- -	- -	- -	- -	- -	- -	258.3	-75.6	4.8	-100.0
o Percentage Change in										
1) Federal Capital Assistance Funds	- -	- -	- -	- -	- -	- -	419.4	-77.5	4.8	-100.0
2) State Capital Assistance Funds	- -	- -	- -	- -	- -	- -	-6.3	-100.0	- -	- -
3) Local Capital Assistance Funds	- -	- -	- -	- -	- -	- -	108.3	5.0	4.8	-100.0

PRELIMINARY DRAFT

Table H-40 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	136,878	-23,924	-46,395	-169,615	166,495	211,328	325,163	-309,383	21,086	-701,376
2) Percentage Change	25.4	-4.5	-9.2	-37.2	58.1	46.6	48.9	-31.3	3.1	-100.0
o Percentage Change in										
1) Federal Assistance	60.4	-5.7	72.3	-31.6	-23.5	54.0	94.3	-44.4	3.3	-100.0
2) State Assistance	-10.2	7.1	-80.2	-81.3	2,282.7	43.2	2.0	-9.4	3.2	-100.0
3) Local Assistance	63.5	-38.6	-89.2	-100.0	- -	24.6	21.4	1.7	1.7	-100.0
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount	1,325	55	-9,079	-987	-74	6,161	420	433	446	-15,298
2) Percentage Change	9.0	0.3	-50.5	-11.1	-0.9	78.6	3.0	3.0	3.0	-100.0
o Change in Revenue Vehicle Miles										
1) Absolute Amount	4,820	-36,952	-72,179	-28,671	-16,448	83,921	-77,000	3,700	3,800	-130,500
2) Percentage Change	2.2	-13.7	-30.9	-17.8	-12.4	72.3	-38.5	3.0	3.0	-100.0
o Change in Revenue Vehicle Hours										
1) Absolute Amount	828	-968	-2,856	-1,784	1,495	2,000	300	309	318	-10,927
2) Percentage Change	7.4	-8.0	-25.6	-21.5	23.0	25.0	3.0	3.0	3.0	-100.0
o Change in Buses in Active Fleet										
1) Absolute Amount	- -	- -	- -	- -	- -	- -	- -	- -	- -	-5
2) Percentage Change	- -	- -	- -	- -	- -	- -	- -	- -	- -	-100.0
o Change in Total Employees										
1) Absolute Amount	1	-1	-3	- -	- -	- -	- -	- -	- -	-8
2) Percentage Change	10.0	-8.3	-27.3	- -	- -	- -	- -	- -	- -	-100.0

[a] *Excluding depreciation.*

Source: Kenosha County and SEWRPC.

PRELIMINARY DRAFT

262582 – TIP '23-'26 APPH Whitewater OR
210-1000
JBS/JMD/jmd
10/4/22

Table H.41
Public Transit Operator Report for City of Whitewater Taxi Service: 2023-2026

2023 Projected Operating Budget	
Total Federal Operating Assistance	$79,800
Total State Operating Assistance	$4.,400
Total Local Operating Assistance	$100,800
Total Farebox and Other Revenue	$66,800
Total Operating Budget	$251,800

2023 Projected Operation Characteristics			
Basic Transit System	**Weekdays**	**Saturdays**	**Sundays**
Total Miles	216	234	84
Vehicle Hours (average)	23.35	25.25	9
Vehicles in Service	3	3	1
Operating Budget (average)	$142,405	$31,402	$11,193

2023 Projections	
Operating Characteristics	None
Implementation of New or Restructured Transit Services	None
Planning for New or Restructured Transit Services	None

Source: City of Whitewater and SEWRPC

262583 – TIP '23-'26 APPH Whitewater PJ
210-1000
JBS/JMD/jmd
10/14/22

Table H.42
Public Transit Operator Capital Project Justification for City of Whitewater Taxi Service: 2023-2026

TIP Project Number	Description	Year	Costs ($)	Justification
404	Purchase of one replacement bus (2023) and one minivan (2024 and 2025) each year	2023 2024 2025	72,000 40,000 40,000	Retiring vehicles that have reached useful life

Source: City of Whitewater and SEWRPC

Table H-43

FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR WHITEWATER TAXI SERVICE: 2018-2027

	Actual/Estimated					Projected				
Data Element	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]	$235,366	$254,310	$213,076	$205,681	$276,993	$290,800	$305,300	$320,600	$336,600	$353,400
Operating Revenues										
o Passenger Revenue	$82,198	$74,238	$57,336	$65,486	$63,600	$66,800	$70,100	$73,600	$77,300	$81,200
o Prior Year Revenue	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Other Revenue	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$82,198	$74,238	$57,336	$65,486	$63,600	$66,800	$70,100	$73,600	$77,300	$81,200
Operating Assistance	$153,168	$180,073	$155,740	$140,195	$213,393	$224,000	$235,200	$247,000	$259,300	$272,200
Sources of Operating Assistance										
o Federal Funds										
1) FTA Section 5311	$75,317	$86,180	$105,850	$85,225	$113,388	$79,800	$83,700	$88,000	$92,300	$96,900
2) FTA Section 5339	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) CMAQ	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
4) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$75,317	$86,180	$105,850	$85,225	$113,388	$79,800	$83,700	$88,000	$92,300	$96,900
o State Funds										
1) WisDOT Section 85.20 (Operating Assistance)	$52,456	$56,433	$49,890	$54,961	$50,038	$43,400	$45,600	$47,900	$50,300	$52,800
2) WisDOT Section 85.24 (TDM)	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$52,456	$56,433	$49,890	$54,961	$50,038	$43,400	$45,600	$47,900	$50,300	$52,800
o Local Funds										
1) Property Taxes	$25,395	$37,460	- -	$9	$49,967	$100,800	$105,900	$111,100	$116,700	$122,500
2) Funds from Other Communities	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	$25,395	$37,460	- -	$9	$49,967	$100,800	$105,900	$111,100	$116,700	$122,500
Total	$153,168	$180,073	$155,740	$140,195	$213,393	$224,000	$235,200	$247,000	$259,300	$272,200
Depreciation	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expan	- -	$36,176	$40,000	- -	- -	$72,000	$40,000	$40,000	- -	- -
o Bus Facility Renovation, Replacement, and Expans	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Fixed Guideway Fleet Rehabilitation and Expansio	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Fixed Guideway Facility Construction	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Total	- -	$36,176	$40,000	- -	- -	$72,000	$40,000	$40,000	- -	- -
Sources of Capital Project Funding										
o Federal Funds										
1) FTA Section 5311	- -	$28,941	$29,600	- -	- -	$57,600	$32,000	$32,000	- -	- -
2) FTA Section 5339	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
4) CMAQ	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
5) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	- -	$28,941	$29,600	- -	- -	$57,600	$32,000	$32,000	- -	- -
o State Funds	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Local Funds										
1) Property Taxes	- -	$7,235	$10,400	- -	- -	$14,400	$8,000	$8,000	- -	- -
2) Bonding	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Other	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Subtotal	- -	$7,235	$10,400	- -	- -	$14,400	$8,000	$8,000	- -	- -
Total	- -	$36,176	$40,000	- -	- -	$72,000	$40,000	$40,000	- -	- -

PRELIMINARY DRAFT

Table H-43 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating Assistance and Capital Project Funds										
o Federal	$75,317	$115,121	$135,450	$85,225	$113,388	$137,400	$115,700	$120,000	$92,300	$96,900
o State	$52,456	$56,433	$49,890	$54,961	$50,038	$43,400	$45,600	$47,900	$50,300	$52,800
o Local	$25,395	$44,695	$10,400	$9	$49,967	$115,200	$113,900	$119,100	$116,700	$122,500
Total	$153,168	$216,249	$195,740	$140,195	$213,393	$296,000	$275,200	$287,000	$259,300	$272,200
Non-Financial Operating Data										
o Revenue Passengers	24,806	21,419	17,713	21,410	21,736	29,476	39,971	54,204	73,505	99,678
o Unlinked Passenger Trips	-	-	-	-	-	-	-	-	-	-
o Passenger Miles	90,470	71,305	53,302	55,669	71,000	96,281	130,565	177,056	240,102	325,597
o Revenue Vehicle Miles	-	-	-	-	-	-	-	-	-	-
o Revenue Vehicle Hours	8,041	7,908	6,551	6,364	8,079	8,079	8,079	8,079	8,079	8,079
o Buses Operated in Peak Service	3	3	3	3	3	3	3	3	3	3
o Buses in Active Fleet	3	3	3	3	3	3	3	3	3	3
o Total Employees	-	-	-	-	-	-	-	-	-	-

[a] *Excluding depreciation.*

Source: City of Whitewater and SEWRPC.

PRELIMINARY DRAFT

Table H-44

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR WHITEWATER TAXI SERVICE: 2018-2027

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]										
o Change in Total Operating Expenses										
1) Absolute Amount	- -	$18,944	-$41,234	-$7,395	$71,312	$13,807	$14,500	$15,300	$16,000	$16,800
2) Percentage Change	- -	8.0	-16.2	-3.5	34.7	5.0	5.0	5.0	5.0	5.0
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	- -	$32.16	$32.53	$32.32	$34.29	$35.99	$37.79	$39.68	$41.66	$43.74
2) Percentage Change	- -	- -	1.1	-0.6	6.1	5.0	5.0	5.0	5.0	5.0
o Cost per Revenue Passenger										
1) Absolute Amount	- -	$11.87	$12.03	$9.61	$12.74	$9.87	$7.64	$5.91	$4.58	$3.55
2) Percentage Change	- -	- -	1.3	-20.1	32.7	-22.6	-22.6	-22.6	-22.6	-22.6
o Cost per Passenger Mile										
1) Absolute Amount	- -	$3.57	$4.00	$3.69	$3.90	$3.02	$2.34	$1.81	$1.40	$1.09
2) Percentage Change	- -	- -	12.1	-7.6	5.6	-22.6	-22.6	-22.6	-22.6	-22.6
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	- -	-9.7	-22.8	14.2	-2.9	5.0	4.9	5.0	5.0	5.0
2) Total Revenue	- -	-9.7	-22.8	14.2	-2.9	5.0	4.9	5.0	5.0	5.0
o Average Revenue per Revenue Passenger										
1) Absolute Amount	- -	$3.47	$3.24	$3.06	$2.93	$2.27	$1.75	$1.36	$1.05	$0.81
2) Percentage Change	- -	- -	-6.6	-5.5	-4.3	-22.5	-22.6	-22.6	-22.6	-22.5
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	- -	29.2	26.9	31.8	23.0	23.0	23.0	23.0	23.0	23.0
2) Percentage Change	- -	- -	-7.8	18.3	-27.9	- -	- -	- -	- -	0.1
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	- -	$26,905	-$24,333	-$15,545	$73,198	$10,607	$11,200	$11,800	$12,300	$12,900
2) Percentage Change	- -	17.6	-13.5	-10.0	52.2	5.0	5.0	5.0	5.0	5.0
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	- -	$8.41	$8.79	$6.55	$9.82	$7.60	$5.88	$4.56	$3.53	$2.73
2) Percentage Change	- -	- -	4.6	-25.5	49.9	-22.6	-22.6	-22.6	-22.6	-22.6
o Operating Assistance per Passenger Mile										
1) Absolute Amount	- -	$2.53	$2.92	$2.52	$3.01	$2.33	$1.80	$1.40	$1.08	$0.84
2) Percentage Change	- -	- -	15.7	-13.8	19.3	-22.6	-22.6	-22.6	-22.6	-22.6
o Percentage Change in										
1) Federal Operating Assistance Funds	- -	14.4	22.8	-19.5	33.0	-29.6	4.9	5.1	4.9	5.0
2) State Operating Assistance Funds	- -	7.6	-11.6	10.2	-9.0	-13.3	5.1	5.0	5.0	5.0
3) Local Operating Assistance Funds	- -	47.5	-100.0	- -	587,747.1	101.7	5.1	4.9	5.0	5.0
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	- -	$36,176	$3,824	-$40,000	- -	$72,000	-$32,000	- -	-$40,000	- -
2) Percentage Change	- -	- -	10.6	-100.0	- -	- -	-44.4	- -	-100.0	- -
o Percentage Change in										
1) Federal Capital Assistance Funds	- -	- -	2.3	-100.0	- -	- -	-44.4	- -	-100.0	- -
2) State Capital Assistance Funds	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Local Capital Assistance Funds	- -	- -	43.7	-100.0	- -	- -	-44.4	- -	-100.0	- -

PRELIMINARY DRAFT

Table H-44 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	- -	63,081	-20,509	-55,545	73,198	82,607	-20,800	11,800	-27,700	12,900
2) Percentage Change	- -	41.2	-9.5	-28.4	52.2	38.7	-7.0	4.3	-9.7	5.0
o Percentage Change in										
1) Federal Assistance	- -	52.8	17.7	-37.1	33.0	21.2	-15.8	3.7	-23.1	5.0
2) State Assistance	- -	7.6	-11.6	10.2	-9.0	-13.3	5.1	5.0	5.0	5.0
3) Local Assistance	- -	76.0	-76.7	-99.9	587,747.1	130.6	-1.1	4.6	-2.0	5.0
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount	- -	-3,387	-3,706	3,697	326	7,740	10,496	14,233	19,301	26,173
2) Percentage Change	- -	-13.7	-17.3	20.9	1.5	35.6	35.6	35.6	35.6	35.6
o Change in Revenue Vehicle Miles										
1) Absolute Amount	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Change in Revenue Vehicle Hours										
1) Absolute Amount	- -	-133	-1,357	-187	1,715	- -	- -	- -	- -	- -
2) Percentage Change	- -	-1.7	-17.2	-2.9	26.9	- -	- -	- -	- -	- -
o Change in Buses in Active Fleet										
1) Absolute Amount	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Change in Total Employees										
1) Absolute Amount	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -

[a] *Excluding depreciation.*

Source: City of Whitewater and SEWRPC.

Table H.45
Public Transit Operator Report for City of Milwaukee Streetcar: 2023-2026

2023 Projected Operating Budget	
Total Federal Operating Assistance	$ 273,437
Total State Operating Assistance	$ 0
Total Local Operating Assistance	$ 2,925,629
Total Farebox and Other Revenue	$ 1,223,333
Total Operating Budget	$4,422,399

2023 Projected Operation Characteristics			
Basic Transit System	**Weekdays**	**Saturdays**	**Sundays**
Total Miles	75,628	10,700	9,500
Vehicle Hours (average)	54	34	31
Vehicles in Service	3	2	2
Operating Budget (average)	$11,266	$10,222	$ 9,922

2023 Projections	
Operating Characteristics	Weekdays: 5 AM – 7 AM, Frequency 20 min 7AM – 10 PM, Frequency 15 min 10 PM – 12 AM, Frequency 20 min Saturday: 7 AM – 12 AM, Frequency 20 min Sunday: 7 AM – 10 PM, Frequency 20 min
Implementation of New or Restructured Transit Services	None
Planning for New or Restructured Transit Services	None

Source: City of Milwaukee and SEWRPC

Table H.46
Public Transit Operator Capital Project Justification for City of Milwaukee Streetcar Service: 2023-2026

TIP Project Number	Description	Year	Costs ($)	Justification
135	Preventive Maintenance for the Milwaukee Streetcar (FTA 5307)	2023 2024 2025 2026	341,800 341,800 341,800 341,800	The outcome of the preventative maintenance assistance grant will be the provision of safe, reliable transit service for citizens, workers, students, and visitors to Milwaukee as well as resultant economic development along the route in the City of Milwaukee generated by fixed guide-way transit.
136	Operating Assistance for the Lakefront Line of the Milwaukee Streetcar	2023	1,100,000	Operating assistance needed to operate the streetcar system.
137	Construction of the Lakefront Extension of the Milwaukee Streetcar between N Broadway and Lincoln Memorial Drive	2023	1,853,700	The Milwaukee Streetcar Lakefront Line Project to build a 1.86 track mile route (0.77 new track miles) streetcar line integrating the Phase 1 route with destinations near Milwaukee's lakefront connecting Milwaukee's central business district (East Town) near Cathedral Square to major destinations and fast growing areas located near Lake Michigan (the Lakefront area) including the ongoing Lakefront Gateway project.

Source: City of Milwaukee and SEWRPC

Table H-47

FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR CITY OF MILWAUKEE STREETCAR SERVICE: 2018-2027

	Actual/Estimated					Projected				
Data Element	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]	$1,533,741	$4,417,615	$3,892,074	$4,228,645	$4,350,089	$4,422,399	$4,500,000	$4,550,000	$4,560,000	$4,565,000
Operating Revenues										
o Passenger Revenue	--	--	--	--	--	--	--	--	--	--
o Prior Year Revenue	--	--	--	--	--	--	--	--	--	--
o Other Revenue	--	$1,075,423	$745,668	$865,832	$1,223,333	$1,223,333	$1,223,333	$1,223,333	$1,223,333	$1,223,333
Subtotal	--	$1,075,423	$745,668	$865,832	$1,223,333	$1,223,333	$1,223,333	$1,223,333	$1,223,333	$1,223,333
Operating Assistance	$1,533,741	$3,342,192	$3,146,406	$3,362,813	$3,126,756	$3,199,066	$3,276,667	$3,326,667	$3,336,667	$3,341,667
Sources of Operating Assistance										
o Federal Funds										
1) FTA Section 5307	--	--	$492,250	$1,727,077	$273,437	$273,437	$273,437	$273,437	$273,437	$273,437
2) FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3) CMAQ	$1,226,993	$3,388,857	$2,689,718	$1,199,786	--	--	--	--	--	--
4) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$1,226,993	$3,388,857	$3,181,968	$2,926,863	$273,437	$273,437	$273,437	$273,437	$273,437	$273,437
o State Funds										
1) WisDOT Section 85.20 (Operating Assistance)	--	--	--	--	--	--	--	--	--	--
2) WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	--	--	--	--	--	--	--
o Local Funds										
1) Property Taxes	--	--	--	--	--	--	--	--	--	--
2) Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3) Other	$306,748	--	--	$435,950	$2,853,319	$2,925,629	$3,003,230	$3,053,230	$3,063,230	$3,068,230
Subtotal	$306,748	--	--	$435,950	$2,853,319	$2,925,629	$3,003,230	$3,053,230	$3,063,230	$3,068,230
Total	$1,533,741	$3,388,857	$3,181,968	$3,362,813	$3,126,756	$3,199,066	$3,276,667	$3,326,667	$3,336,667	$3,341,667
Depreciation	--	--	--	--	--	--	--	--	--	--
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expan	--	--	--	--	--	--	--	--	--	--
o Bus Facility Renovation, Replacement, and Exp	--	--	--	--	--	--	--	--	--	--
o Fixed Guideway Fleet Rehabilitation and Expansio	--	--	--	--	--	--	--	--	--	--
o Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
o Other	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--
Sources of Capital Project Funding										
o Federal Funds										
1) FTA Section 5307	$15,982,537	$3,990,834	$797,519	$575,237	--	--	--	--	--	--
2) FTA Section 5339	--	--	--	--	--	--	--	--	--	--
4) CMAQ	--	--	--	--	--	--	--	--	--	--
5) Other	$9,365,578	$173,429	$276,472	--	--	$827,451	--	--	--	--
Subtotal	$25,348,115	$4,164,263	$1,073,991	$575,237	--	$827,451	--	--	--	--
o State Funds	--	--	--	--	--	--	--	--	--	--
o Local Funds										
1) Property Taxes	--	--	$252,054	$12,578	--	$1,493,721	--	--	--	--
2) Bonding	--	--	--	--	--	--	--	--	--	--
3) Other	$21,655,338	$3,806,287	$3,741	--	--	--	--	--	--	--
Subtotal	$21,655,338	$3,806,287	$255,795	$12,578	--	$1,493,721	--	--	--	--
Total	$47,003,453	$7,970,550	$1,329,786	$587,815	--	$2,321,172	--	--	--	--

PRELIMINARY DRAFT

Table H-47 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating Assistance and Capital Project Funds										
o Federal	$26,575,108	$7,553,120	$4,255,959	$3,502,100	$273,437	$1,100,888	$273,437	$273,437	$273,437	$273,437
o State	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Local	$21,962,086	$3,806,287	$255,795	$448,528	$2,853,319	$4,419,350	$3,003,230	$3,053,230	$3,063,230	$3,068,230
Total	$48,537,194	$11,359,407	$4,511,754	$3,950,628	$3,126,756	$5,520,238	$3,276,667	$3,326,667	$3,336,667	$3,341,667
Non-Financial Operating Data										
o Revenue Passengers	-	-	-	-	-	-	-	-	-	-
o Unlinked Passenger Trips	156,492	760,321	261,303	301,170	331,371	364,508	400,959	441,055	485,160	533,676
o Passenger Miles	172,141	836,353	287,433	331,287	364,508	400,959	441,055	485,160	533,676	587,044
o Revenue Vehicle Miles	14,129	94,922	68,806	74,463	77,412	108,321	133,190	133,191	133,192	133,193
o Revenue Vehicle Hours	2,849	17,104	11,784	12,899	13,496	17,108	23,941	23,942	23,943	23,944
o Revenue Vehicles Operated in Peak Service	3	3	3	3	3	4	4	4	4	4
o Revenue Vehicles in Active Fleet	5	5	5	5	5	5	5	5	5	5
o Total Employees	38	38	38	38	38	44	44	44	44	44

[a] *Excluding depreciation.*

Source: City of Milwaukee and SEWRPC.

PRELIMINARY DRAFT

Table H-48

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR CITY OF MILWAUKEE STREETCAR SERVICE: 2018-2027

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Operating Expenses[a]										
o Change in Total Operating Expenses										
1) Absolute Amount	-$4,775	$2,883,874	-$525,541	$336,571	$121,444	$72,310	$77,601	$50,000	$10,000	$5,000
2) Percentage Change	-2.3	- -	- -	8.6	2.9	1.7	1.8	1.1	0.2	0.1
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	$4.48	- -	$56.57	$56.79	$56.19	- -	- -	- -	- -	- -
2) Percentage Change	-3.9	- -	- -	0.4	-1.0	- -	- -	- -	- -	- -
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	$78.07	- -	$330.28	$327.83	$322.32	$258.50	$187.96	$190.04	$190.45	$190.65
2) Percentage Change	-2.7	- -	- -	-0.7	-1.7	-19.8	-27.3	1.1	0.2	0.1
o Cost per Revenue Passenger										
1) Absolute Amount	$9.03	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	-4.2	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Cost per Passenger Mile										
1) Absolute Amount	$4.48	$0.00	$13.54	$12.76	$11.93	- -	- -	- -	- -	- -
2) Percentage Change	- -	- -	- -	-5.7	-6.5	- -	- -	- -	- -	- -
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	-6.5	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Total Revenue	-5.4	- -	- -	16.1	41.3	- -	- -	- -	- -	- -
o Average Revenue per Revenue Passenger										
1) Absolute Amount	$3.81	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	-7.3	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	42.2	- -	19.2	20.5	28.1	27.7	27.2	26.9	26.8	26.8
2) Percentage Change	-3.2	- -	- -	6.9	37.3	-1.6	-1.7	-1.1	-0.2	-0.1
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	$129	$1,808,451	-$195,786	$216,407	-$236,057	$72,310	$77,601	$50,000	$10,000	$5,000
2) Percentage Change	0.1	- -	- -	6.9	-7.0	2.3	2.4	1.5	0.3	0.1
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	$5.22	- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change	-1.9	- -	- -	- -	- -	- -	- -	- -	- -	- -
o Operating Assistance per Passenger Mile										
1) Absolute Amount	$2.59	- -	$10.95	$10.15	$8.58	- -	- -	- -	- -	- -
2) Percentage Change	-1.5	- -	- -	-7.3	-15.5	- -	- -	- -	- -	- -
o Percentage Change in										
1) Federal Operating Assistance Funds	-6.3	- -	- -	-8.0	-90.7	- -	- -	- -	- -	- -
2) State Operating Assistance Funds	4.0	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Local Operating Assistance Funds	149.4	- -	- -	- -	- -	- -	2.7	1.7	0.3	0.2
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	-$35,199	-$39,032,903	-$6,640,764	-$741,971	-$587,815	$2,321,172	-$2,321,172	- -	- -	- -
2) Percentage Change	-100.0	100.0	- -	- -	- -	- -	- -	- -	- -	- -
o Percentage Change in										
1) Federal Capital Assistance Funds	- -	- -	- -	100.0	- -	100.0	- -	100.0	- -	100.0
2) State Capital Assistance Funds	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Local Capital Assistance Funds	-100.0	100.0	- -	100.0	- -	100.0	- -	100.0	- -	100.0

PRELIMINARY DRAFT

Table H-48 (continued)

Data Element	Actual/Estimated					Projected				
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount		-37,177,787	-6,847,653	-561,126	-823,872	2,393,482	-2,243,571	50,000	10,000	5,000
2) Percentage Change		- -	- -	-12.4	-20.9	76.5	-40.6	1.5	0.3	0.1
o Percentage Change in										
1) Federal Assistance		- -	- -	-17.7	-92.2	302.6	-75.2	- -	- -	- -
2) State Assistance		- -	- -	- -	- -	- -	- -	- -	- -	- -
3) Local Assistance		- -	- -	- -	- -	- -	- -	- -	- -	- -
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount		- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change		- -	- -	- -	- -	- -	- -	- -	- -	- -
o Change in Revenue Vehicle Miles										
1) Absolute Amount		80,793	-26,116	5,657	2,949	30,908	24,870	1	1	1
2) Percentage Change		- -	- -	8.2	4.0	39.9	- -	- -	- -	1.0
o Change in Revenue Vehicle Hours										
1) Absolute Amount		14,255	-5,320	1,115	597	3,612	6,833	1	1	1
2) Percentage Change		- -	- -	9.5	4.6	26.8	39.9	- -	- -	- -
o Change in Revenue Vehicles in Active Fleet										
1) Absolute Amount		- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change		- -	- -	- -	- -	- -	- -	- -	- -	- -
o Change in Total Employees										
1) Absolute Amount		- -	- -	- -	- -	- -	- -	- -	- -	- -
2) Percentage Change		- -	- -	- -	- -	- -	- -	- -	- -	- -

[a] *Excluding depreciation.*

Source: Washington County and SEWRPC.

PRELIMINARY DRAFT

APPENDIX I

ASSESSMENT OF THE BENEFITS AND IMPACTS OF THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM ON MINORITY POPULATIONS AND LOW-INCOME POPULATIONS IN SOUTHEASTERN WISCONSIN

INTRODUCTION

The regional transportation improvement program (TIP) lists the public transit, transportation systems management, demand management, bicycle and pedestrian, and arterial street and highway projects that each level and unit of government—State, county, and municipal—have programmed for implementation in Southeastern Wisconsin in the years 2023 through 2026. This appendix evaluates the benefits and impacts of programmed projects in the 2023-2026 TIP on minority populations, low-income populations, and people with disabilities. This evaluation includes the identification of the existing location and travel of minority populations, low-income populations, and people with disabilities in Southeastern Wisconsin. In addition, it includes a comparison of the programmed expenditures in the 2023-2026 TIP to the locations of minority populations and low-income populations to identify if these populations would receive a disproportionate share of the impacts—both costs and benefits—of the transit, highway, and the bicycle and pedestrian projects programmed in the 2023-2026 TIP.

LOCATION AND TRAVEL PATTERNS OF MINORITY POPULATIONS, LOW-INCOME POPULATIONS, AND PEOPLE WITH DISABILITIES IN SOUTHEASTERN WISCONSIN

The magnitude and location of the minority populations in the Region may be obtained from data available from the most recent year 2020 decennial U.S. Census of Population (2020 Census). Based upon the 2020 Census, the magnitude and location of minority populations in the Region are shown on Maps I.1 through I.7 and in Table I.1. The magnitude and location of the low-income population—families with income below the Federally-defined poverty levels, and families with income less than twice the poverty level—within Southeastern Wisconsin, based upon the 2016-2020 U.S. Census American Community Survey (ACS), are shown on Maps I.8 and I.9 and are summarized in Tables I.2 through I.4. The magnitude and location of people with disabilities in the Region are shown in Map I.10 and Table I.5 and is based upon the 2016-2020 ACS.

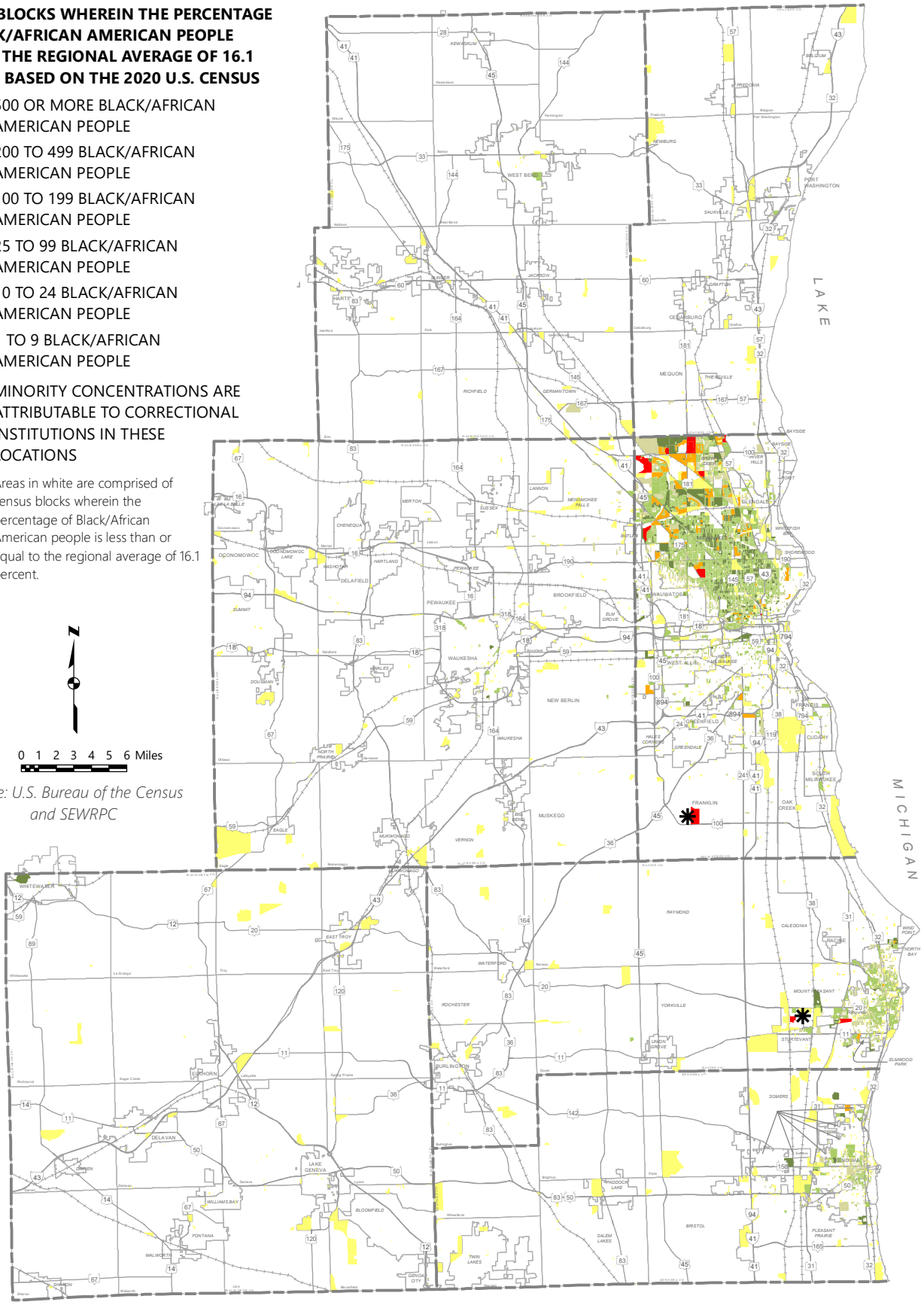
Data from the National Household Travel Survey indicate that automobile travel is the dominant mode of travel for all trips by both the Southeastern Wisconsin area minority population—76 percent—and white population—86 percent. Unfortunately, data by County (from the ACS) are only available for travel to and from work. In Milwaukee County, these data indicate that different minority populations use the automobile for 81 to 89 percent of their travel to and from work. This compares to approximately 85 percent of the white population. The mode of travel reported in the year 2016-2020 ACS for travel to and from work for minority and white populations of the Region is shown in Table I.6.

Map I.1
Concentrations of Black/African American People in the Region: 2020

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF BLACK/AFRICAN AMERICAN PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 16.1 PERCENT BASED ON THE 2020 U.S. CENSUS

- 500 OR MORE BLACK/AFRICAN AMERICAN PEOPLE
- 200 TO 499 BLACK/AFRICAN AMERICAN PEOPLE
- 100 TO 199 BLACK/AFRICAN AMERICAN PEOPLE
- 25 TO 99 BLACK/AFRICAN AMERICAN PEOPLE
- 10 TO 24 BLACK/AFRICAN AMERICAN PEOPLE
- 1 TO 9 BLACK/AFRICAN AMERICAN PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of Black/African American people is less than or equal to the regional average of 16.1 percent.



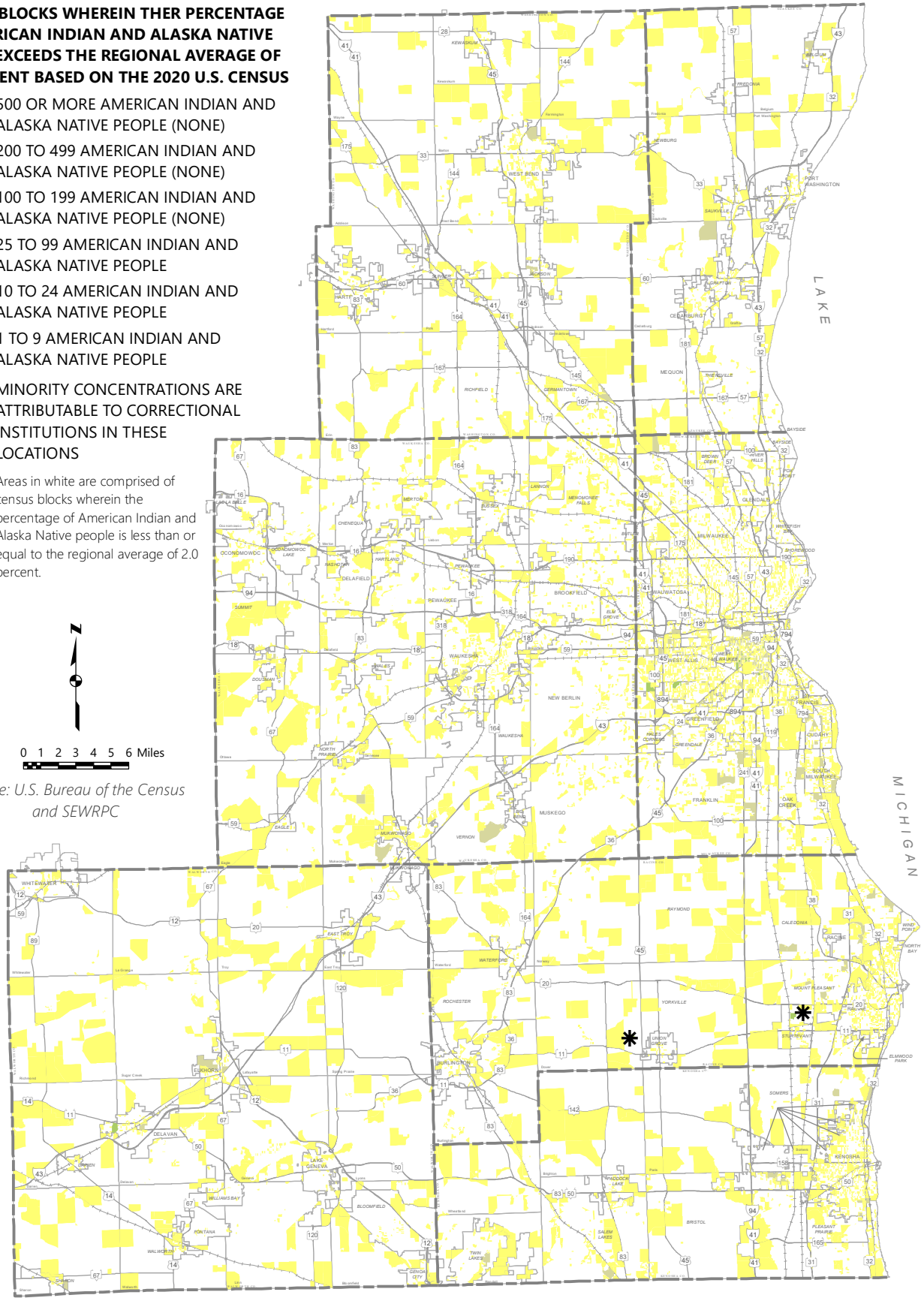
Source: U.S. Bureau of the Census and SEWRPC

Map I.2
Concentrations of American Indian and Alaska Native People in the Region: 2020

CENSUS BLOCKS WHEREIN THER PERCENTAGE OF AMERICAN INDIAN AND ALASKA NATIVE PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 2.0 PERCENT BASED ON THE 2020 U.S. CENSUS

- 500 OR MORE AMERICAN INDIAN AND ALASKA NATIVE PEOPLE (NONE)
- 200 TO 499 AMERICAN INDIAN AND ALASKA NATIVE PEOPLE (NONE)
- 100 TO 199 AMERICAN INDIAN AND ALASKA NATIVE PEOPLE (NONE)
- 25 TO 99 AMERICAN INDIAN AND ALASKA NATIVE PEOPLE
- 10 TO 24 AMERICAN INDIAN AND ALASKA NATIVE PEOPLE
- 1 TO 9 AMERICAN INDIAN AND ALASKA NATIVE PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of American Indian and Alaska Native people is less than or equal to the regional average of 2.0 percent.



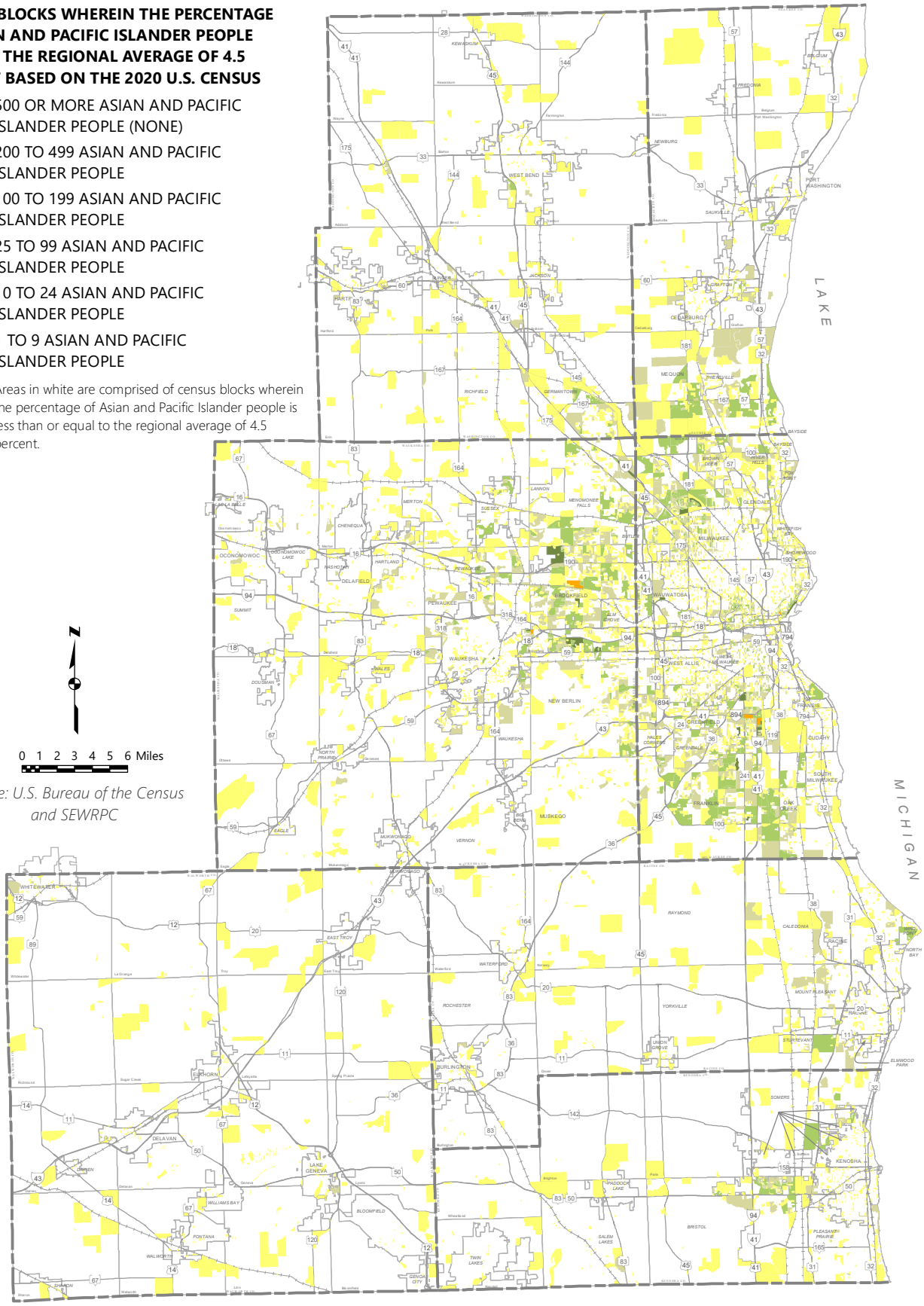
Source: U.S. Bureau of the Census and SEWRPC

Map I.3
Concentrations of Asian and Pacific Islander People in the Region: 2020

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF ASIAN AND PACIFIC ISLANDER PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 4.5 PERCENT BASED ON THE 2020 U.S. CENSUS

- 500 OR MORE ASIAN AND PACIFIC ISLANDER PEOPLE (NONE)
- 200 TO 499 ASIAN AND PACIFIC ISLANDER PEOPLE
- 100 TO 199 ASIAN AND PACIFIC ISLANDER PEOPLE
- 25 TO 99 ASIAN AND PACIFIC ISLANDER PEOPLE
- 10 TO 24 ASIAN AND PACIFIC ISLANDER PEOPLE
- 1 TO 9 ASIAN AND PACIFIC ISLANDER PEOPLE

Note: Areas in white are comprised of census blocks wherein the percentage of Asian and Pacific Islander people is less than or equal to the regional average of 4.5 percent.



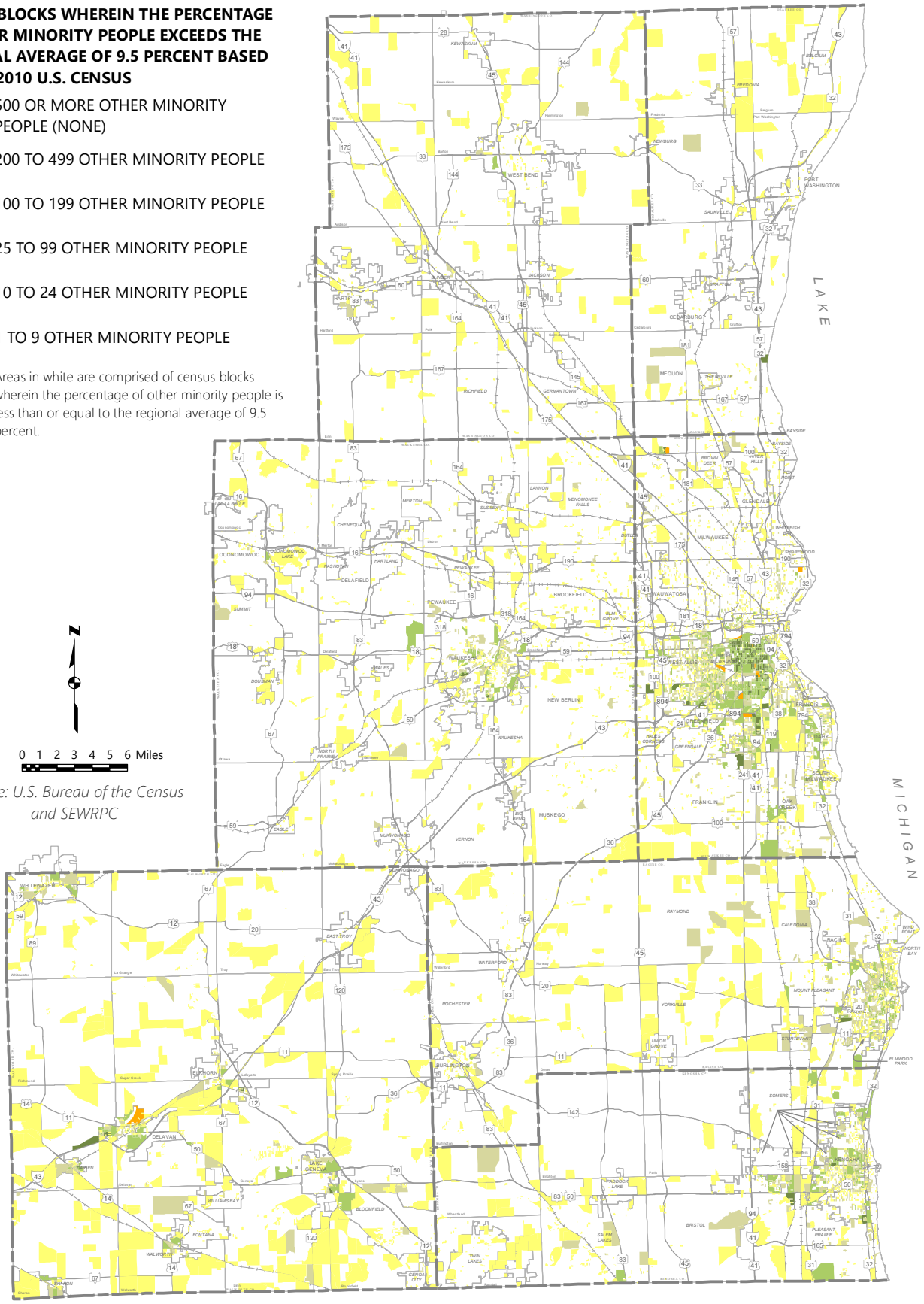
Source: U.S. Bureau of the Census and SEWRPC

Map I.4
Concentrations of Other Minority People in the Region: 2020

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF OTHER MINORITY PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 9.5 PERCENT BASED ON THE 2010 U.S. CENSUS

- 500 OR MORE OTHER MINORITY PEOPLE (NONE)
- 200 TO 499 OTHER MINORITY PEOPLE
- 100 TO 199 OTHER MINORITY PEOPLE
- 25 TO 99 OTHER MINORITY PEOPLE
- 10 TO 24 OTHER MINORITY PEOPLE
- 1 TO 9 OTHER MINORITY PEOPLE

Note: Areas in white are comprised of census blocks wherein the percentage of other minority people is less than or equal to the regional average of 9.5 percent.



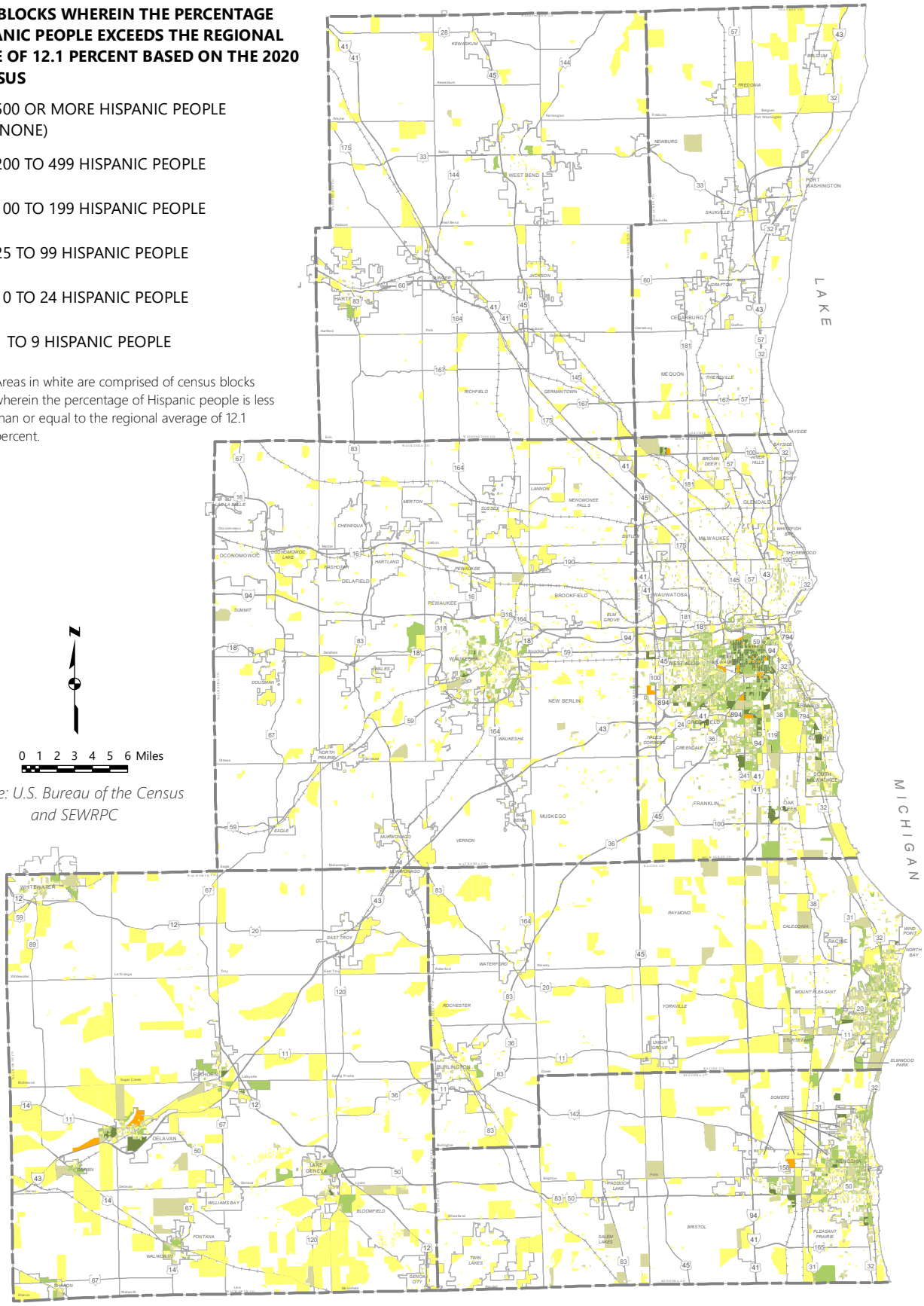
Source: U.S. Bureau of the Census and SEWRPC

Map I.5
Concentrations of Hispanic People in the Region: 2020

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF HISPANIC PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 12.1 PERCENT BASED ON THE 2020 U.S. CENSUS

- 500 OR MORE HISPANIC PEOPLE (NONE)
- 200 TO 499 HISPANIC PEOPLE
- 100 TO 199 HISPANIC PEOPLE
- 25 TO 99 HISPANIC PEOPLE
- 10 TO 24 HISPANIC PEOPLE
- 1 TO 9 HISPANIC PEOPLE

Note: Areas in white are comprised of census blocks wherein the percentage of Hispanic people is less than or equal to the regional average of 12.1 percent.



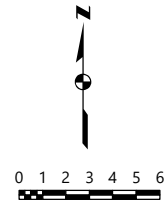
Source: U.S. Bureau of the Census and SEWRPC

Map I.6
Concentrations of Total Minority Population in the Region: 2020

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 33.8 PERCENT BASED ON THE 2020 U.S. CENSUS

- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 33.8 percent.



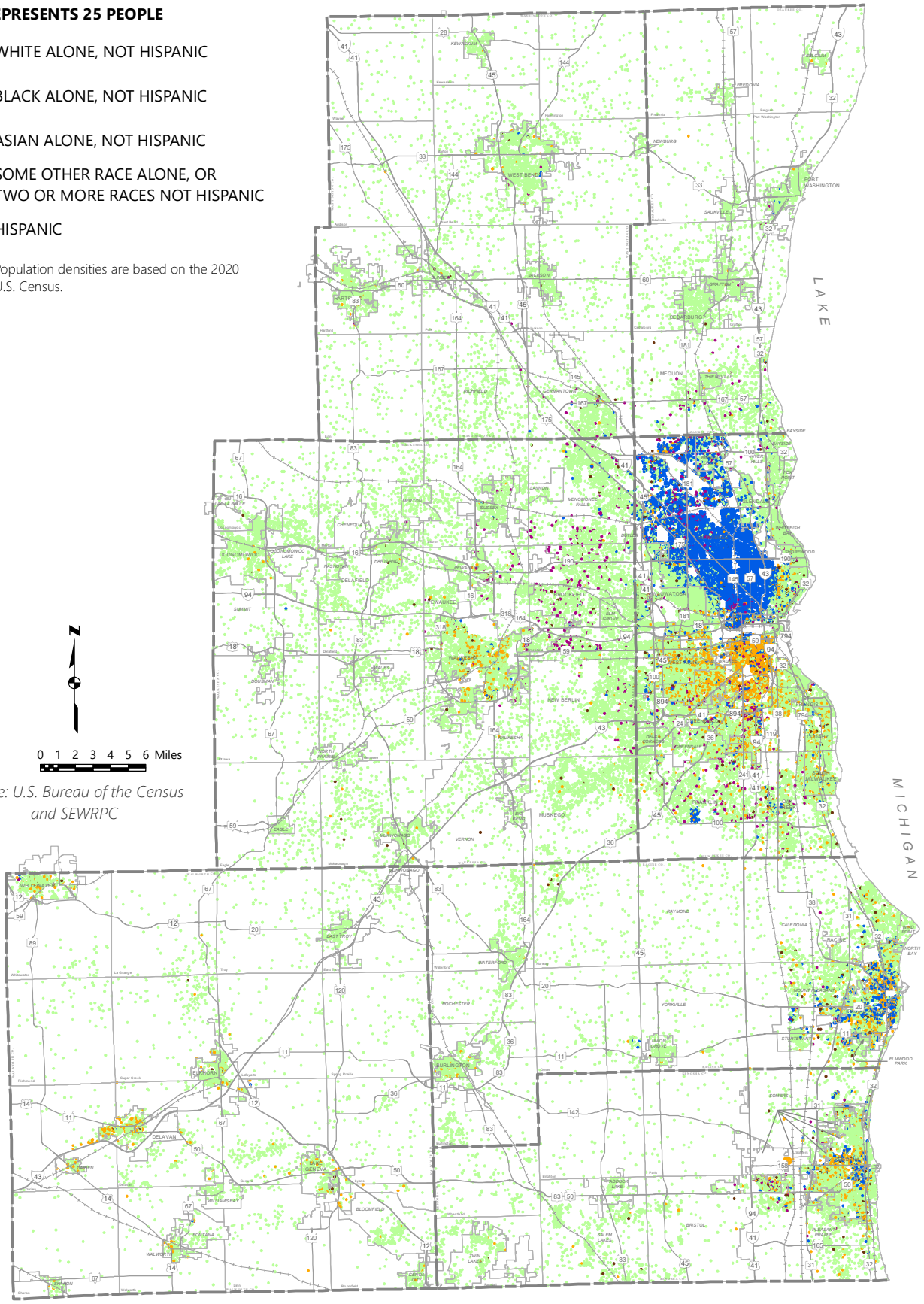
Source: U.S. Bureau of the Census and SEWRPC

Map I.7
Concentrations of Year 2020 Races/Ethnicities

1 DOT REPRESENTS 25 PEOPLE

- WHITE ALONE, NOT HISPANIC
- BLACK ALONE, NOT HISPANIC
- ASIAN ALONE, NOT HISPANIC
- SOME OTHER RACE ALONE, OR TWO OR MORE RACES NOT HISPANIC
- HISPANIC

Note: Population densities are based on the 2020 U.S. Census.



Source: U.S. Bureau of the Census and SEWRPC

Table I.1
Population by Race and Hispanic Ethnicity in the Region by County: 2020

County	White Alone, Non-Hispanic		Minority										Total Population
			Black/African American		American Indian and Alaska Native		Asian and Pacific Islander		Other Race		Hispanic		
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	
Kenosha	121,936	72.1	15,575	9.2	3,767	2.2	4,543	2.7	18,357	10.9	24,546	14.5	169,151
Milwaukee	456,520	48.6	269,335	28.7	21,494	2.3	55,919	6.0	117,641	12.5	153,017	16.3	939,489
Ozaukee	81,410	89.0	2,217	2.4	1,090	1.2	3,146	3.4	2,994	3.3	3,098	3.4	91,503
Racine	135,333	68.4	28,115	14.2	4,199	2.1	3,782	1.9	21,072	10.7	27,911	14.1	197,727
Walworth	88,104	82.7	1,958	1.8	1,954	1.8	1,627	1.5	10,481	9.8	12,550	11.8	106,478
Washington	123,855	90.6	2,756	2.0	1,886	1.4	2,931	2.1	4,260	3.1	4,827	3.5	136,761
Waukesha	347,922	85.5	10,147	2.5	5,570	1.4	19,639	4.8	19,150	4.7	21,835	5.4	406,978
Region	1,355,080	66.2	330,103	16.1	39,960	2.0	91,587	4.5	193,955	9.5	247,784	12.1	2,048,087

Note: As part of the 2020 Federal census, individuals could be reported as being of more than one race. In addition, people of Hispanic ethnicity can be of any race or combination of races. The figures in this table indicate the number of people reported as being white alone and non-Hispanic (non-minority) and those of a given minority race or Hispanic ethnicity (as indicated by the column heading), including those who were reported as that race exclusively and those who were reported as that race and one or more other races. Accordingly, the population figures by race and Hispanic ethnicity sum to more than the total population for each County and the Region.

Source: U.S. Bureau of the Census and SEWRPC

PRELIMINARY DRAFT

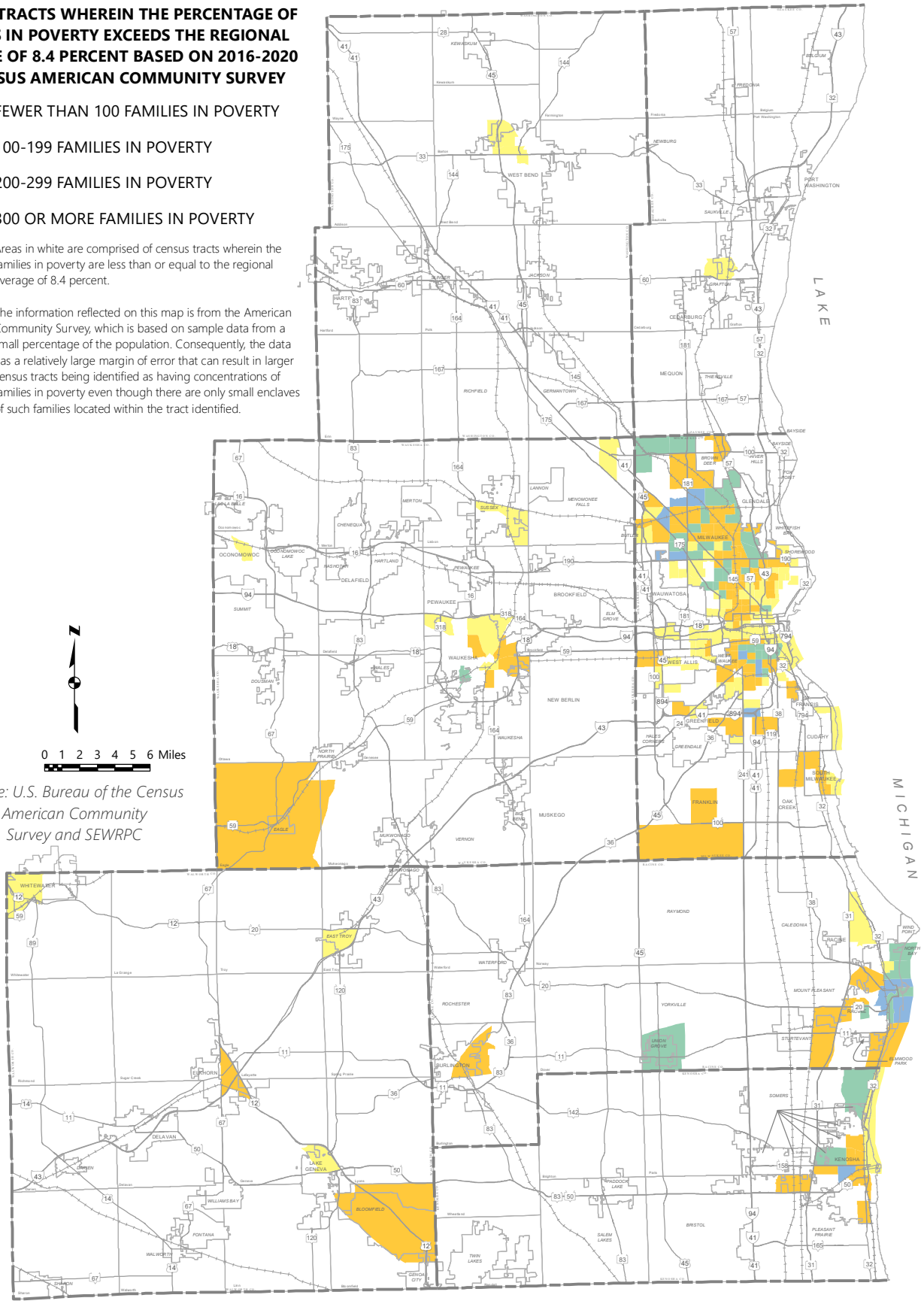
Map I.8
Concentrations of Families in Poverty in the Region: 2016-2020

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 8.4 PERCENT BASED ON 2016-2020 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Note: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 8.4 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families in poverty even though there are only small enclaves of such families located within the tract identified.



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

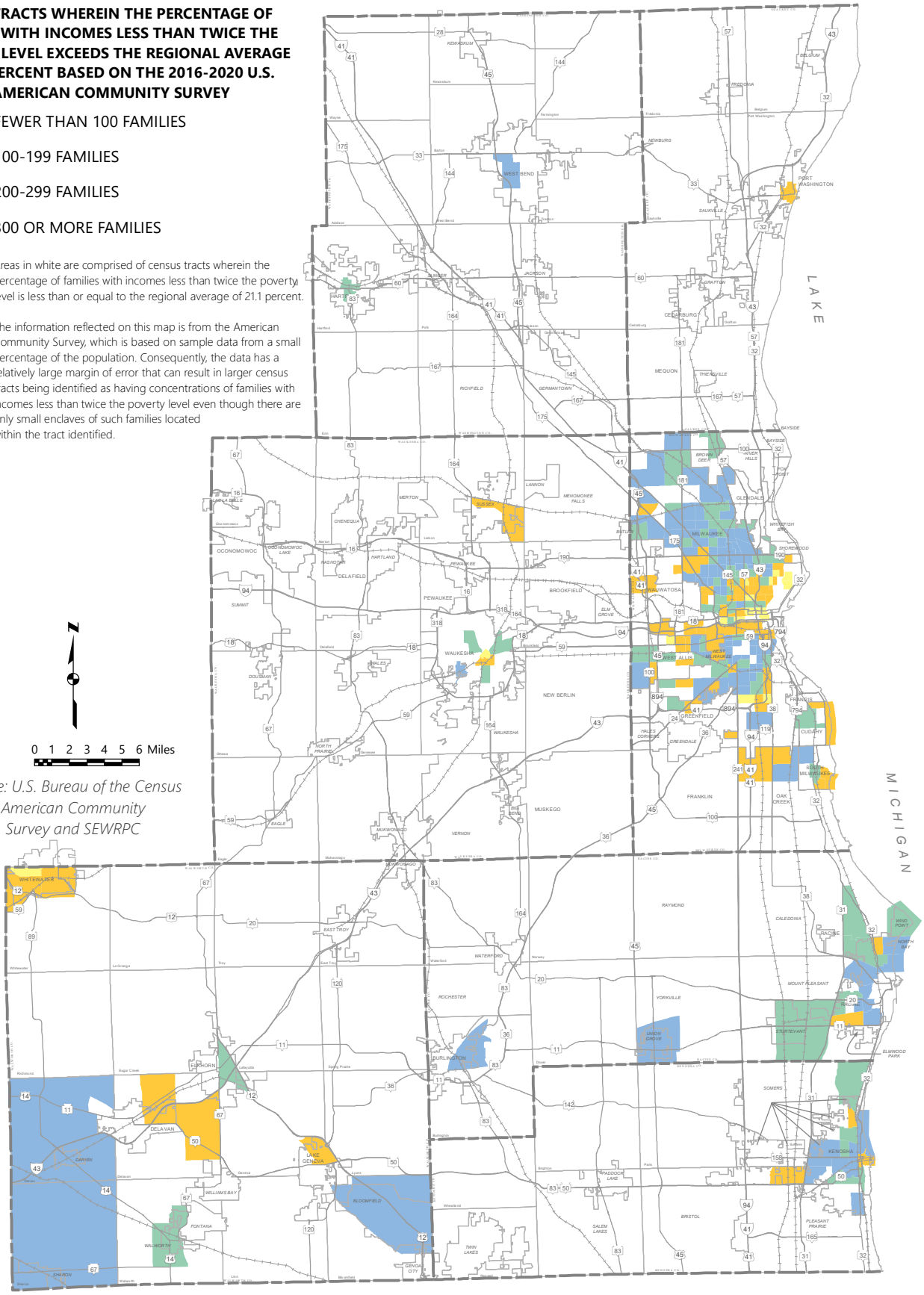
Map I.9
Concentrations of Families with Incomes Less Than Twice the Poverty Level: 2016-2020

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 21.1 PERCENT BASED ON THE 2016-2020 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

Note: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 21.1 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families with incomes less than twice the poverty level even though there are only small enclaves of such families located within the tract identified.



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Table I.2
Families with Incomes Below the Poverty Level in the Region by County: 2016-2020

County	Total Families	Families with Incomes Below the Poverty Level	
		Number	Percent of Families
Kenosha	40,020	3,398	8.1
Milwaukee	210,959	28,266	13.4
Ozaukee	24,978	688	2.8
Racine	51,478	4,407	8.6
Walworth	27,034	1,202	4.4
Washington	38,229	1,117	2.9
Waukesha	111,102	3,556	3.2
Region	505,800	42,634	8.4

Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Table I.3
Poverty Thresholds by Size of Family and Number of Children Under 18 Years of Age: 2020 Average

Size of Family Unit	Related Children Under 18 Years								
	None	One	Two	Three	Four	Five	Six	Seven	Eight or More
One Person (unrelated individual)									
Under 65 Years	$13,465	--	--	--	--	--	--	--	--
65 Years and Over	12,413	--	--	--	--	--	--	--	--
Two People									
Under 65 Years	17,331	$17,839	--	--	--	--	--	--	--
65 Years and Over	15,644	17,771	--	--	--	--	--	--	
Three People	20,244	20,832	$20,852	--	--	--	--	--	--
Four People	26,695	27,131	26,246	$26,338	--	--	--	--	--
Five People	32,193	32,661	31,661	30,887	$30,414	--	--	--	--
Six People	37,027	37,174	36,408	35,674	34,582	$33,935	--	--	--
Seven People	42,605	42,871	41,954	41,314	40,124	38,734	$37,210	--	--
Eight People	47,650	48,071	47,205	46,447	45,371	44,006	42,585	$42,224	--
Nine People or More	57,319	57,597	56,831	56,188	55,132	53,679	52,366	52,040	$50,035

Source: U.S. Bureau of the Census and SEWRPC

Table I.4
Families with Income Less Than Twice the Poverty Level in the Region by County: 2016-2020

County	Total Families	Families with Incomes Less than Twice the Poverty Level	
		Number	Percent of Families
Kenosha	40,020	8,729	20.8
Milwaukee	210,959	64,955	30.8
Ozaukee	24,978	2,749	11.0
Racine	51,478	11,753	22.8
Walworth	27,034	4,428	16.4
Washington	38,229	3,852	10.1
Waukesha	111,102	10,137	9.1
Region	505,800	106,603	21.1

Source: U.S. Bureau of the Census American Community Survey and SEWRPC

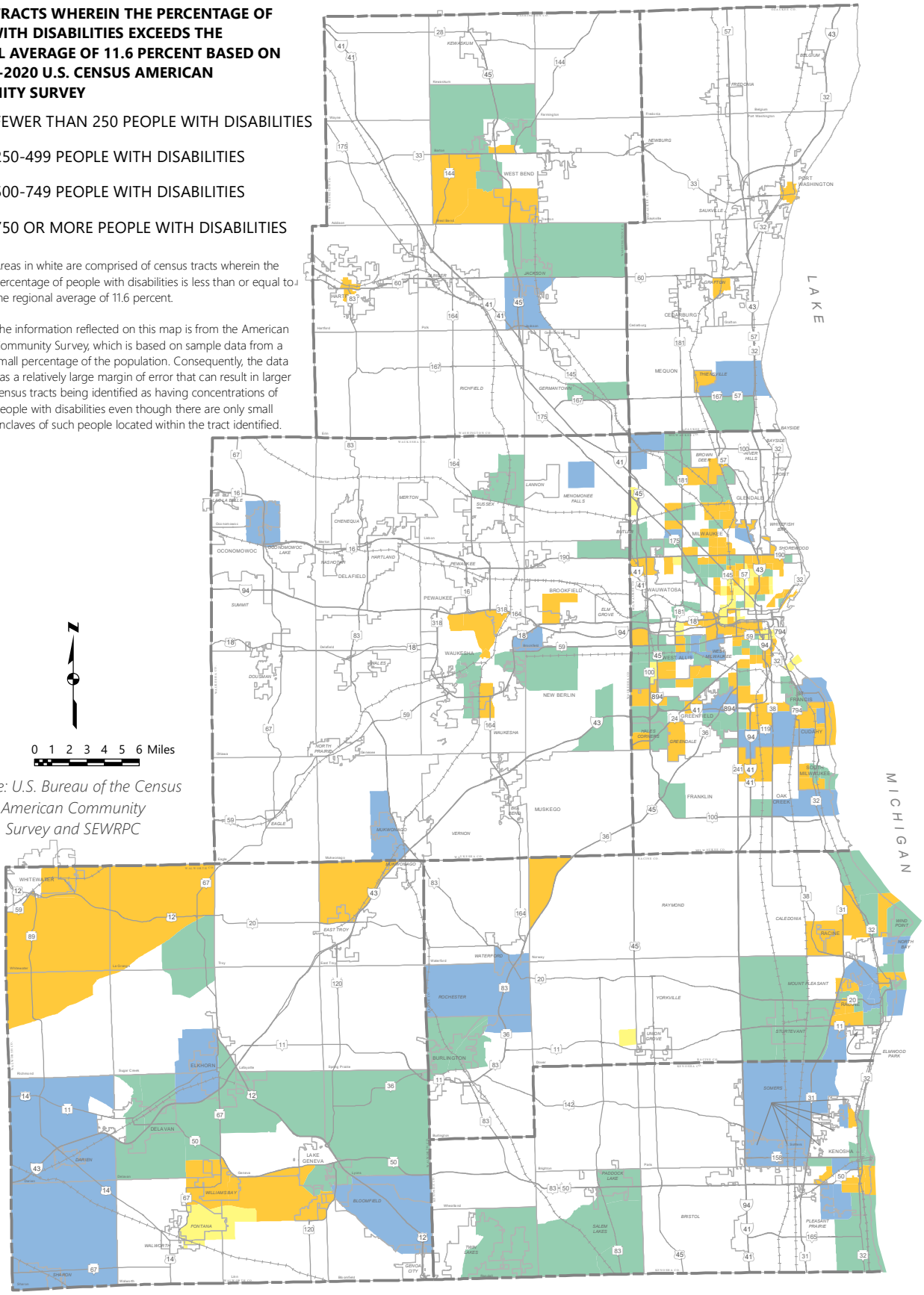
Map I.10
Concentrations of People with Disabilities: 2016-2020

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 11.6 PERCENT BASED ON THE 2016-2020 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250-499 PEOPLE WITH DISABILITIES
- 500-749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

Note: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 11.6 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of people with disabilities even though there are only small enclaves of such people located within the tract identified.



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Table I.5
People with Disabilities in the Region by County: 2016-2020

County	Total Population	People with Disabilities	
		Number	Percent of Population
Kenosha	167,110	21,492	12.9
Milwaukee	940,234	116,586	12.4
Ozaukee	88,696	7,916	8.9
Racine	190,975	25,539	13.4
Walworth	102,749	12,116	11.8
Washington	134,813	13,277	9.8
Waukesha	400,018	38,409	9.6
Region	2,024,595	235,335	11.6

Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Table I.6
Distribution of Employed People by County of Residence, Race, and Mode of Travel to Work: 2016-2020

Race or Ethnicity	Mode of Travel	County of Residence							Region
		Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha	
White Alone, Non-Hispanic	Drive Alone	85.0	78.5	83.2	85.7	81.7	85.3	84.5	82.4
	Carpool	6.8	6.5	5.5	5.9	7.2	6.0	5.1	6.1
	Bus	1.0	2.7	0.6	0.6	0.4	0.4	0.4	1.3
	Other	2.2	5.3	2.6	2.3	4.5	2.2	2.0	3.4
	Work at Home	4.9	7.0	8.1	5.5	6.1	6.2	8.0	6.9
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Black or African American Alone	Drive Alone	81.2	71.1	78.4	75.6	65.6	73.1	72.8	71.9
	Carpool	7.8	9.6	1.8	10.6	0.0	16.6	15.8	9.8
	Bus	3.1	11.0	0.8	5.1	0.0	0.0	1.9	9.8
	Other	5.0	3.3	0.0	4.8	29.3	8.2	5.0	3.6
	Work at Home	3.0	5.1	18.9	3.9	5.1	2.2	4.5	4.9
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Asian Alone	Drive Alone	87.8	73.6	76.0	73.9	66.5	86.2	69.8	73.7
	Carpool	7.1	11.9	13.6	10.3	25.1	8.6	14.3	12.4
	Bus	0.0	3.5	0.0	1.2	0.0	0.0	1.2	2.4
	Other	1.7	5.5	3.0	7.5	5.3	0.0	1.4	4.1
	Work at Home	3.4	5.5	7.5	7.1	3.2	5.3	13.38	7.4
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Other Race Alone or Two or More Races	Drive Alone	73.7	72.7	82.5	76.3	81.1	81.6	75.2	74.1
	Carpool	18.9	13.5	10.4	11.6	11.8	7.0	14.6	13.6
	Bus	1.6	4.7	0.0	0.6	0.3	0.4	0.4	3.3
	Other	2.6	4.1	0.6	8.1	5.0	4.3	4.1	4.3
	Work at Home	3.2	5.0	6.6	3.4	1.8	6.7	5.7	4.7
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Hispanic	Drive Alone	81.8	73.4	81.0	78.4	74.5	89.6	73.4	75.3
	Carpool	15.2	15.8	10.4	14.0	17.2	3.0	18.0	15.5
	Bus	0.7	3.7	0.0	1.0	0.2	0.0	0.4	2.5
	Other	1.2	3.5	3.3	4.2	5.6	3.6	3.5	3.4
	Work at Home	1.1	3.7	5.4	2.4	2.6	3.8	4.7	3.4
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
All Minorities	Drive Alone	81.5	72.4	79.6	77.7	74.7	84.4	73.0	73.9
	Carpool	12.0	11.6	10.7	12.4	15.2	7.4	15.2	12.1
	Bus	1.5	7.4	0.1	2.5	0.3	0.2	0.8	5.6
	Other	2.6	3.8	2.3	4.4	6.8	3.1	3.1	3.8
	Work at Home	2.3	4.8	7.3	3.1	3.0	4.9	7.8	4.8
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: U.S. Bureau of the Census, American Community Survey, and SEWRPC

Although most minority residents use the automobile for their travel, minority residents also utilize public transit at a higher proportion relative to other modes of travel than white populations in the Region. The minority population in Southeastern Wisconsin utilizes public transit for more of its travel across all types of trips—6 percent—compared to the white population in the Region—one percent. In addition, based on the transit travel surveys conducted as part of the Commission's 2011 travel survey for Southeastern Wisconsin, the minority population represents a greater proportion of total transit ridership than it does of total population, as shown in Table I.7. The County-to-County commuting patterns of the minority and white populations in the Region are very similar, as shown in Table I.8.

In Milwaukee County, between 4 and 11 percent of the minority population uses public transit to travel to and from work, with the highest proportion—approximately 11 percent—by the African American population. Only about 3 percent of the white population uses public transit for work travel in Milwaukee County. Also in Milwaukee County, about 15 percent of the low-income population (residing in a family with an income below the poverty level) uses public transit to travel to and from work compared to five percent of the population with higher wages. In addition, about 10 percent of people with disabilities in Milwaukee County utilize transit for travel to and from work. Data as robust as the 2016-2020 ACS data are not available for modes of travel for trips other than work within Southeastern Wisconsin by race and ethnicity. Data available from the 2017 National Household Travel Survey for Southeastern Wisconsin also shows a similar pattern for all trips in Southeastern Wisconsin.

Low-income households and a number of minority populations are particularly dependent upon transit, as a significant proportion of these populations have no private vehicle available for travel. Driver's license data demonstrate that about 72 percent of Milwaukee County Black/African American households indicate they have an automobile available for travel, and an estimated 60 percent of Black/African American adults have a driver's license. About 88 percent of Milwaukee County Hispanic households indicate they have an automobile available for travel, with only 50 percent of Hispanic adults having a driver's license. By comparison, about 91 percent of non-minority households indicate that they have an automobile for travel, and an estimated 80 percent of non-minority adults have a driver's license. Similarly, only about 64 percent of Milwaukee County families in poverty indicate that they have an automobile available for travel, compared to 91 percent of families not in poverty.

TRANSPORTATION IMPROVEMENT PROGRAM

As stated above, the TIP is a listing of all arterial highway, public transit, and other transportation improvement projects proposed to be carried out by State and local governments over the next four years (2023-2026) in the seven county Southeastern Wisconsin Region. Figure I.1 displays the expenditures in the first year of the TIP by the following project categories:

- Highway Preservation: Resurfacing, reconstruction, and other projects that result in little or no increase in the traffic-carrying capacity of the existing street system, but that are necessary to maintain existing capacity and structural adequacy of the arterial facility for which the project is proposed. These projects may also include modernization of the existing arterial facility by addressing safety and other concerns.

- Highway Improvement: Projects that typically involve roadway reconstruction, but also include an increase in the traffic carrying capacity of the existing arterial highway system, typically through the addition of traffic lanes.

- Highway Expansion: Projects that increase the capacity of the arterial highway system through development of new arterial streets or highways.

Table I.7
Comparison of the Percentages of Minority Populations and Minority Population Transit Ridership in Milwaukee, Ozaukee, Washington, and Waukesha Counties, and the Cities of Kenosha, Racine, and Waukesha

Location of Transit Operations	Year 2010 Percent Minority Population	Year 2011 Percent Minority Transit Ridership
Milwaukee County	46	60
Ozaukee County Commuter Service	7	14
Ozaukee County Shared Ride-Taxi	7	10
Washington County Commuter Service	6	7
Washington County Shared-Ride Taxi Service	6	2
Waukesha County	9	13
City of Kenosha	31	58
City of Racine	47	61
City Waukesha	20	32

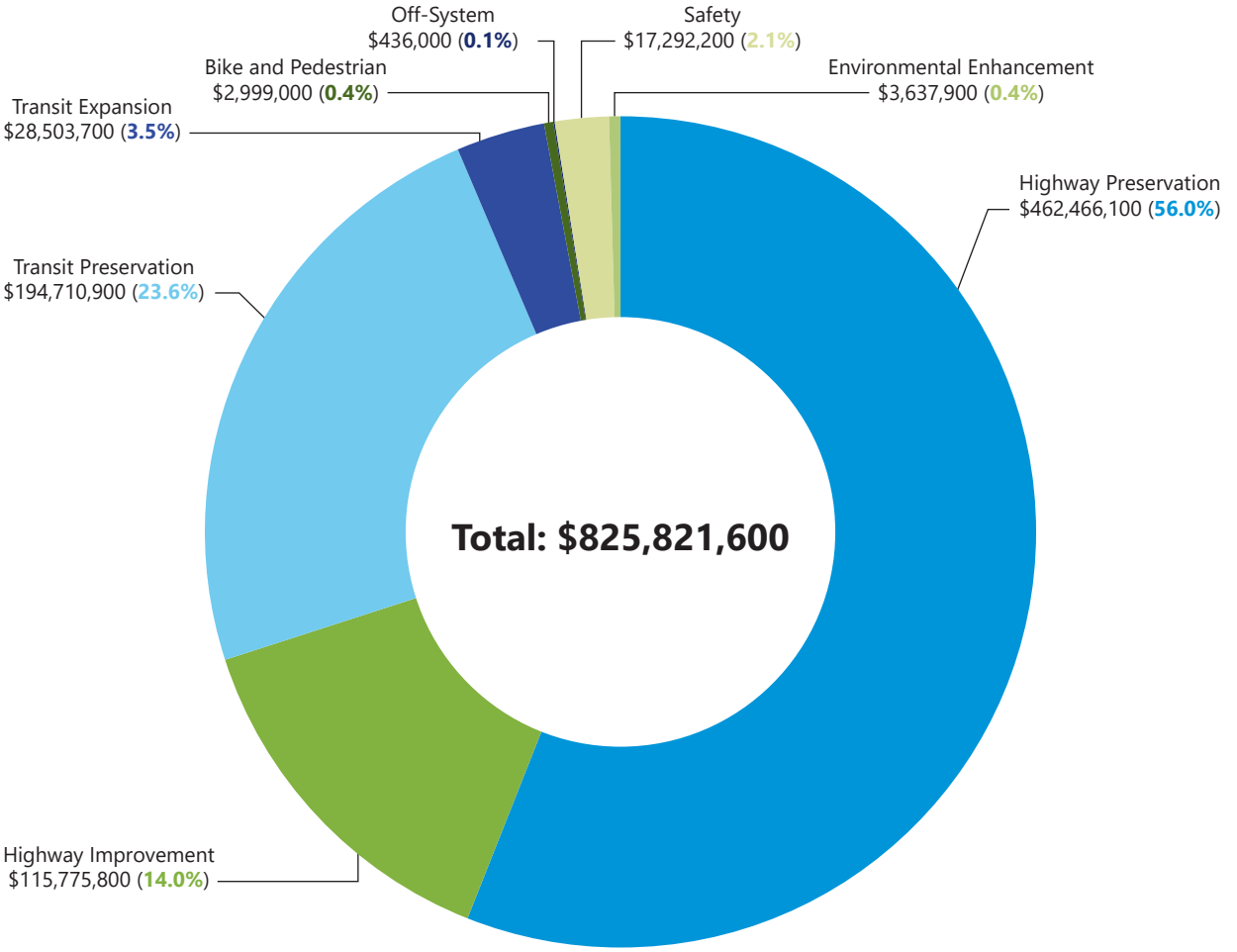
Source: U.S. Bureau of the Census and SEWRPC

Table I.8
Percentage Distribution of Employed Region Residents by County of Residence, County of Work, and Race: 2012-2016

Race	County of Residence	County of Work								Total
		Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha	Other	
Total Minority	Kenosha	62.8	4.2	0	7.1	0.1	0.1	1.4	24.4	100.0
	Milwaukee	0.3	82.9	2	0.7	0.1	1.3	11.5	1.1	100.0
	Ozaukee	0	39.8	45.7	1.4	0	4.1	3.9	5	100.0
	Racine	9.3	12.3	0.2	73.2	0.9	0	1.3	2.7	100.0
	Walworth	1.4	3.3	0	3.7	74.9	0.2	2.3	14.2	100.0
	Washington	0	25.2	6.2	0	0	51.5	15.8	1.4	100.0
	Waukesha	0.3	29.9	0.3	0.8	0.4	1.3	63.4	3.5	100.0
White	Kenosha	52.5	3.8	0	11.9	1.7	0.1	1.3	28.6	100.0
	Milwaukee	0.5	77.5	1.8	1.4	0.2	1	15.6	2.1	100.0
	Ozaukee	0.1	30.6	50.4	0.2	0.1	5.6	7.2	5.8	100.0
	Racine	7.4	18.1	0.1	61.3	2.2	0.1	6.9	4	100.0
	Walworth	2	5.8	0.1	4.8	61.5	0.1	7.4	18.1	100.0
	Washington	0.1	19	6.7	0.1	0.1	49.5	19.4	5.1	100.0
	Waukesha	0.2	28.2	0.9	1.1	0.8	2.1	63.4	3.3	100.0

Source: U.S. Bureau Census Transportation Planning Products based on 2012-2016 American Community Survey data, and SEWRPC

Figure I.1
Distribution of Expenditures in 2023 of the 2023-2026 TIP by Project Category



For 2023 through 2026, no expenditures are expected to be incurred for transit improvement or highway expansion. However, one of the transit expansion projects also includes transit improvement activities.

Source: SEWRPC

- Transit Preservation: Projects that are necessary to maintain the current quality and level of service on the existing transit system.

- Transit Improvement: Projects that improve the quality and level of service on the existing transit system.

- Transit Expansion: Projects that either expand the existing transit system or create new transit systems or subsystems.

- Bicycle/Pedestrian: Projects that involve preservation, improvement, and expansion of bicycle and pedestrian accommodation along arterial streets and highways, or on adjacent roadway corridors or off-roadway locations.

- Highway Safety: Projects designed to improve or eliminate existing unsafe conditions, including candidates for special federal safety program funding.

- Environmental Enhancement: Projects that can affect highway system operation or capacity (for example, traffic signal coordination projects), or have the objective of encouraging alternative modes of travel, and reducing air, noise, or visual pollution.

- Highway Off-System: Projects on streets or highways that are not on the arterial street and highway system and are candidates for special federal funding.

Of the total $25.8 million in programmed expenditures in the year 2023 by local and State governments, approximately $578.2 million, or 70 percent, are for arterial street and highway system projects and $223.2 million, or 27 percent, are for the public transit system. The bulk of the public transit expenditures, $194.7 million or 87 percent of transit expenditures, programmed in the year 2023 in the 2023-2026 TIP are for system preservation, or maintaining existing services.

EVALUATION OF THE BENEFITS AND IMPACTS OF THE TRANSIT, HIGHWAY, AND BICYCLE AND PEDESTRIAN EXPENDITURES PROGRAMMED IN THE 2023-2026 TIP ON MINORITY POPULATIONS, LOW-INCOME POPULATIONS, AND PEOPLE WITH DISABILITIES

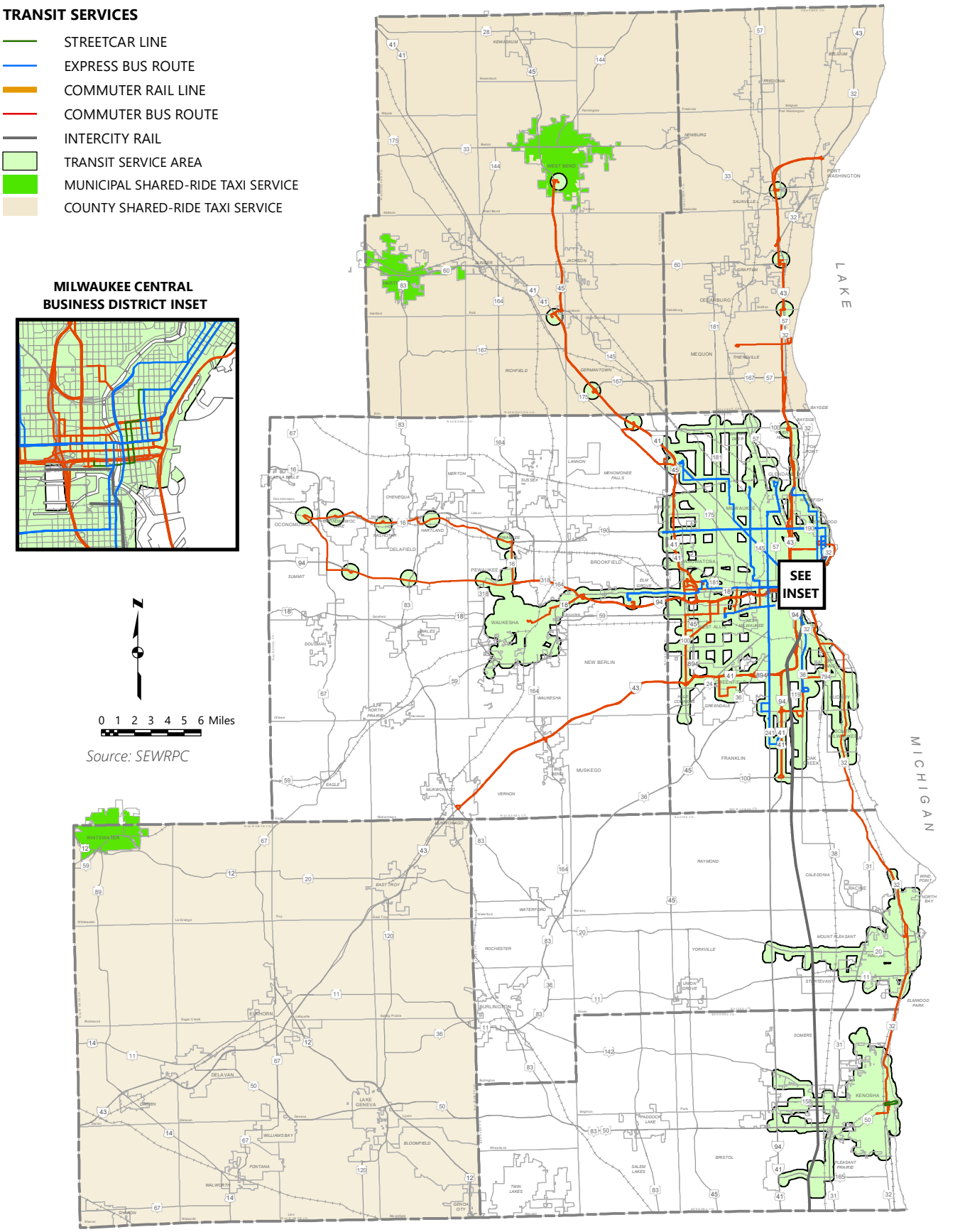
The following sections provide a summary of an evaluation conducted of the effect—positive and negative—of the transit, highway, and bicycle and pedestrian projects programmed in the 2023-2026 TIP. With respect to transit projects, the transit preservation projects and the transit improvement and expansion projects were evaluated separately. Similarly, separate evaluations were conducted of the highway preservation and the highway improvement projects.

Evaluation of the Effect of the Programmed Transit Preservation Projects on Minority Populations, Low-Income Populations, and People with Disabilities

About 87 percent, or $195 million, of total transit expenditures programmed in 2023 are for transit system preservation projects that will largely maintain existing service levels across the Region. Map I.11 shows the existing routes and service areas for the public transit systems in Southeastern Wisconsin. In general, the transit preservation activities programmed in the 2023-2026 TIP are intended to maintain the extent and level of service—quality and accessibility—of these transit systems.

Most, but not all, of the existing transit services, including the programmed expansion and improvement projects, serve the principal concentrations of minority populations, low-income populations, and people with disabilities residing in Southeastern Wisconsin, as shown on Maps I.12 through I.16. Specifically,

Map I.11
Public Transit Services in the Region: 2021



Source: SEWRPC

Map I.12
Comparison of Concentrations of Total Minority Populations to Existing Public Transit

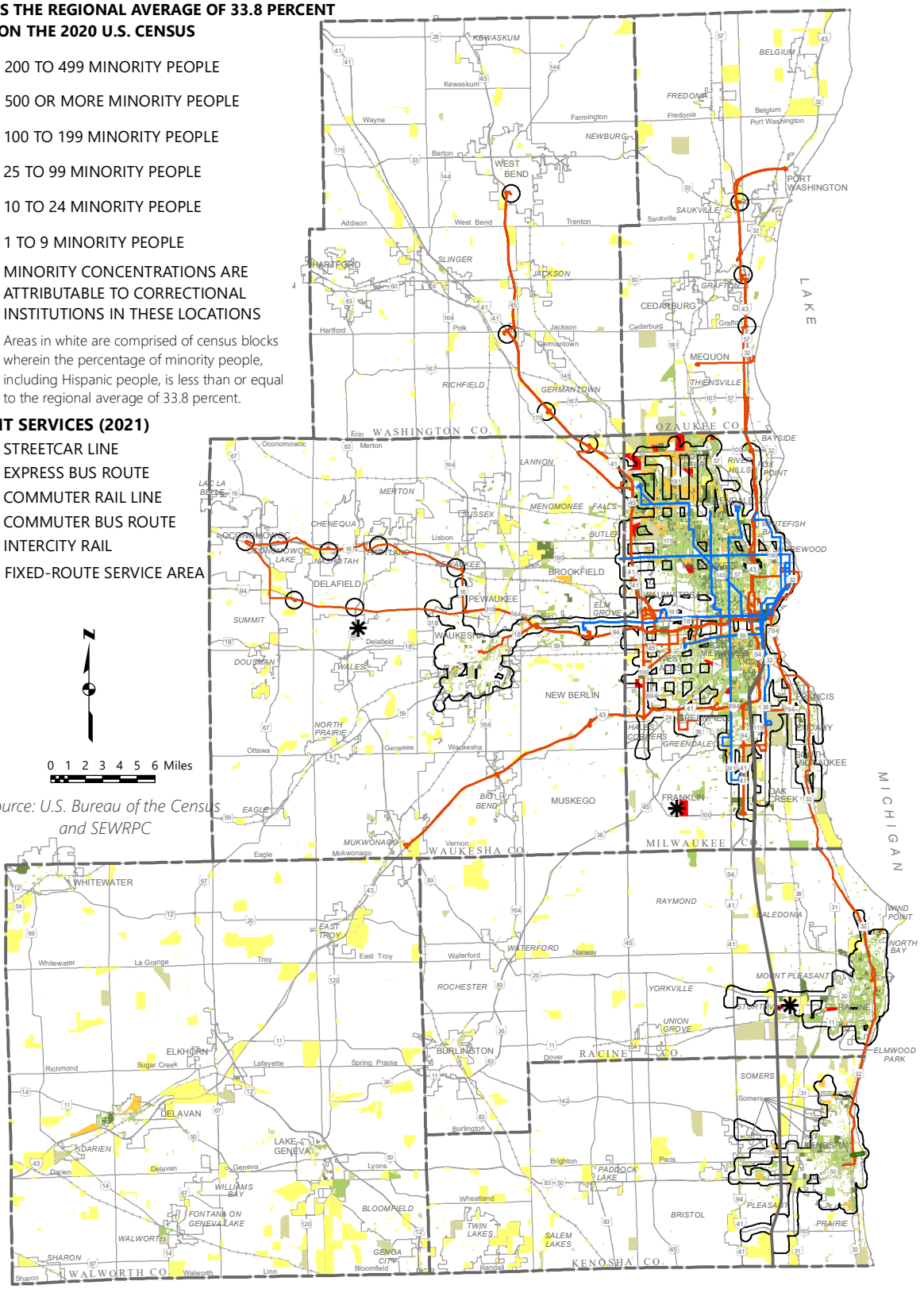
CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 33.8 PERCENT BASED ON THE 2020 U.S. CENSUS

- 200 TO 499 MINORITY PEOPLE
- 500 OR MORE MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 33.8 percent.

TRANSIT SERVICES (2021)

- STREETCAR LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE SERVICE AREA



Source: U.S. Bureau of the Census and SEWRPC

Map I.13
Comparisons of Concentrations of Year 2010 Races/Ethnicities to Existing Public Transit

1 DOT REPRESENTS 25 PEOPLE

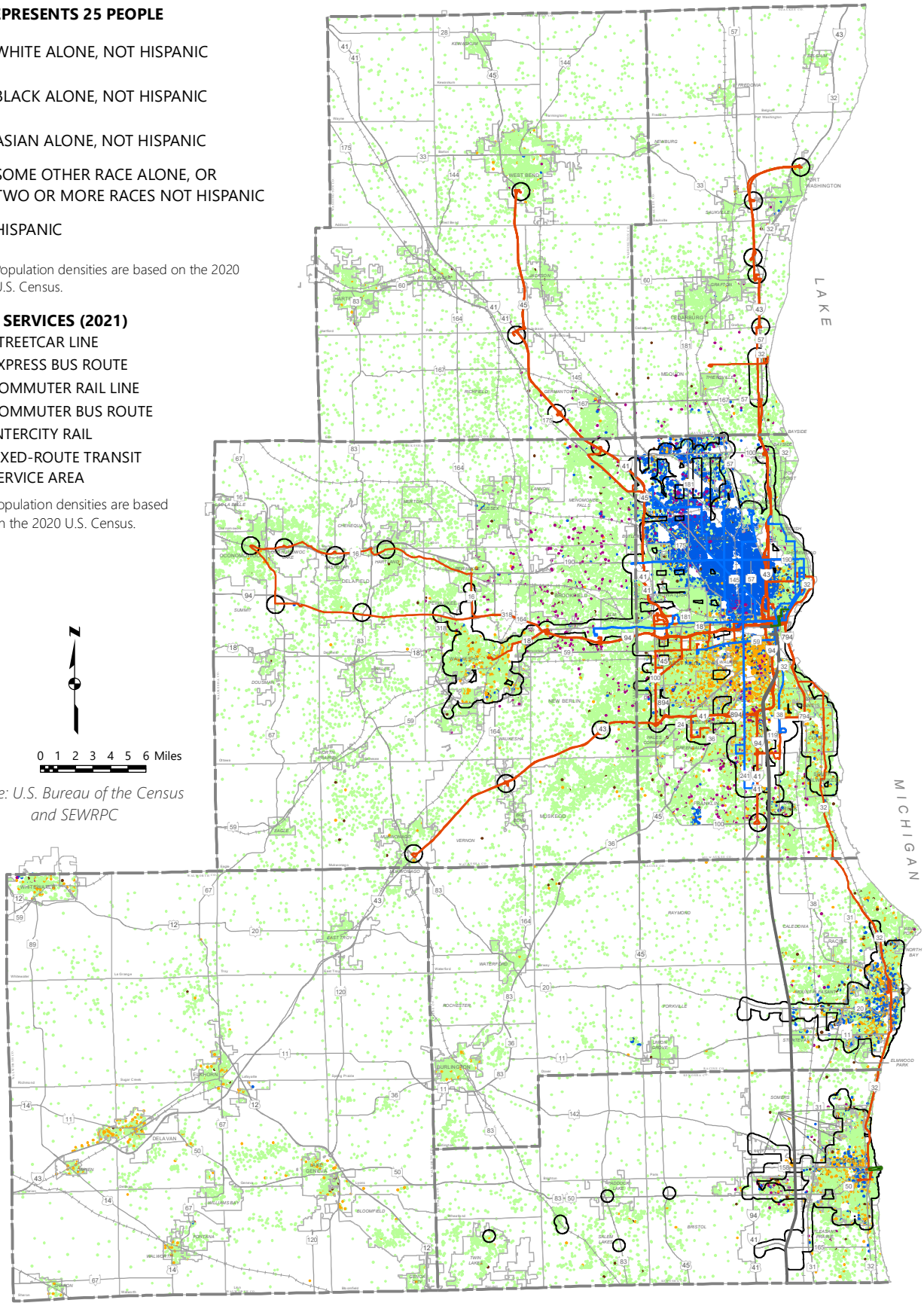
- WHITE ALONE, NOT HISPANIC
- BLACK ALONE, NOT HISPANIC
- ASIAN ALONE, NOT HISPANIC
- SOME OTHER RACE ALONE, OR TWO OR MORE RACES NOT HISPANIC
- HISPANIC

Note: Population densities are based on the 2020 U.S. Census.

TRANSIT SERVICES (2021)

- STREETCAR LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE TRANSIT SERVICE AREA

Note: Population densities are based on the 2020 U.S. Census.



Source: U.S. Bureau of the Census and SEWRPC

Map I.14
Comparison of Concentrations of Families in Poverty to Existing Public Transit

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 8.4 PERCENT BASED ON 2016-2020 U.S. CENSUS AMERICAN COMMUNITY SURVEY

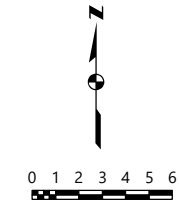
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Note: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 8.4 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families in poverty even though there are only small enclaves of such families located within the tract identified.

TRANSIT SERVICES (2021)

- STREETCAR LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE SERVICE AREA



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Map I.15
Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to Existing Public Transit

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 21.1 PERCENT BASED ON THE 2016-2020 U.S. CENSUS AMERICAN COMMUNITY SURVEY

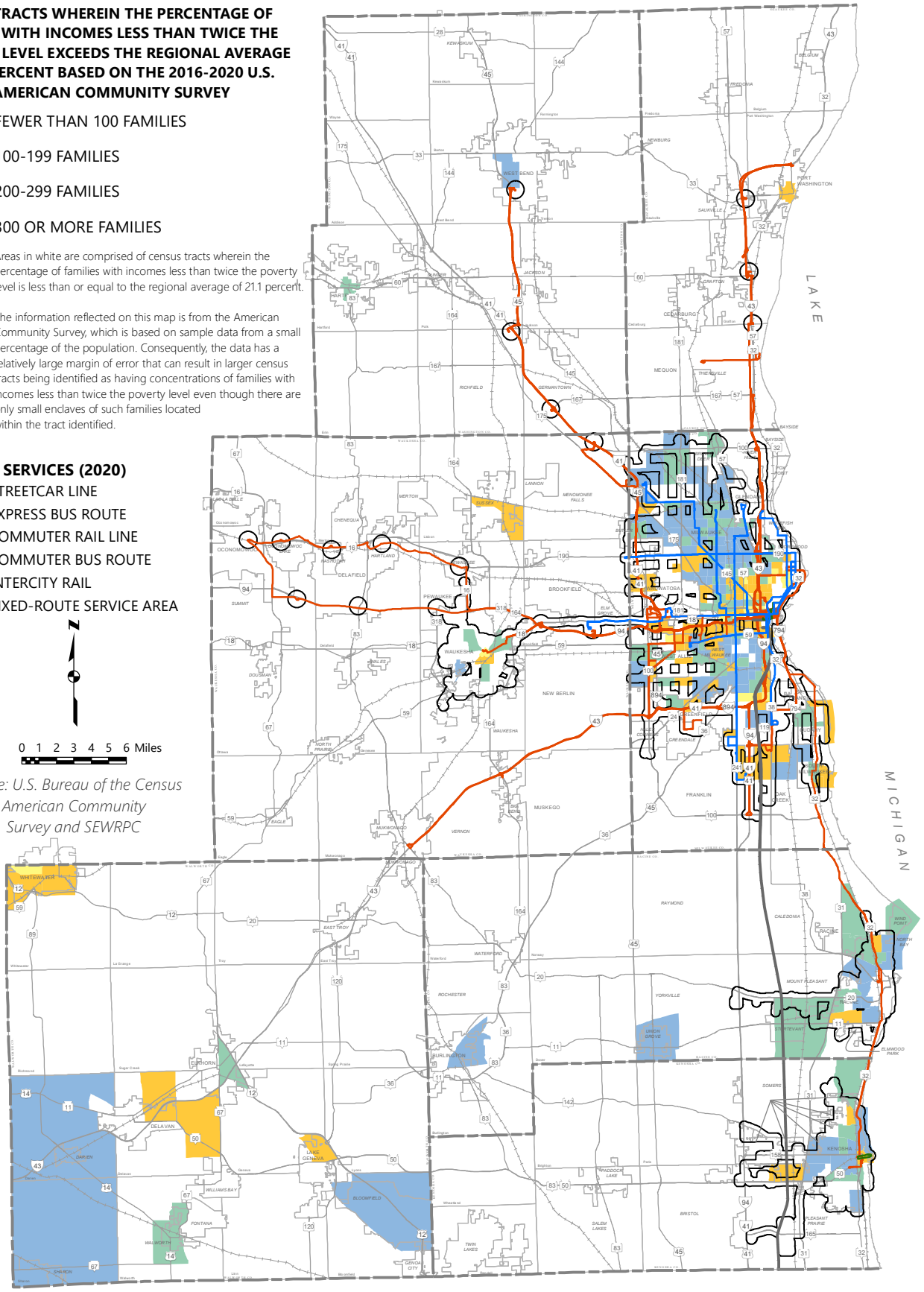
- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

Note: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 21.1 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families with incomes less than twice the poverty level even though there are only small enclaves of such families located within the tract identified.

TRANSIT SERVICES (2020)

- STREETCAR LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE SERVICE AREA



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Map I.16
Comparison of Concentrations of People with Disabilities in the Region to Existing Public Transit

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 11.6 PERCENT BASED ON THE 2016-2020 U.S. CENSUS AMERICAN COMMUNITY SURVEY

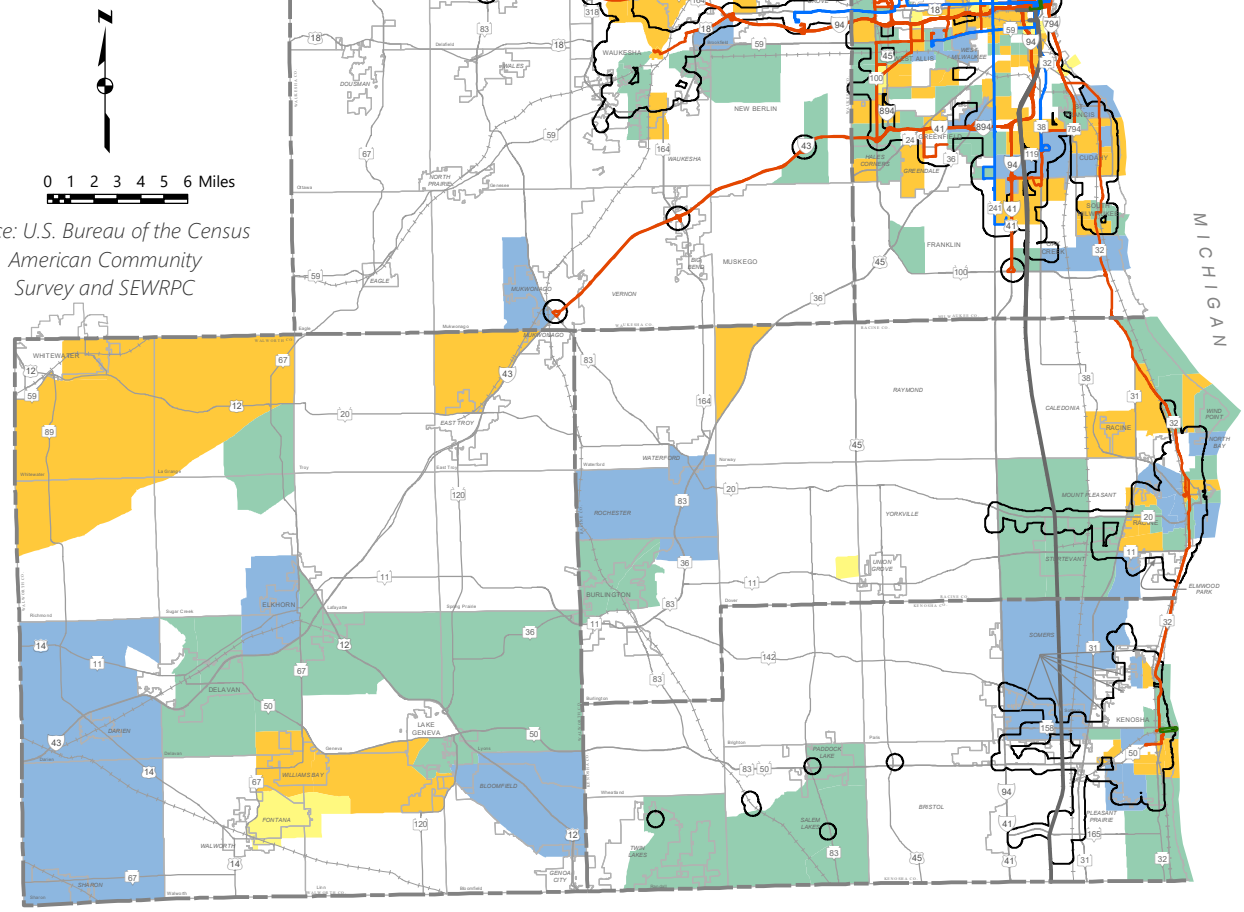
- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250-499 PEOPLE WITH DISABILITIES
- 500-749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

Note: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 11.6 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of people with disabilities even though there are only small enclaves of such people located within the tract identified.

TRANSIT SERVICES (2021)

- STREETCAR LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE SERVICE AREA



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

521,200 minority persons (or 75 percent of total minority population) and 483,700 non-minority persons (or 36 percent of total non-minority population) are served by existing public transit. With respect to lower income populations, 30,800 (or 72 percent of) families in poverty and 182,200 (or 39 percent of) families not in poverty are served by existing public transit. Similarly, there were 70,300 (or 66 percent of) families with incomes less than twice the poverty level served by existing public transit and 142,700 (or 36 percent of) families with incomes greater than twice the poverty level served by existing transit. Lastly, there were 123,300 (or 52 percent of) people with disabilities and 827,800 (or 46 percent of) people without disabilities served by existing public transit.

With respect to the quality of the transit service, the transit preservation projects programmed in the TIP are intended to maintain the quality of transit service for those residing in the existing service area, including for minority populations, low-income populations, and people with disabilities. The existing level of transit quality—Excellent, Very Good, Good, and Basic[1]—provided by the transit systems is shown on Map I.17. Based on a comparison of transit quality to concentrations of minority populations, low-income populations, and people with disabilities, most of the quality service—Excellent, Very Good, or Good service—provided by the existing transit systems serve areas with concentrations of minority population, low-income population, and people with disabilities, as shown on Maps I.18 through I.21. Specifically, about 300,700 minority persons (or 43 percent of total minority population) and 209,200 non-minority persons (or 15 percent of total non-minority population) are served by quality transit service under existing conditions. With respect to lower income populations, 18,400 (or 43 percent of) families in poverty and 85,000 (or 18 percent of) families not in poverty are served by quality transit service under existing conditions.

With respect to high quality transit service (Excellent or Very Good), about 56,600 minority persons (or 8 percent of the total minority population) and 67,400 non-minority persons (or 5 percent of the total non-minority population) are served by high quality transit service under existing conditions. With respect to lower income populations, 3,500 (or 8 percent of) families in poverty and 15,800 (or 3 percent of) families not in poverty are served by high quality transit service under existing conditions. About 6,900 (or 6 percent of) families with incomes less than twice the poverty level and 12,300 or (3 percent of) families with incomes more than twice the poverty level are served by high-quality transit service under existing conditions. With respect to people with disabilities, 15,300 (or 7 percent of) people with disabilities and 107,100 (or 6 percent of) people not having a disability are serviced by high-quality transit service under existing conditions.

In addition, the programmed transit preservation projects are intended to maintain the level of transit accessibility. Map I.22 shows the number of jobs available within 30 minutes by transit under existing conditions. As shown in Table I.9, under current conditions about 4 percent of the existing minority population, 3 percent of families in poverty, 2 percent of families with less than twice the poverty level, and 2 percent of people with disabilities have access to at least 100,000 jobs. Table I.10 shows that about 8

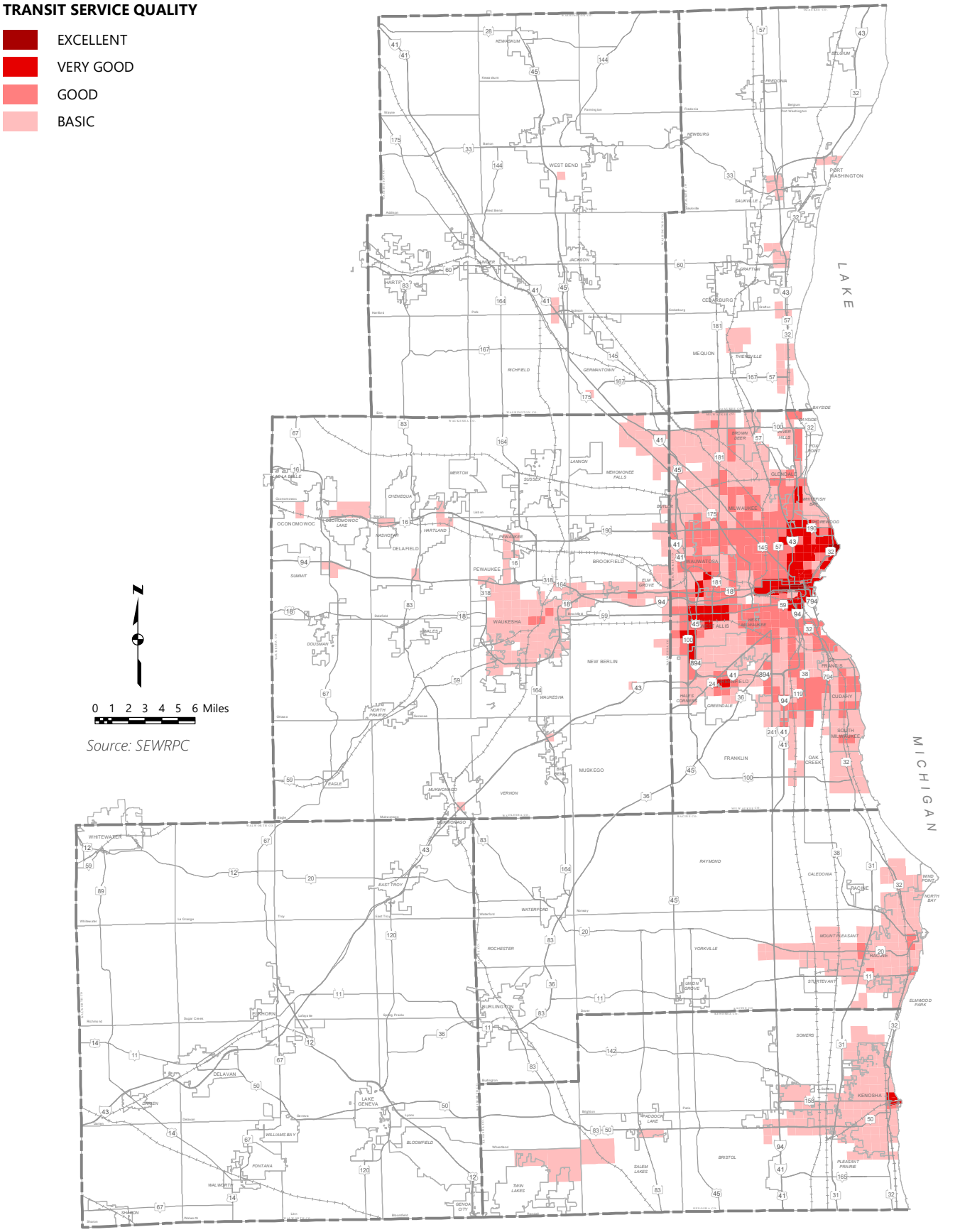
[1] *Areas with "Excellent" transit service are areas that are typically within walking distance of at least one rapid transit station, and also within walking distance of multiple frequent local or express bus services. A resident living in an area of the Region with Excellent transit service has a high likelihood of not needing to own a car.*

Areas with "Very Good" transit service typically include parts of the Region that are within walking distance of a rapid transit or commuter rail station, but may have fewer local or express bus routes nearby than an area with Excellent service. Alternatively, areas with Very Good service may not be within walking distance of a rapid transit or commuter rail station, but may instead be near multiple frequent local and express bus routes.

To have "Good" transit service, an area would be within walking distance of one local or express bus route that provides service at least every 15 minutes all day, or may be near three or more local bus routes that do not provide frequent, all-day service. An area with Good transit service typically would not have access to a rapid transit line.

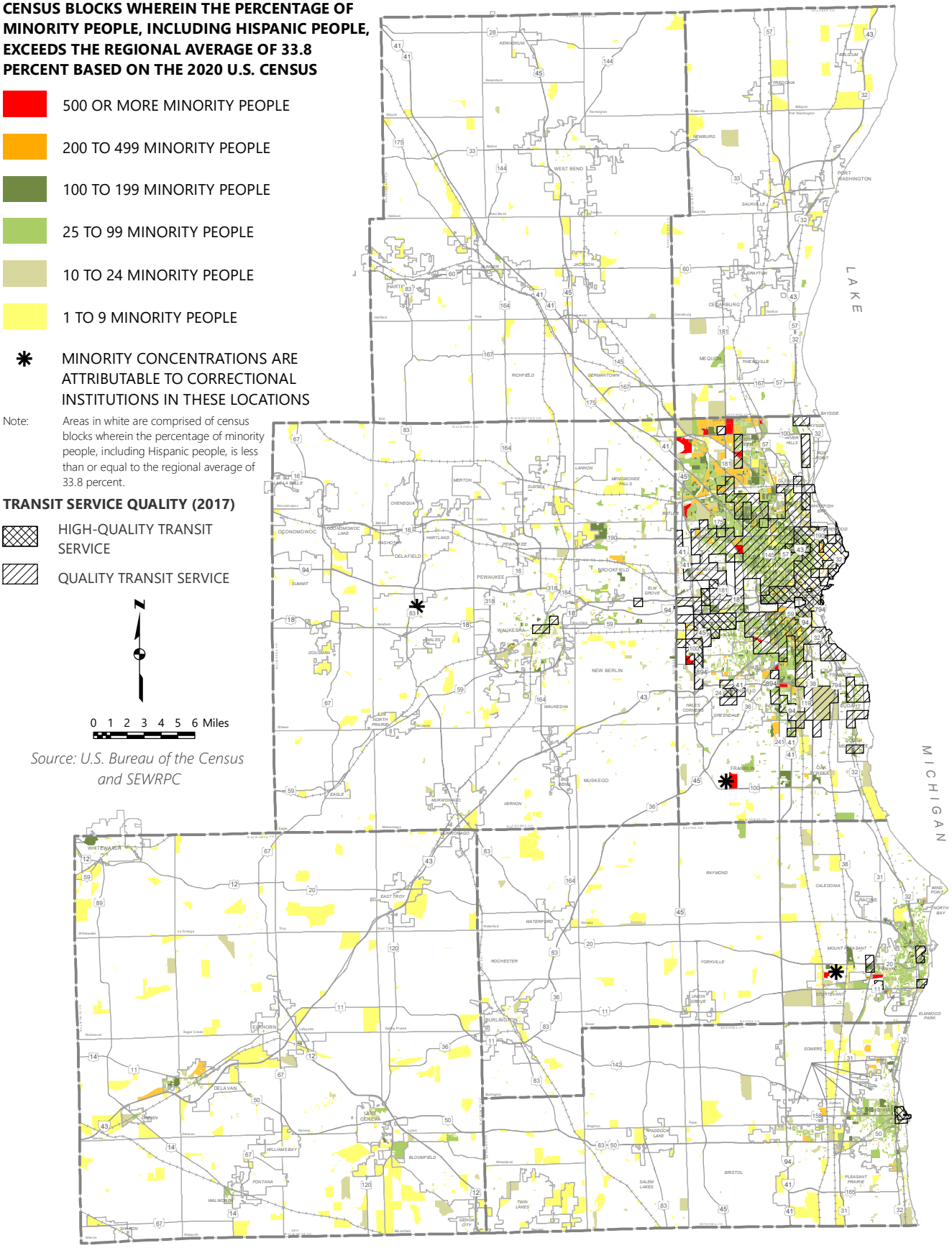
If a part of the Region is served by "Basic" transit service, it is within walking distance of at least one local bus route, but generally not more than two routes. The routes are not likely to have service better than every 15 minutes all day.

Map I.17
Transit Service Quality: 2017



Source: SEWRPC

Map I.18
Comparison of Existing Concentrations of Total Minority Population to Existing Transit Service Quality



Source: U.S. Bureau of the Census and SEWRPC

Map I.19
Comparison of Existing Concentrations of Families in Poverty to Existing Transit Service Quality

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 8.4 PERCENT BASED ON 2016-2020 U.S. CENSUS AMERICAN COMMUNITY SURVEY

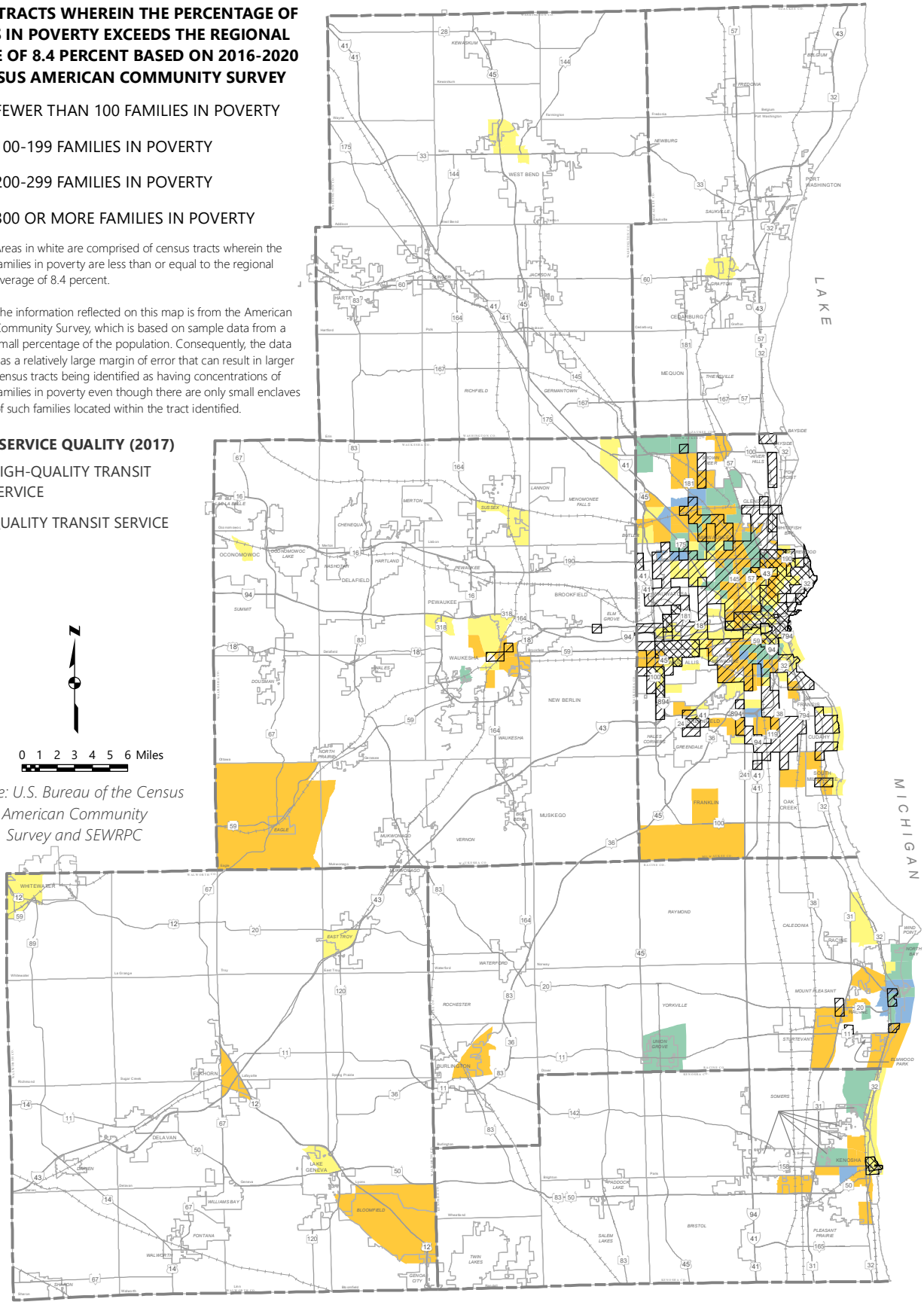
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Note: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 8.4 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families in poverty even though there are only small enclaves of such families located within the tract identified.

TRANSIT SERVICE QUALITY (2017)

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Map I.20
Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to Existing Transit Service Quality

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 21.1 PERCENT BASED ON THE 2016-2020 U.S. CENSUS AMERICAN COMMUNITY SURVEY

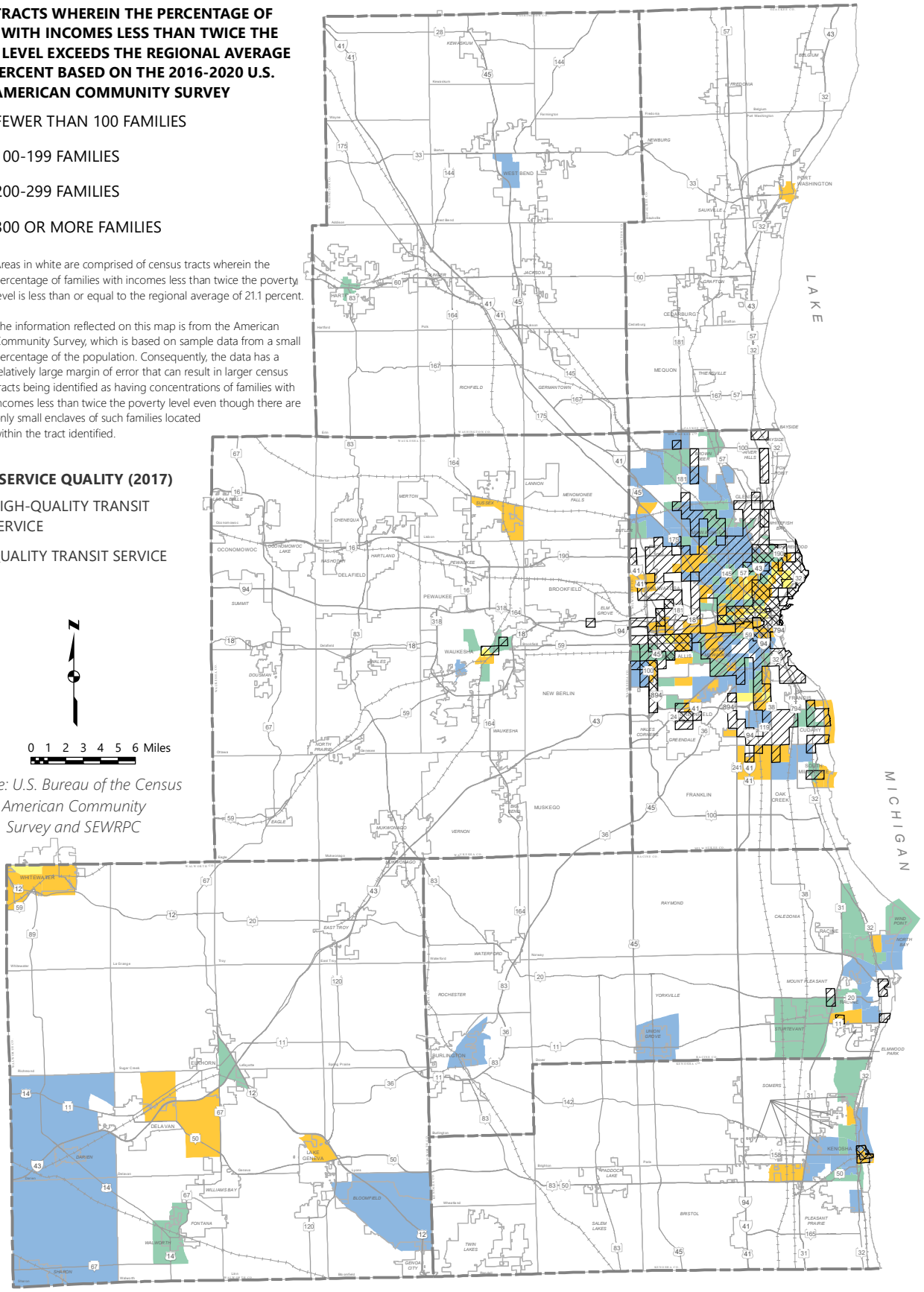
- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

Note: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 21.1 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families with incomes less than twice the poverty level even though there are only small enclaves of such families located within the tract identified.

TRANSIT SERVICE QUALITY (2017)

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Map I.21
Comparison of Concentrations of People with Disabilities to Existing Transit Service Quality

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 11.6 PERCENT BASED ON THE 2016-2020 U.S. CENSUS AMERICAN COMMUNITY SURVEY

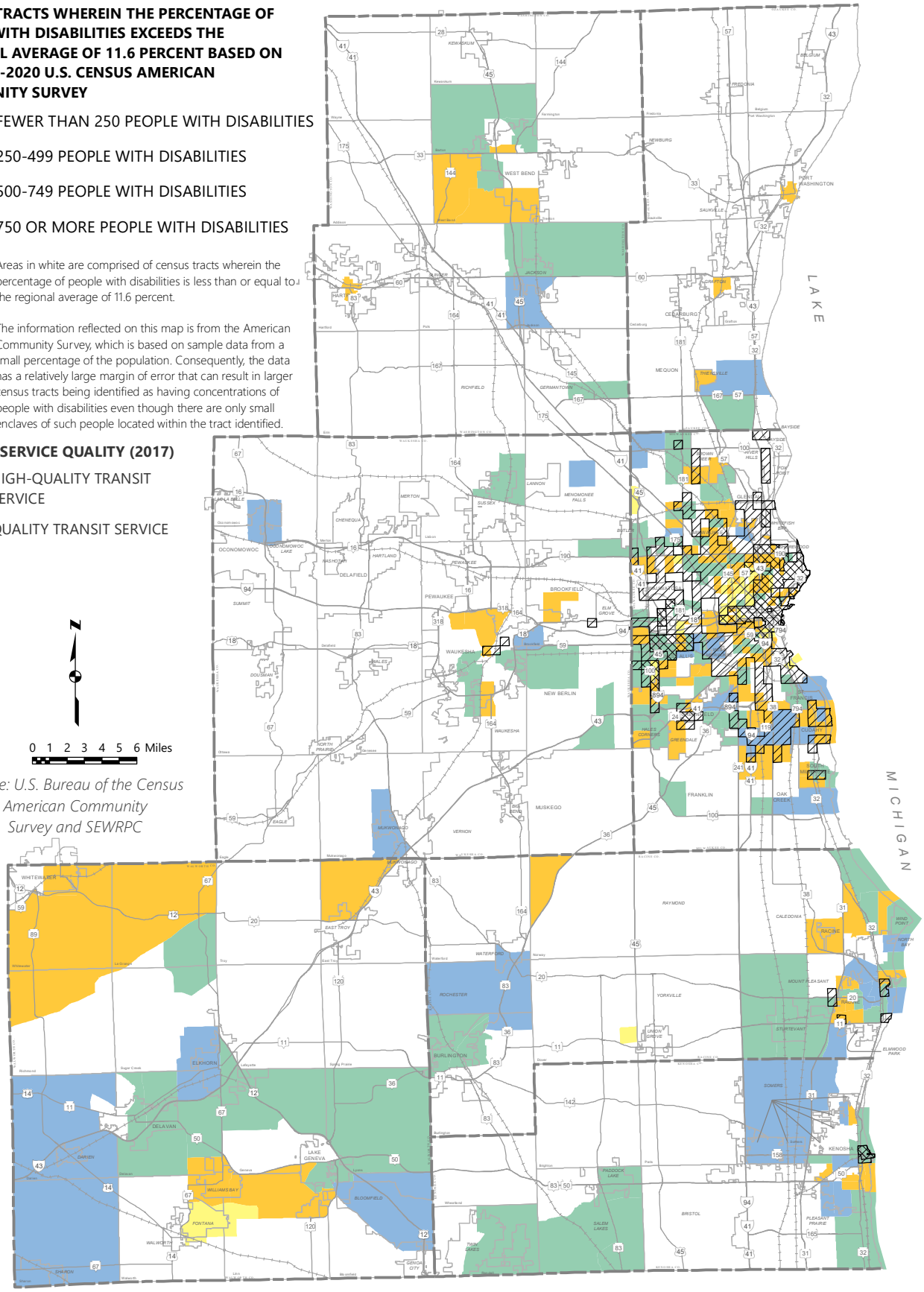
- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250-499 PEOPLE WITH DISABILITIES
- 500-749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

Note: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 11.6 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of people with disabilities even though there are only small enclaves of such people located within the tract identified.

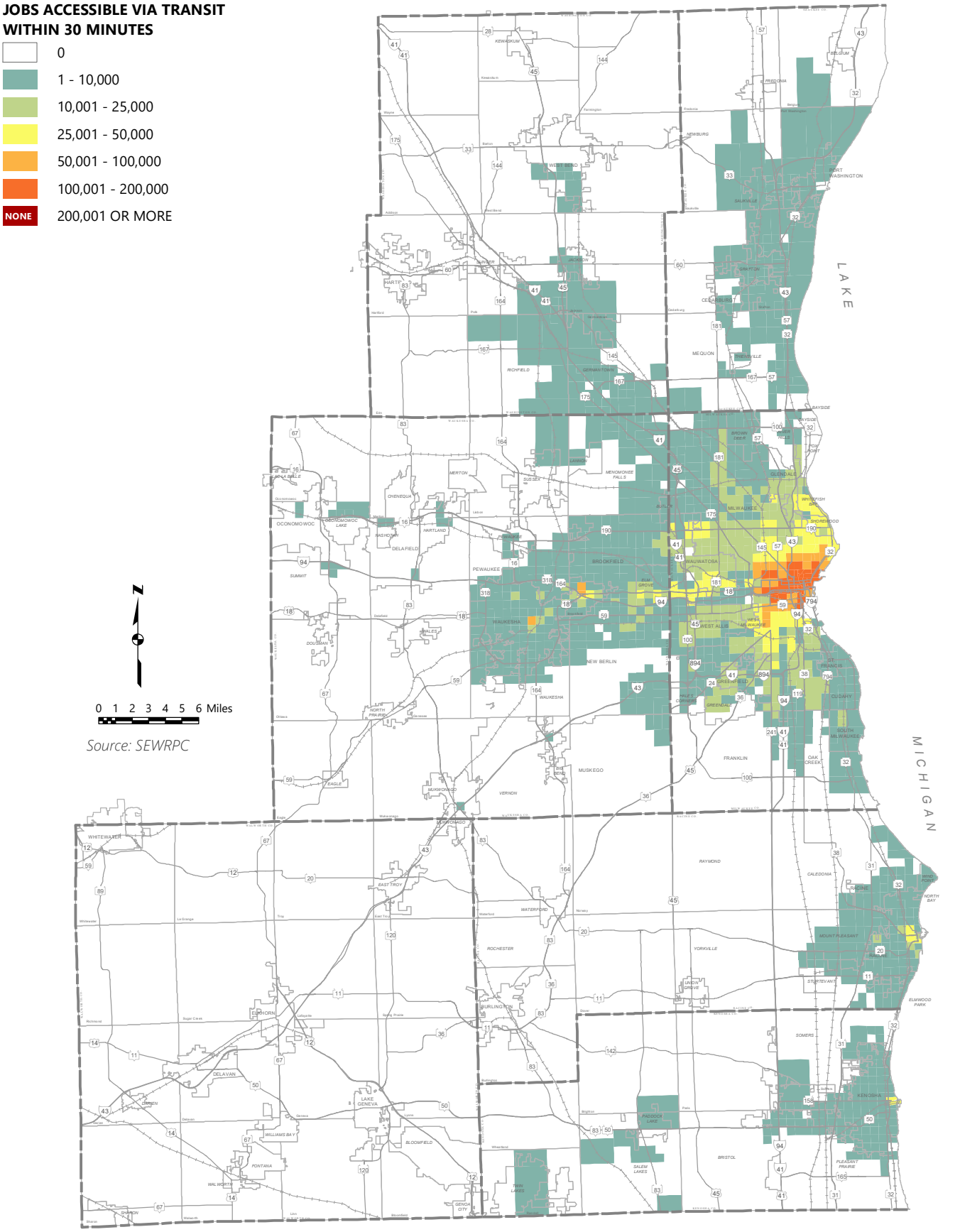
TRANSIT SERVICE QUALITY (2017)

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Map I.22
Jobs Accessible Withing 30 Minutes by Transit: 2017



Source: SEWRPC

Table I.9
Access to Jobs Within 30 Minutes by Transit (2017)

Minority Population[a]						
100,000 or More Jobs		**50,000 or More Jobs**		**10,000 or More Jobs**		
People	Percent	People	Percent	People	Percent	**Total**
24,300	3.5	75,200	10.9	328,400	47.4	693,000

Families in Poverty[a]						
100,000 or More Jobs		**50,000 or More Jobs**		**10,000 or More Jobs**		
Families	Percent	Families	Percent	Families	Percent	**Total**
1,400	3.3	4,400	10.3	19,600	46.0	42,600

Families with Incomes Less Than Twice the Poverty Level[a]						
100,000 or More Jobs		**50,000 or More Jobs**		**10,000 or More Jobs**		
Families	Percent	Families	Percent	Families	Percent	**Total**
2,300	2.2	8,100	7.6	43,300	40.6	106,600

People with Disabilities[a]						
100,000 or More Jobs		**50,000 or More Jobs**		**10,000 or More Jobs**		
People	Percent	People	Percent	People	Percent	**Total**
5,400	2.3	14,400	6.1	70,600	30.0	235,300

[a] *Minority population is based on the 2020 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2016-2020 American Community Survey.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

Table I.10
Access to Lower-Wage Jobs Within 30 Minutes by Transit (2017)

Minority Population[a]						
25,000 or More Jobs		**10,000 or More Jobs**		**5,000 or More Jobs**		
People	Percent	People	Percent	People	Percent	**Total**
52,300	7.5	167,300	24.1	297,800	43.0	693,000

Families in Poverty[a]						
25,000 or More Jobs		**10,000 or More Jobs**		**5,000 or More Jobs**		**Total**
Families	Percent	Families	Percent	Families	Percent	
3,100	7.3	10,500	24.6	17,900	42.0	42,600

Families with Incomes Less Than Twice the Poverty Level[a]						
25,000 or More Jobs		**10,000 or More Jobs**		**5,000 or More Jobs**		
Families	Percent	Families	Percent	Families	Percent	**Total**
5,400	5.1	21,500	20.2	39,200	36.8	106,600

People with Disabilities[a]						
25,000 or More Jobs		**10,000 or More Jobs**		**5,000 or More Jobs**		
People	Percent	People	Percent	People	Percent	**Total**
10,900	4.6	32,100	13.6	65,300	27.8	235,300

[a] *Minority population is based on the 2020 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2016-2020 American Community Survey.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

percent of the existing minority population, 7 percent of families in poverty, 5 percent of families with less than twice the poverty level, and 5 percent of people with disabilities have access to at least 25,000 lower-wage jobs within 30 minutes by transit. Table I.11 shows the existing minority populations, low-income populations, and people with disabilities that would have reasonable access (within 30 minutes) by transit to various activity centers under existing conditions. Currently, reasonable access to activity centers ranges depending on the type of activity center within each population category. For example, about 7 percent of the minority population has reasonable access to a major park by transit, while about 81 percent of the minority population has reasonable access to grocery stores.

Evaluation of the Benefits and Impacts of Programmed Transit Improvement and Expansion Projects in the 2023-2026 TIP on Minority Populations, Low-Income Populations, and People with Disabilities

About 13 percent, or $29 million, of total transit expenditures programmed in 2023 are for transit system expansion, including Milwaukee County's two bus rapid transit projects, the City of Milwaukee Lakefront extension streetcar project, and the City of Kenosha bus service expansion. In addition to transit expansion activities, the City of Kenosha project also includes improvement to some of the existing transit routes.

An evaluation was conducted of the effect—positive and negative—of these projects on existing minority populations, low-income populations, and people with disabilities within the Region. Maps I.23 through I.26 show the programmed transit improvement and transit expansion projects for the years 2023 through 2026 compared to areas of minority populations, low-income populations, and people with disabilities. The programmed transit system expansion projects includes the Milwaukee County bus rapid transit project, a City of Milwaukee streetcar project, and changes to several City of Kenosha Transit System routes. The streetcar project involves completion of the Lakefront extension of the City of Milwaukee streetcar system and operating expenses. It is located near, but not within, areas of concentrations of minority populations and low-income populations. The Lakefront extension streetcar project is funded with Federal Transportation Investment Generating Economic Recovery (TIGER) funds and its operation will be funded with CMAQ funds flexed to transit use.

In 2020, Milwaukee County received confirmation of federal funding (FTA 5309 Small Starts) for the East-West bus rapid transit project that will be predominately located along Wisconsin Avenue and Bluemound Road between downtown Milwaukee and the Regional Medical Center. This project will directly serve minority populations and low-income populations. Construction began in 2021, with service expected to begin in summer of 2023.

In 2022, a preliminary study on transit enhancement options for the 27th Street corridor recommended a North-South bus rapid transit project. People of color make up approximately 73 percent of the population in the corridor, which is comprised of concentrated areas of both Black/African American populations and Hispanic populations. These areas also have particularly high proportions of families in poverty and households without access to a car. Specifically, 25 percent of the families in poverty and nearly 1 in 5 of the households without access to a car in all of Milwaukee County reside within this corridor.

An expansion project affecting several City of Kenosha Transit System routes is being funded with CMAQ funds flexed to transit use. This project includes funding for the City's new Lakefront Trolley route; an expansion of Route 31 which serves major employers including Amazon, Gordon Foods, and Aurora; and route improvements to four routes (2, 4, 5, and 31), in the form of extended service hours. Service expansions and improvements under this project would directly serve minority populations and low-income populations.

Table I.11
Reasonable Access to Activity Centers by Transit[a] (2017)

Minority Population[b]			
Activity Center	**People**	**Percent**	**Total**
Retail Centers	108,300	18.6	582,900
Major Parks	41,600	7.1	582,900
Public Technical Colleges and Universities	141,900	24.3	582,900
Health Care Facilities	265,000	45.5	582,900
Grocery Stores	470,100	80.6	582,900
Milwaukee Mitchell International Airport	71,200	12.2	582,900
Milwaukee Regional Medical Center	128,800	22.1	582,900

Families in Poverty[b]			
Activity Center	**Families**	**Percent**	**Total**
Retail Centers	7,400	15.3	48,500
Major Parks	3,400	7.0	48,500
Public Technical Colleges and Universities	10,700	22.1	48,500
Health Care Facilities	21,300	43.9	48,500
Grocery Stores	35,500	73.2	48,500
Milwaukee Mitchell International Airport	5,500	11.3	48,500
Milwaukee Regional Medical Center	9,500	19.6	48,500

Families with Incomes Less Than Twice the Poverty Level[b]			
Activity Center	**Families**	**Percent**	**Total**
Retail Centers	16,100	13.9	115,600
Major Parks	7,100	6.1	115,600
Public Technical Colleges and Universities	23,200	20.1	115,600
Health Care Facilities	45,400	39.3	115,600
Grocery Stores	77,300	66.9	115,600
Milwaukee Mitchell International Airport	11,500	9.9	115,600
Milwaukee Regional Medical Center	20,100	17.4	115,600

People with Disabilities[b]			
Activity Center	**People**	**Percent**	**Total**
Retail Centers	37,000	15.6	237,700
Major Parks	17,800	7.5	237,700
Public Technical Colleges and Universities	41,300	17.4	237,700
Health Care Facilities	74,200	31.2	237,700
Grocery Stores	129,000	54.3	237,700
Milwaukee Mitchell International Airport	19,400	8.2	237,700
Milwaukee Regional Medical Center	37,600	15.8	237,700

[a] *Reasonable access is defined as the ability to travel by transit within 60 minutes to Milwaukee Mitchell International Airport and the Milwaukee Regional Medical Center and within 30 minutes to all the other activity centers.*

[b] *Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2014-2018 American Community Survey.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

Map I.23
Comparison of Concentrations of Total Minority Population to Proposed Transit Improvement and Expansion Projects Programmed for the Years 2023 Through 2026

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 33.8 PERCENT BASED ON THE 2020 U.S. CENSUS

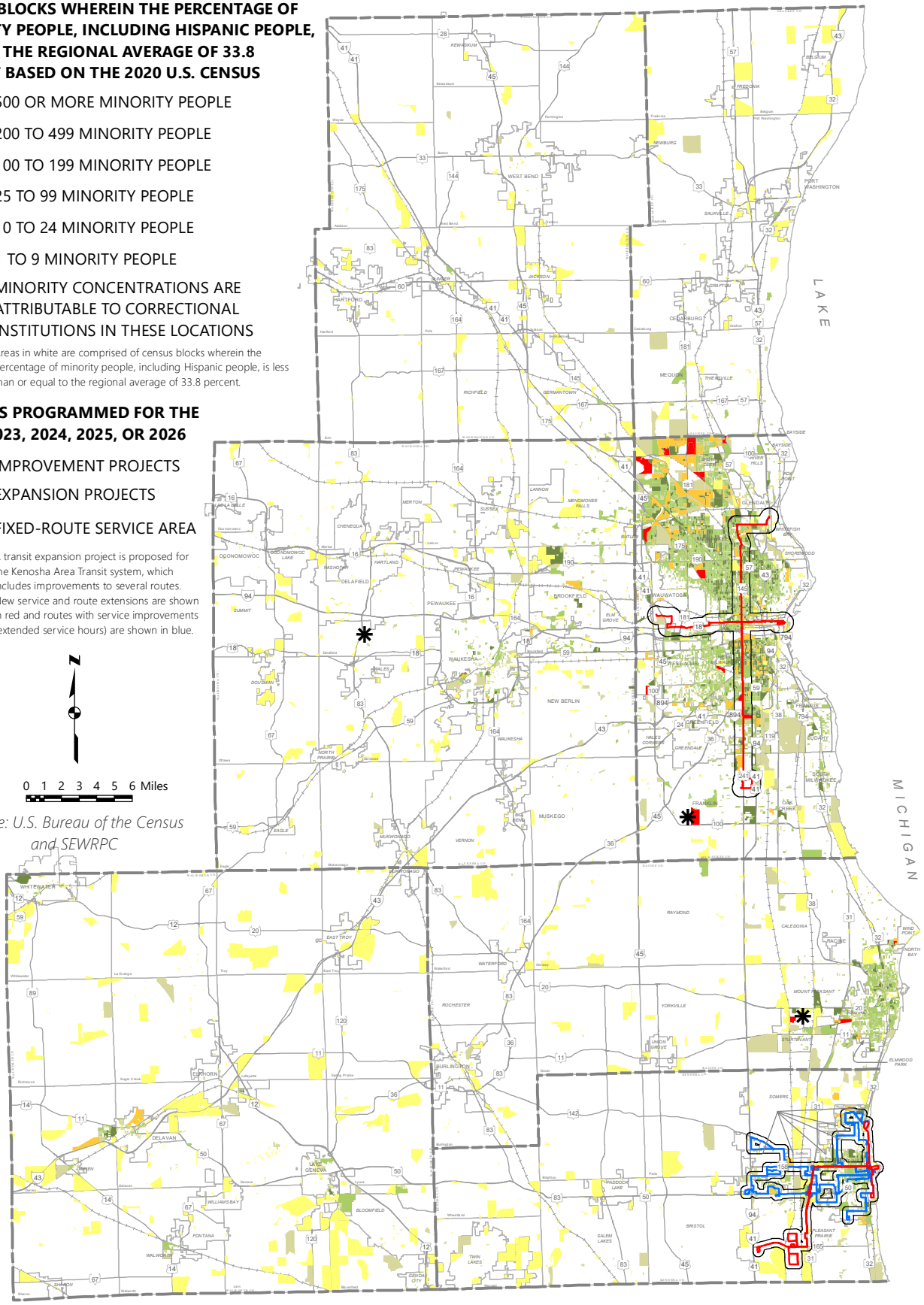
- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 33.8 percent.

PROJECTS PROGRAMMED FOR THE YEARS 2023, 2024, 2025, OR 2026

- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- FIXED-ROUTE SERVICE AREA

Note: A transit expansion project is proposed for the Kenosha Area Transit system, which includes improvements to several routes. New service and route extensions are shown in red and routes with service improvements (extended service hours) are shown in blue.



Source: U.S. Bureau of the Census and SEWRPC

Map I.24
Comparison of Concentrations of Families in Poverty to Proposed Transit Improvement and Expansion Projects Programmed for the Years 2023 Through 2026

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 8.4 PERCENT BASED ON 2016-2020 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

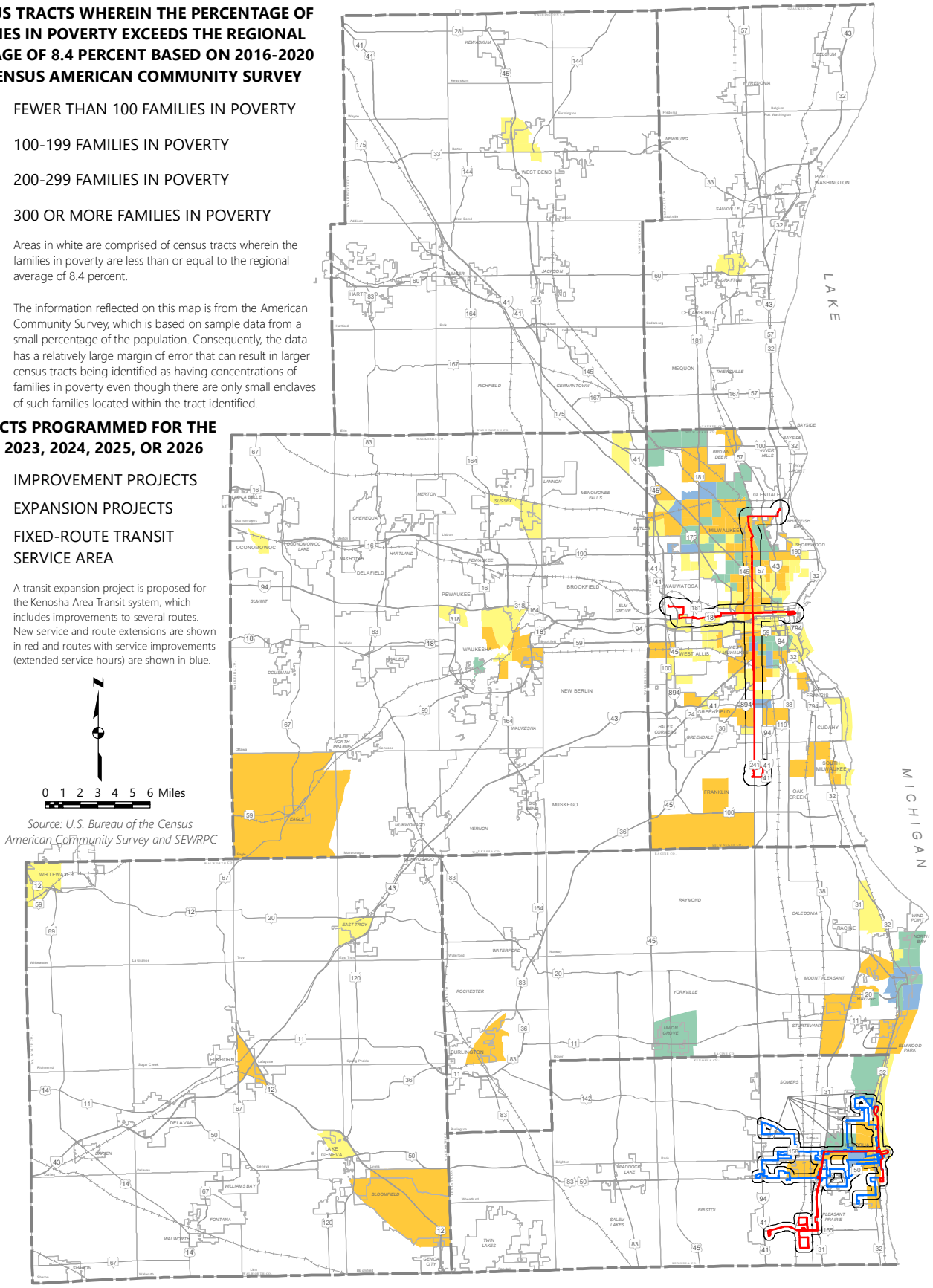
Note: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 8.4 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families in poverty even though there are only small enclaves of such families located within the tract identified.

PROJECTS PROGRAMMED FOR THE YEARS 2023, 2024, 2025, OR 2026

- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- FIXED-ROUTE TRANSIT SERVICE AREA

Note: A transit expansion project is proposed for the Kenosha Area Transit system, which includes improvements to several routes. New service and route extensions are shown in red and routes with service improvements (extended service hours) are shown in blue.



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Map I.25
Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to Proposed Transit Improvement and Expansion Projects Programmed for the Years 2023 Through 2026

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 21.1 PERCENT BASED ON THE 2016-2020 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

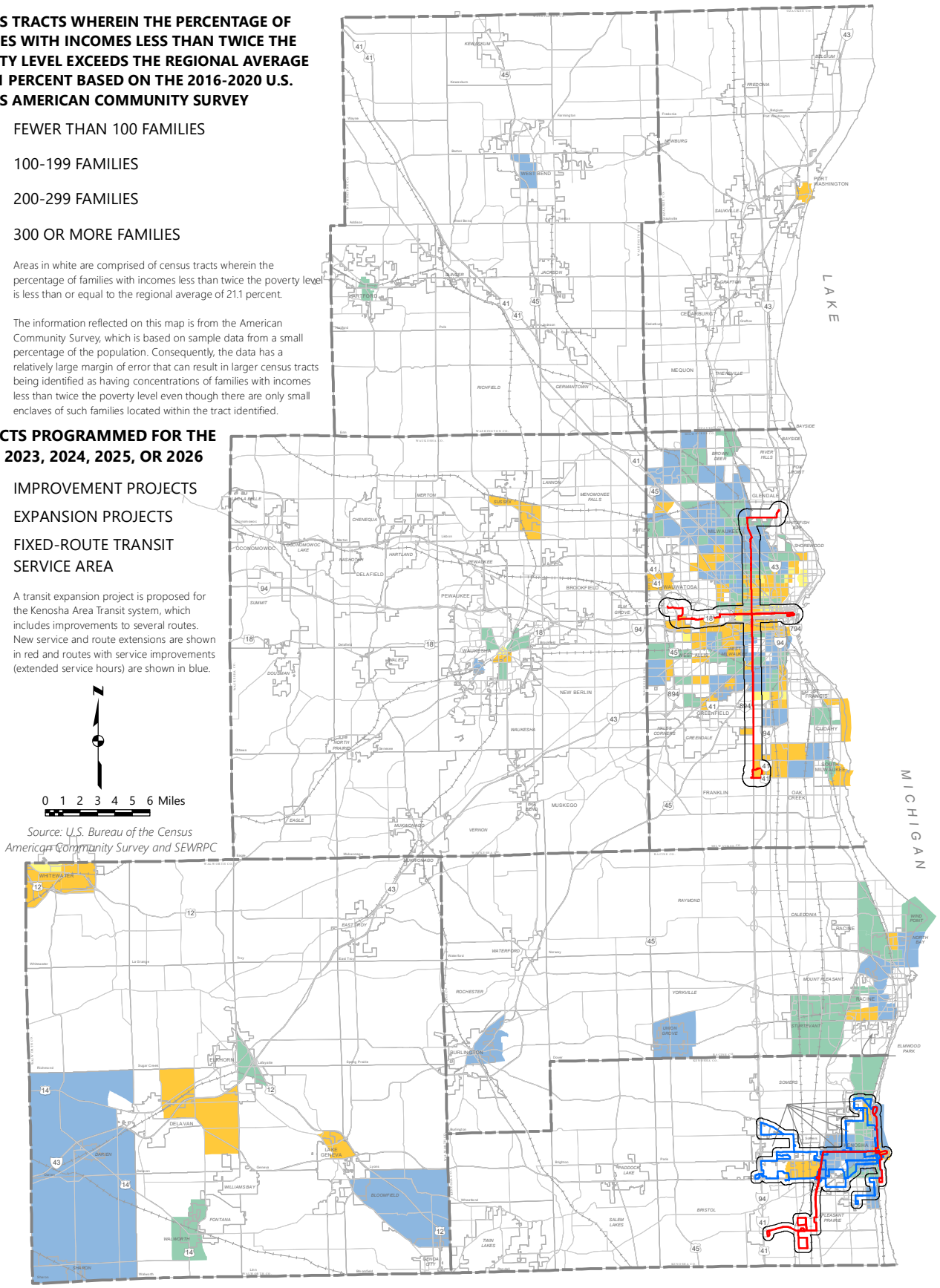
Note: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 21.1 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families with incomes less than twice the poverty level even though there are only small enclaves of such families located within the tract identified.

PROJECTS PROGRAMMED FOR THE YEARS 2023, 2024, 2025, OR 2026

- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- FIXED-ROUTE TRANSIT SERVICE AREA

Note: A transit expansion project is proposed for the Kenosha Area Transit system, which includes improvements to several routes. New service and route extensions are shown in red and routes with service improvements (extended service hours) are shown in blue.



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Map I.26
Comparison of Concentrations of People with Disabilities to Proposed Transit Improvement and Expansion Projects Programmed for the Years 2024 Through 2026

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 11.6 PERCENT BASED ON 2016-2020 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250-499 PEOPLE WITH DISABILITIES
- 500-749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

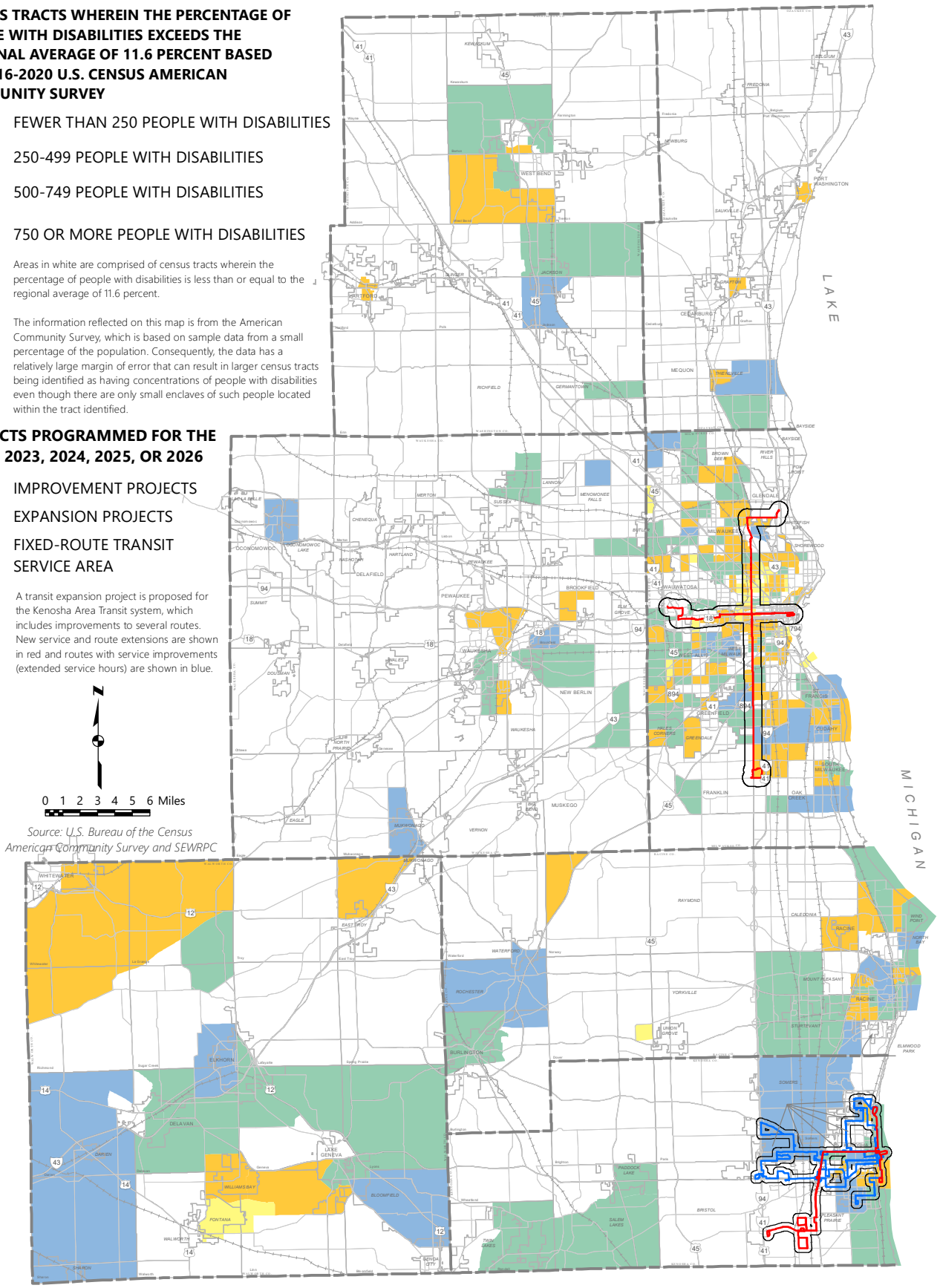
Note: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 11.6 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of people with disabilities even though there are only small enclaves of such people located within the tract identified.

PROJECTS PROGRAMMED FOR THE YEARS 2023, 2024, 2025, OR 2026

- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- FIXED-ROUTE TRANSIT SERVICE AREA

Note: A transit expansion project is proposed for the Kenosha Area Transit system, which includes improvements to several routes. New service and route extensions are shown in red and routes with service improvements (extended service hours) are shown in blue.



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Evaluation of the Benefits and Impacts of Programmed Highway Preservation Projects on Minority Populations and Low-Income Populations

About 80 percent, or $462.5 million, of the programmed highway expenditures for 2023 are for highway preservation (resurfacing and reconstruction to the same capacity).[2] As the dominant mode of travel for all population groups in Southeastern Wisconsin is the automobile, highway preservation projects would maintain the roadway quality, level of safety, and help to preserve the level of accessibility to jobs and other activities by automobile, likely benefiting a significant proportion of minority populations and low-income populations. With respect to the level of accessibility, the number of jobs accessible by automobile in 30 minutes or fewer under existing conditions is shown on Map I.27. Similarly, Table I.12 shows that about 65 percent of minority populations and 62 percent of low-income populations have access to at least 500,000 jobs within 30 minutes by automobile. Similarly, about 65 percent of minority populations and 62 percent of low-income populations have access to at least 200,000 lower-wage jobs by automobile, as shown in Table I.13. Furthermore, Table I.14 shows that nearly all of the existing minority population and families in poverty of the Region currently have reasonable access by automobile to the activity centers, with reasonable access defined as the ability to travel by automobile within 60 minutes to Milwaukee Mitchell International Airport and the Milwaukee Regional Medical Center and within 30 minutes to all other activities.

Comparing the highway preservation projects programmed in the 2023-2026 TIP to concentrations of minority populations and low-income populations, as shown on Maps I.28 through I.30, indicates that the benefits and impacts of programmed highway preservation projects are shared by all residents of the Region, including minority populations and low-income populations. Highway preservation projects are located in, and adjacent to, portions of Milwaukee County, Racine County, and Kenosha County that have concentrations of minority populations and low-income populations that exceed the regional averages.

Evaluation of the Benefits and Impacts of Programmed Highway Improvement Projects in the 2023-2026 TIP on Minority Populations and Low-Income Populations

About 20 percent, or $119 million, of the programmed highway expenditures in 2023 are for highway improvement projects, typically involving arterial reconstruction projects that include additional traffic lanes. About $115 million, or nearly all, of the programmed expenditures for highway improvement projects is programmed for reconstruction with additional traffic lanes of IH 43 between Silver Spring Drive and STH 60 in Milwaukee and Ozaukee Counties and the potential reconstruction with additional traffic lanes of IH 94 (east-west freeway) between S. 70th Street and S. 16th Street.[3] The implementation of highway improvement projects typically occurs when an existing facility requires reconstruction, but also includes a widening with additional traffic lanes. The majority of the cost for these projects is for the reconstruction of the existing roadway, and the additional traffic lanes may only represent about 10 to 20 percent of the overall project cost. There are not any highway expansion projects programmed in the 2023-2026 TIP.

An evaluation was conducted to determine how programmed highway improvement projects in the TIP benefit and impact minority populations and low-income populations. Maps I.31 and I.32 show the

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[2] *Similar programmed funding patterns exist for the full four years of the 2023-2026 TIP. About $1.75 billion, or 65.7 percent of the total $2.66 billion 2023-2026 programmed funding, is for highways. Of the total 2023-2026 programmed resources for highways, $1.08 billion, or 61.6 percent, is for highway preservation and $670.3 million, or 38.4 percent, is for highway improvement. There are not any highway expansion projects programmed in the 2023-2026 TIP. About $805.7 million, or 30.3 percent, of the 2023-2026 programmed funding is for transit. Of the total 2023-2026 programmed resources for transit, $735.5 million, or 91.3 percent, is for transit preservation, and $70.3 million, or 8.7 percent, is for transit expansion. There are not any transit improvements projects programmed in the 2023-2026 TIP.*

[3] *The Wisconsin Department of Transportation (WisDOT) is currently reassessing alternatives developed as part of the National Environmental Policy Act (NEPA) process previously conducted for the project, including alternatives with and without additional travel lanes. Following the completion of the reassessment and a preferred alternative is selected, WisDOT will seek a new Record of Decision from the Federal Highway Administration (FHWA).*

Map I.27
Jobs Accessible Within 30 Minutes by Automobile: 2017

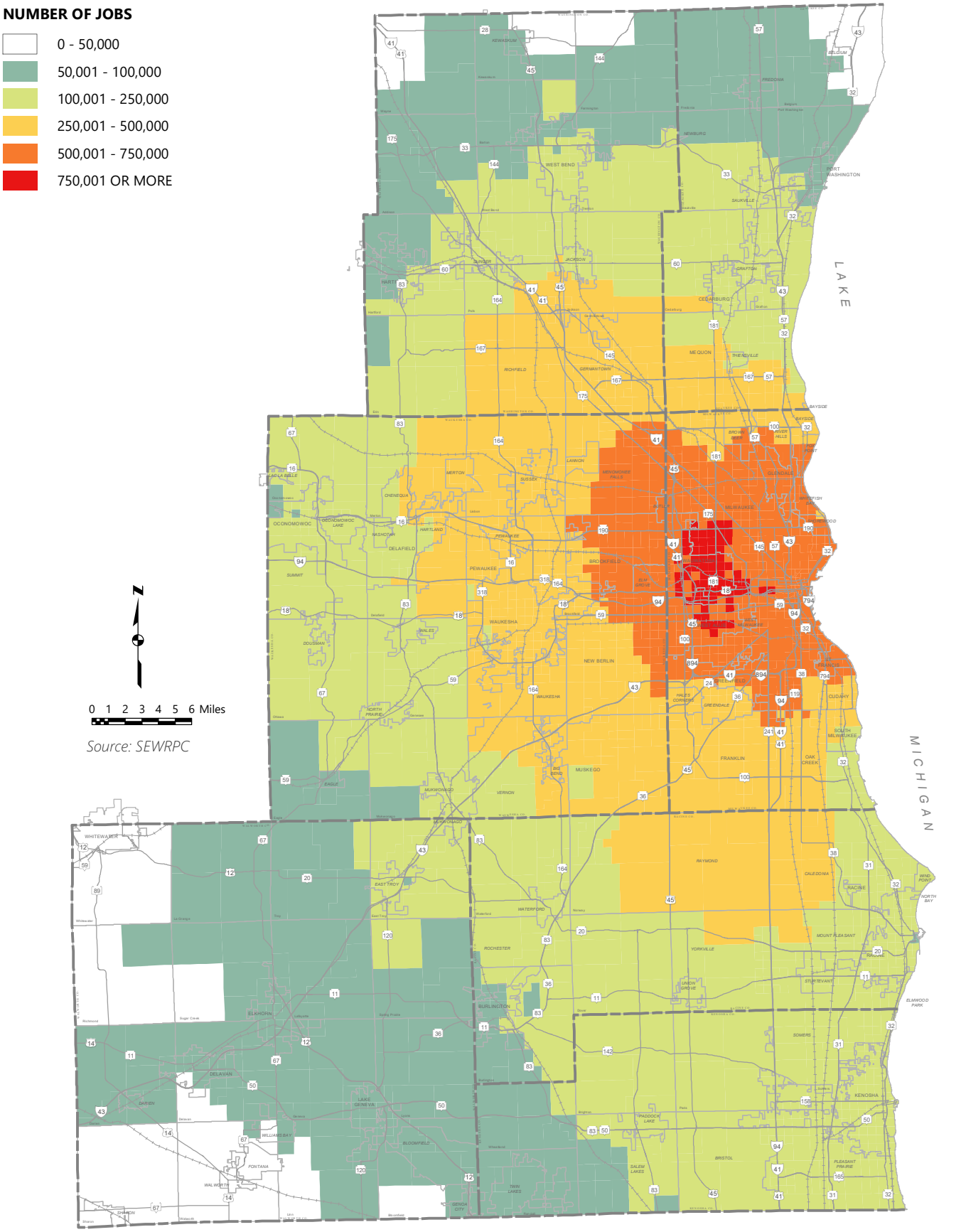


Table I.12
Access to Jobs Within 30 Minutes by Automobile

Minority and Non-Minority Population[a]							
	500,000 or More Jobs		250,000 or More Jobs		100,000 or More Jobs		
	People	Percent	People	Percent	People	Percent	**Total**
Minority Population	451,400	65.1	530,300	76.5	664,300	95.9	693,000
Non-Minority Population	417,300	30.8	764,000	56.4	1,183,700	87.4	1,355,100

Families in Poverty and Not in Poverty[a]							
	500,000 or More Jobs		250,000 or More Jobs		100,000 or More Jobs		
	Families	Percent	Families	Percent	Families	Percent	**Total**
Families in Poverty	26,500	62.2	31,100	73.0	39,400	92.5	42,600
Families Not in Poverty	162,800	35.1	275,200	59.4	405,300	87.5	463,200

[a] *Minority and non-minority population are based on the 2020 U.S. Census and families in poverty and families not in poverty are based on the 2016-2020 American Community Survey.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

Table I.13
Access to Lower-Wage Jobs Within 30 Minutes by Automobile

Minority and Non-Minority Population[a]							
	200,000 or More Jobs		100,000 or More Jobs		50,000 or More Jobs		
	People	Percent	People	Percent	People	Percent	**Total**
Minority Population	451,000	65.1	540,700	78.0	657,500	94.9	693,000
Non-Minority Population	418,100	30.9	772,600	57.0	1,124,000	82.9	1,355,100

Families in Poverty and Not in Poverty[a]							
	200,000 or More Jobs		100,000 or More Jobs		50,000 or More Jobs		
	Families	Percent	Families	Percent	Families	Percent	**Total**
Families in Poverty	26,400	62.0	31,200	73.2	38,600	90.6	42,600
Families Not in Poverty	163,900	35.4	277,800	60.0	388,400	83.9	463,200

[a] *Minority and non-minority population are based on the 2020 U.S. Census and families in poverty and families not in poverty are based on the 2016-2020 American Community Survey.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

Table I.14
Reasonable Access to Activity Centers by Automobile[a]

Minority Population[b]			
	Portion with Reasonable Access		
Activity Center	People	Percent	Total
Retail Centers	565,400	97.0	582,900
Major Parks	582,900	100.0	582,900
Public Technical Colleges and Universities	582,800	99.9	582,900
Health Care Facilities	581,800	99.8	582,900
Grocery Stores	582,900	100.0	582,900
Milwaukee Mitchell International Airport	571,500	98.0	582,900
Milwaukee Regional Medical Center	531,000	91.1	582,900

Families in Poverty[b]			
	Portion with Reasonable Access		
Activity Center	Families	Percent	Total
Retail Centers	46,000	94.8	48,500
Major Parks	48,500	100.0	48,500
Public Technical Colleges and Universities	48,500	100.0	48,500
Health Care Facilities	48,300	99.6	48,500
Grocery Stores	48,500	100.0	48,500
Milwaukee Mitchell International Airport	46,600	96.1	48,500
Milwaukee Regional Medical Center	42,900	88.5	48,500

[a] *Reasonable access is defined as the ability to travel by automobile within 60 minutes to Milwaukee Mitchell International Airport and the Milwaukee Regional Medical Center and within 30 minutes to all the other activity centers.*

[b] *Minority population is based on the 2010 U.S. Census and families in poverty are based on the 2014-2018 American Community Survey.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

Map I.28
Comparison of Concentrations of Total Minority Persons to the Highway Preservation, Improvement, and Expansion Projects Programmed for the Years 2023 Through 2026

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 33.8 PERCENT BASED ON THE 2020 U.S. CENSUS

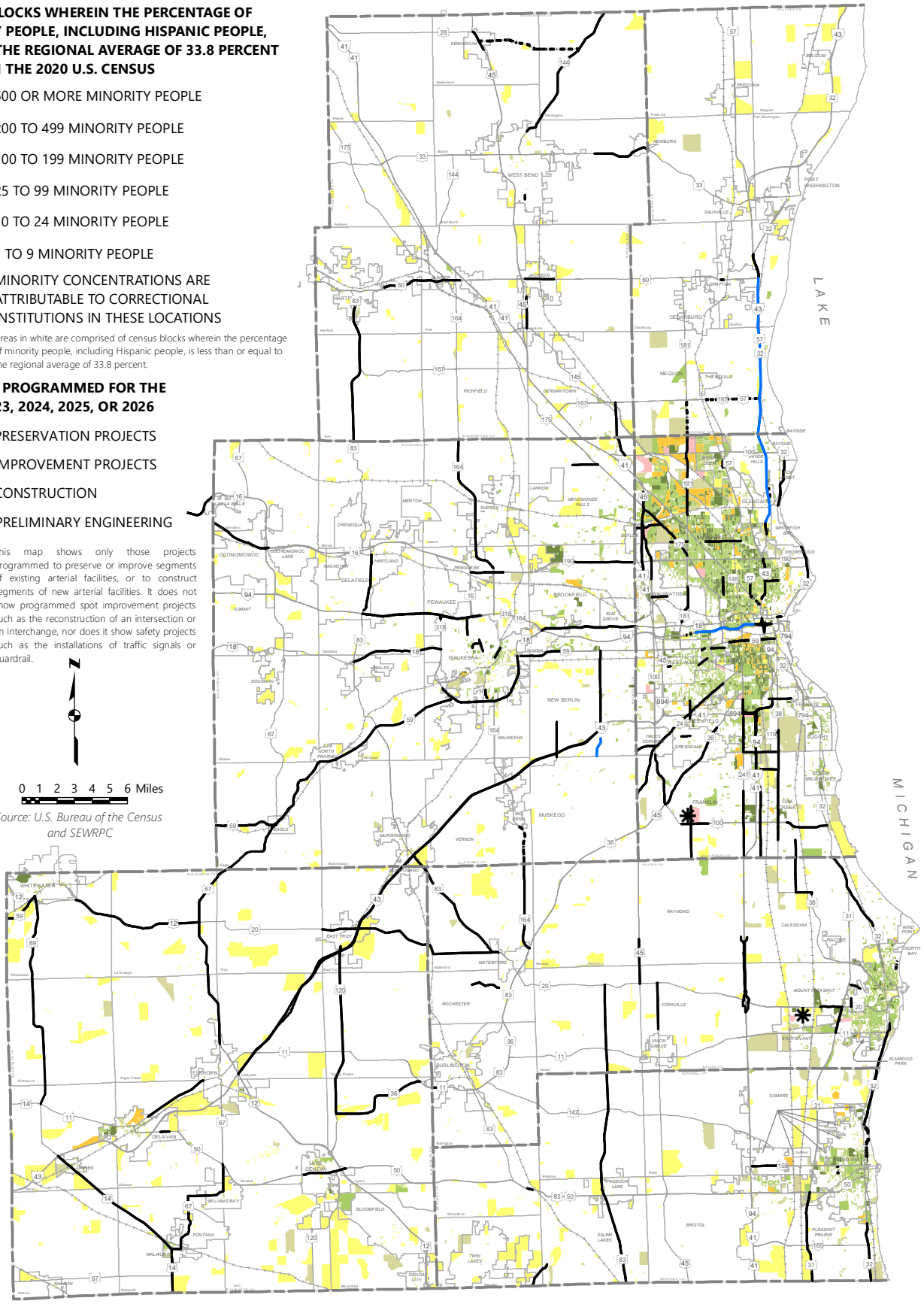
- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 33.8 percent.

PROJECTS PROGRAMMED FOR THE YEARS 2023, 2024, 2025, OR 2026

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- CONSTRUCTION
- PRELIMINARY ENGINEERING

Note: This map shows only those projects programmed to preserve or improve segments of existing arterial facilities, or to construct segments of new arterial facilities. It does not show programmed spot improvement projects such as the reconstruction of an intersection or an interchange, nor does it show safety projects such as the installations of traffic signals or guardrail.



Source: U.S. Bureau of the Census and SEWRPC

Map I.29
Comparison of Existing Concentrations of Families in Poverty to the Highway Preservation, Improvement, and Expansion Projects Programmed for the Years 2021 Through 2024

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 8.4 PERCENT BASED ON 2016-2020 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

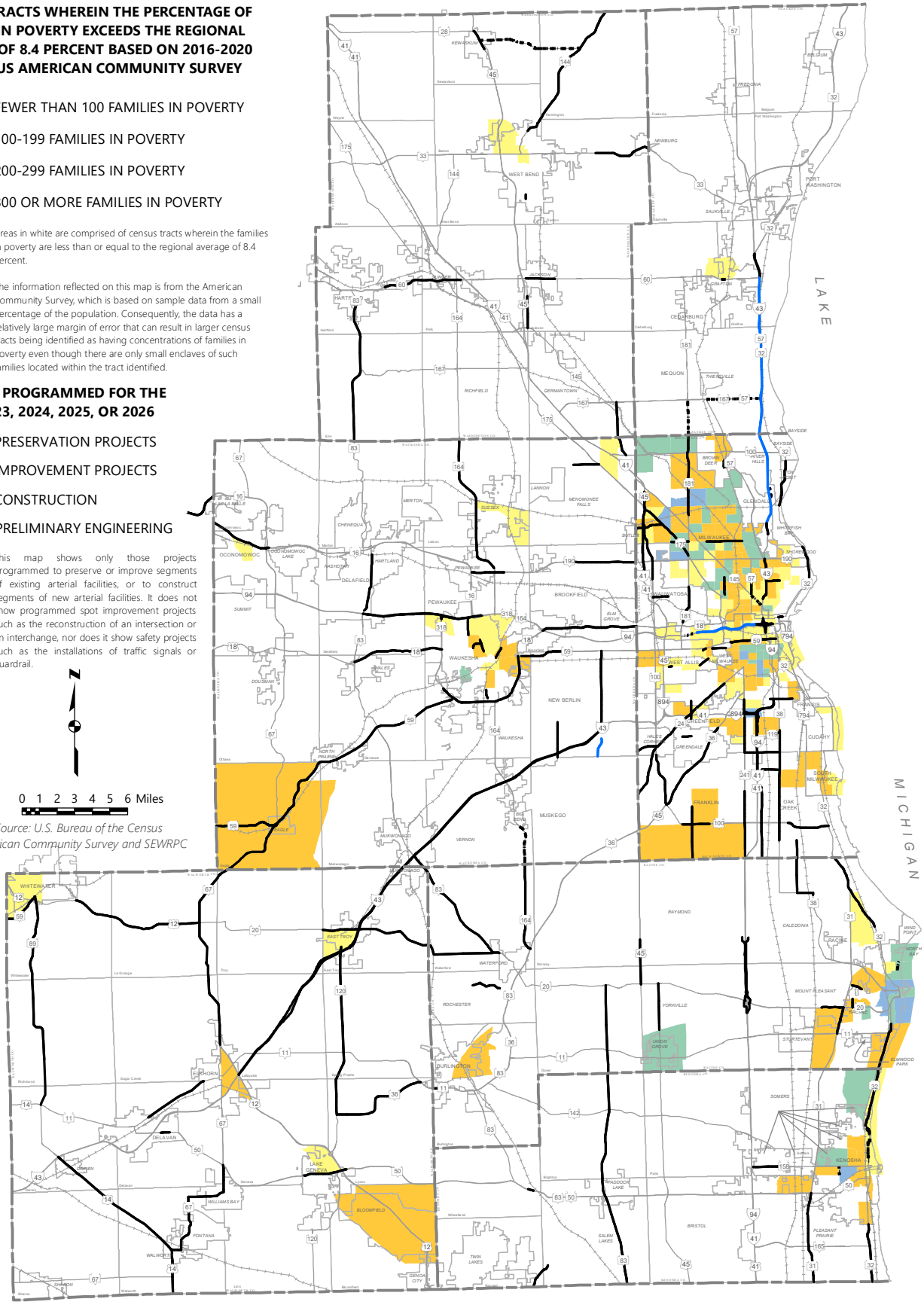
Note: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 8.4 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families in poverty even though there are only small enclaves of such families located within the tract identified.

PROJECTS PROGRAMMED FOR THE YEARS 2023, 2024, 2025, OR 2026

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- CONSTRUCTION
- PRELIMINARY ENGINEERING

Note: This map shows only those projects programmed to preserve or improve segments of existing arterial facilities, or to construct segments of new arterial facilities. It does not show programmed spot improvement projects such as the reconstruction of an intersection or an interchange, nor does it show safety projects such as the installations of traffic signals or guardrail.



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Map I.30
Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to the Highway Preservation, Improvement, and Expansion Projects Programmed for the Years 2023 Through 2026

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 21.1 PERCENT BASED ON THE 2016-2020 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

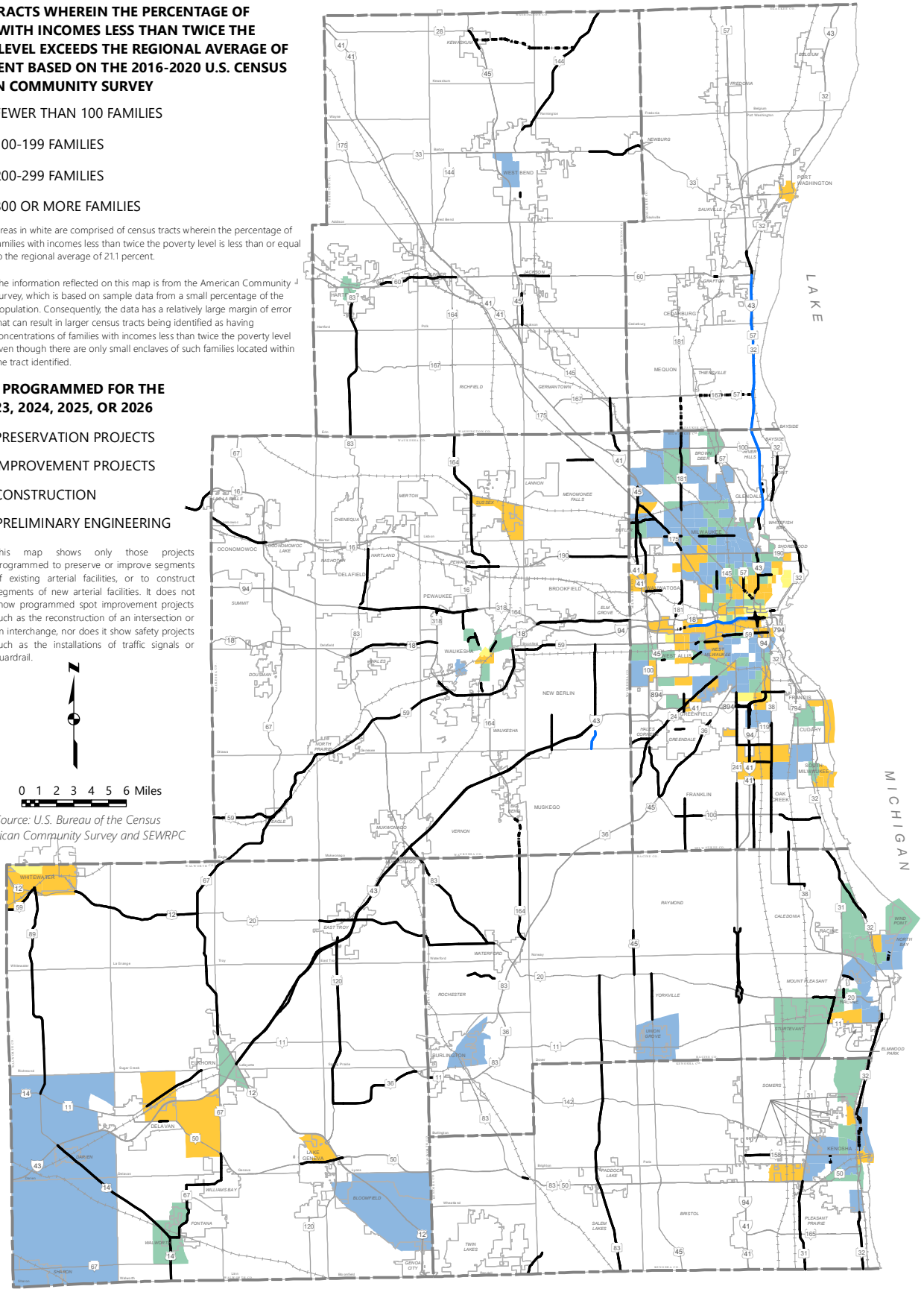
Note: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 21.1 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families with incomes less than twice the poverty level even though there are only small enclaves of such families located within the tract identified.

PROJECTS PROGRAMMED FOR THE YEARS 2023, 2024, 2025, OR 2026

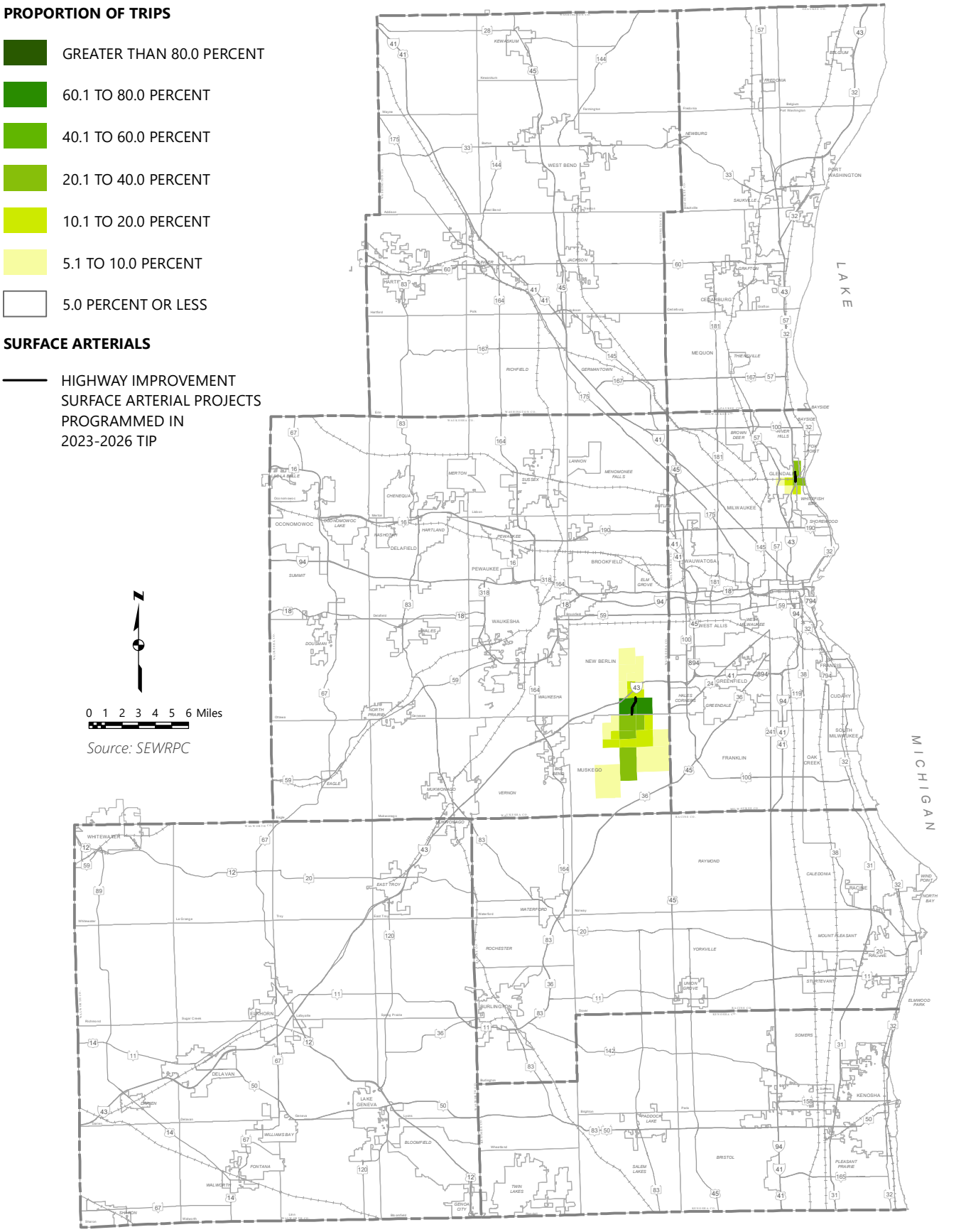
- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- CONSTRUCTION
- PRELIMINARY ENGINEERING

Note: This map shows only those projects programmed to preserve or improve segments of existing arterial facilities, or to construct segments of new arterial facilities. It does not show programmed spot improvement projects such as the reconstruction of an intersection or an interchange, nor does it show safety projects such as the installations of traffic signals or guardrail.

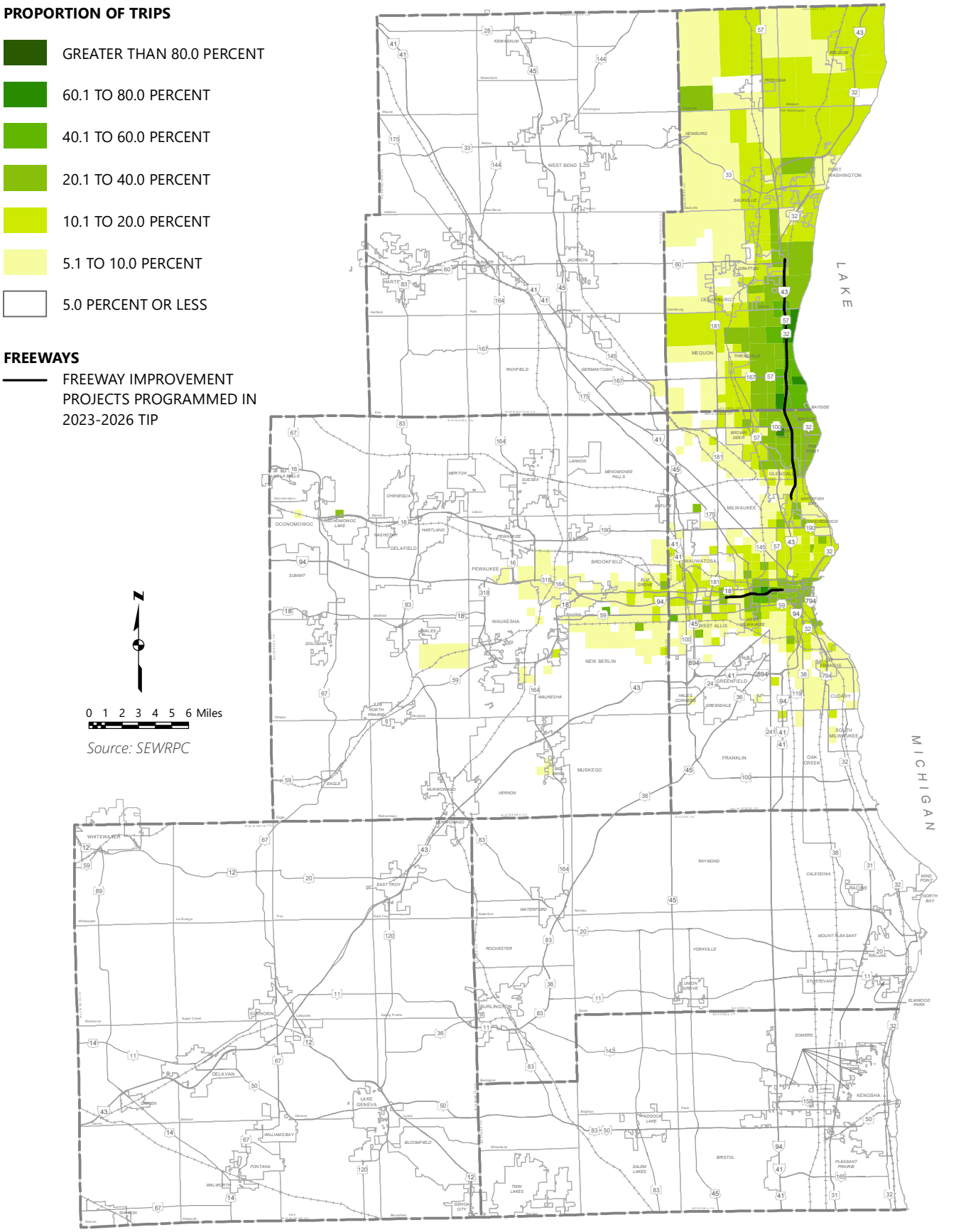


Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Map I.31
Proportion of Automobile Trips Using the Programmed Highway Improvement or Expansion Surface Arterial Projects Within each Traffic Analysis Zone: 2023-2026 TIP



Map I.32
Proportion of Automobile Trips Using the Programmed Freeway Widening Projects Within each Traffic Analysis Zone: 2023-2026 TIP



percentage of automobile trips within each TAZ that would utilize the segments of surface arterials and freeway improvements programmed in the 2023-2026 TIP. These maps were compared to locations of current concentrations of minority populations and low-income populations. With respect to surface arterials, the areas that would have the greatest use of these proposed improved arterials are largely adjacent, or near, the proposed improved surface arterials. The proposed improved surface arterials are located outside of existing areas of high concentrations of minority populations and low-income populations. With respect to freeways, the segments of freeway proposed to be improved in 2023 through 2026 are largely not directly adjacent to areas with high concentrations of minority and low-income populations, but are expected to be utilized by automobile trips from those areas. As a result, it is expected that minority and low-income populations would be utilizing and experiencing benefit from the proposed improvements.

Maps I.28 through I.30 show a comparison of the minority populations and low-income populations to the arterial street and highway system preservation and improvement projects programmed for years 2023 through 2026. This comparison indicates that there is a balance of programmed highway projects, located within and outside areas of minority populations and low-income populations. Specifically, preservation and improvement projects are located in portions of Milwaukee County, Racine County, and Kenosha County that have concentrations of minority populations and low-income populations that exceed the regional averages. The highway system preservation and improvement projects would be expected to maintain access to jobs for the portions of the area's minority populations and low-income populations with access to an automobile.

Evaluation of the Benefits and Impacts of Programmed Bicycle and Pedestrian Improvement and Expansion Projects in the 2023-2026 TIP on Minority Populations, Low-Income Populations, and People with Disabilities

Maps I.33 through I.36 show a comparison of the minority populations, low-income populations, and people with disabilities to the locations of bicycle and pedestrian facility projects programmed for the years 2023 through 2026. Reviewing the programmed projects indicates that the benefits and impacts of programmed bicycle and pedestrian improvement and expansion projects are shared by all residents of the Region, including minority populations, low-income populations, and people with disabilities. Specifically, the bicycle and pedestrian preservation and improvement projects proposed within Milwaukee County are near or within areas with concentrations of minority populations, low-income populations, and people with disabilities that exceed regional averages. In addition, programmed highway and arterial projects could incorporate bicycle and pedestrian amenities as enhancements or adding new accommodations. Therefore, it can be expected that access to bicycle and pedestrian amenities will increase for minority populations, low-income populations, and people with disabilities.

Transportation-Related Air Pollution Impacts on Minority Populations and Low-Income Populations

Automobiles and trucks traveling on arterial streets and highways emit air pollutants that generally exist in higher concentrations in the atmosphere near the arterial streets and highways with the most traffic, such as the Region's freeways. The lower speeds and starting/stopping of vehicles associated with congested conditions increases the level of transportation air pollutant emissions. Individuals living in close proximity to the Region's freeways may be exposed to higher levels of transportation-related air pollutants.

Due in large part to past, current, and future Federal fuel and vehicle fuel economy standards and improved emissions controls, transportation-related air pollution emissions in the Region have been declining and are expected to continue to decline in the future. As stated in SEWRPC Planning Report No. 55 (2nd Edition), *VISION 2050:* A *Regional Land Use and Transportation Plan*, 2020, this decline is expected to continue in the future, even with the projected increase in vehicle-miles of travel. In addition, the percentage of minority populations or of low-income populations located in proximity to the freeway system under the Fiscally Constrained Transportation System (FCTS) in VISION 2050 are generally similar (equal or within a few

Map I.33
Comparison of Concentrations of Total Minority Population to the Bicycle and Pedestrian Preservation, Improvement, and Expansion Projects Programmed for the Years 2023 Through 2026

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 33.8 PERCENT BASED ON THE 2020 U.S. CENSUS

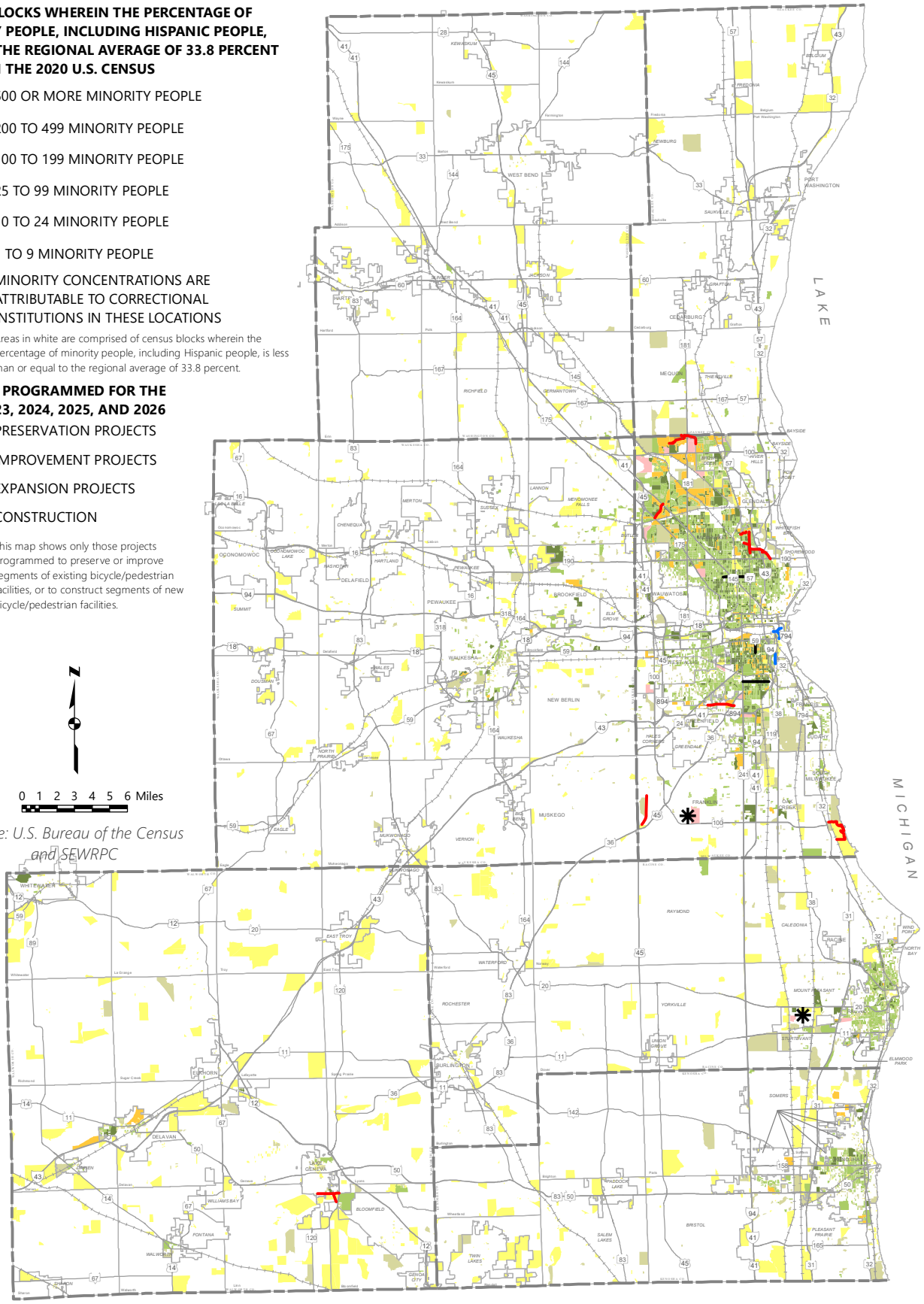
- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 33.8 percent.

PROJECTS PROGRAMMED FOR THE YEARS 2023, 2024, 2025, AND 2026

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- CONSTRUCTION

Note: This map shows only those projects programmed to preserve or improve segments of existing bicycle/pedestrian facilities, or to construct segments of new bicycle/pedestrian facilities.



Source: U.S. Bureau of the Census and SEWRPC

Map I.34
Comparison of Concentrations of Families in Poverty to the Bicycle and Pedestrian Preservation, Improvement, and Expansion Projects Programmed for the Years 2023 Through 2026

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 8.4 PERCENT BASED ON 2014-2018 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

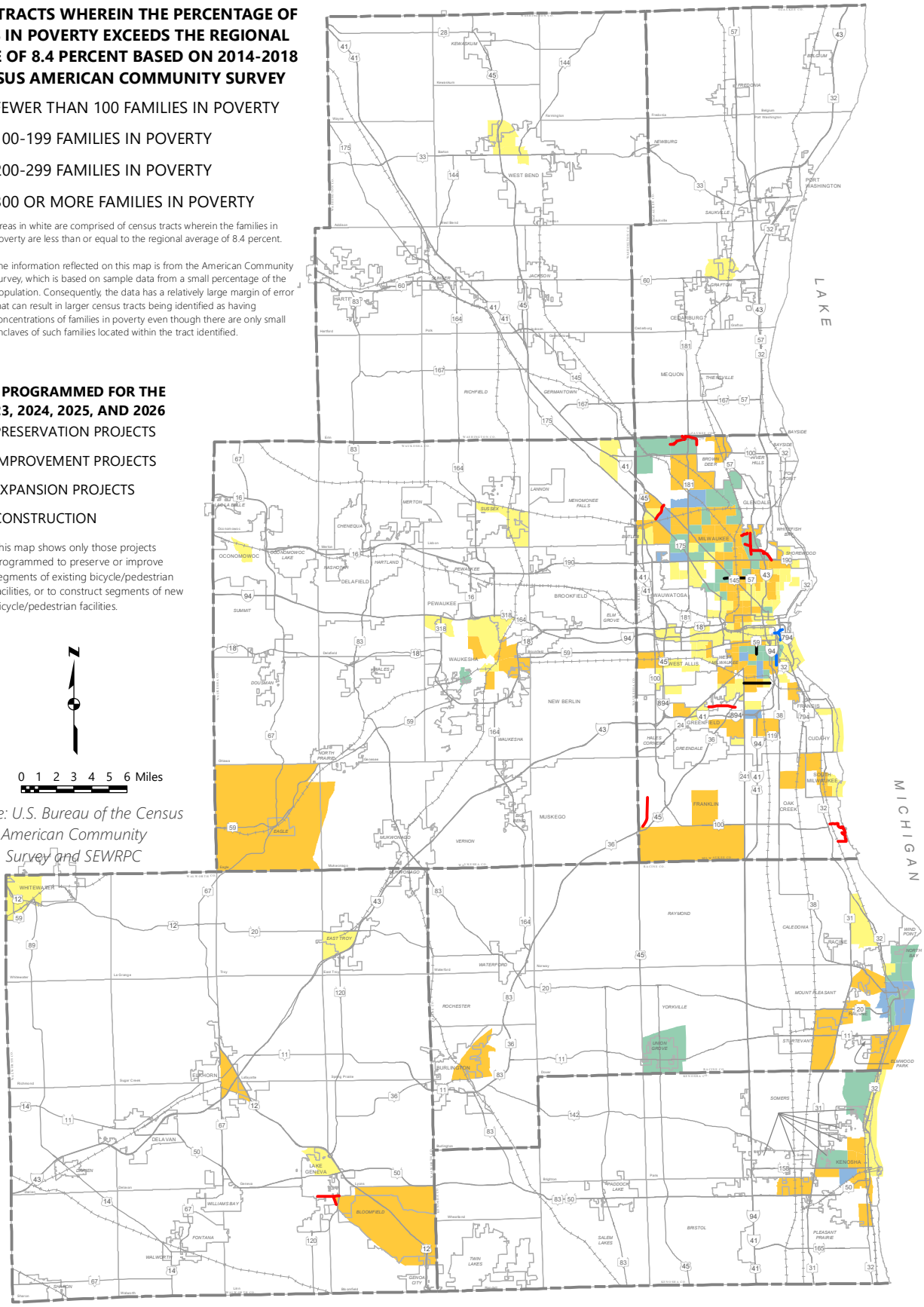
Note: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 8.4 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families in poverty even though there are only small enclaves of such families located within the tract identified.

PROJECTS PROGRAMMED FOR THE YEARS 2023, 2024, 2025, AND 2026

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- CONSTRUCTION

Note: This map shows only those projects programmed to preserve or improve segments of existing bicycle/pedestrian facilities, or to construct segments of new bicycle/pedestrian facilities.



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Map I.35
Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to the Bicycle and Pedestrian Preservation, Improvement, and Expansion Projects Programmed for the Years 2023 Through 2026

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 21.1 PERCENT BASED ON THE 2016-2020 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

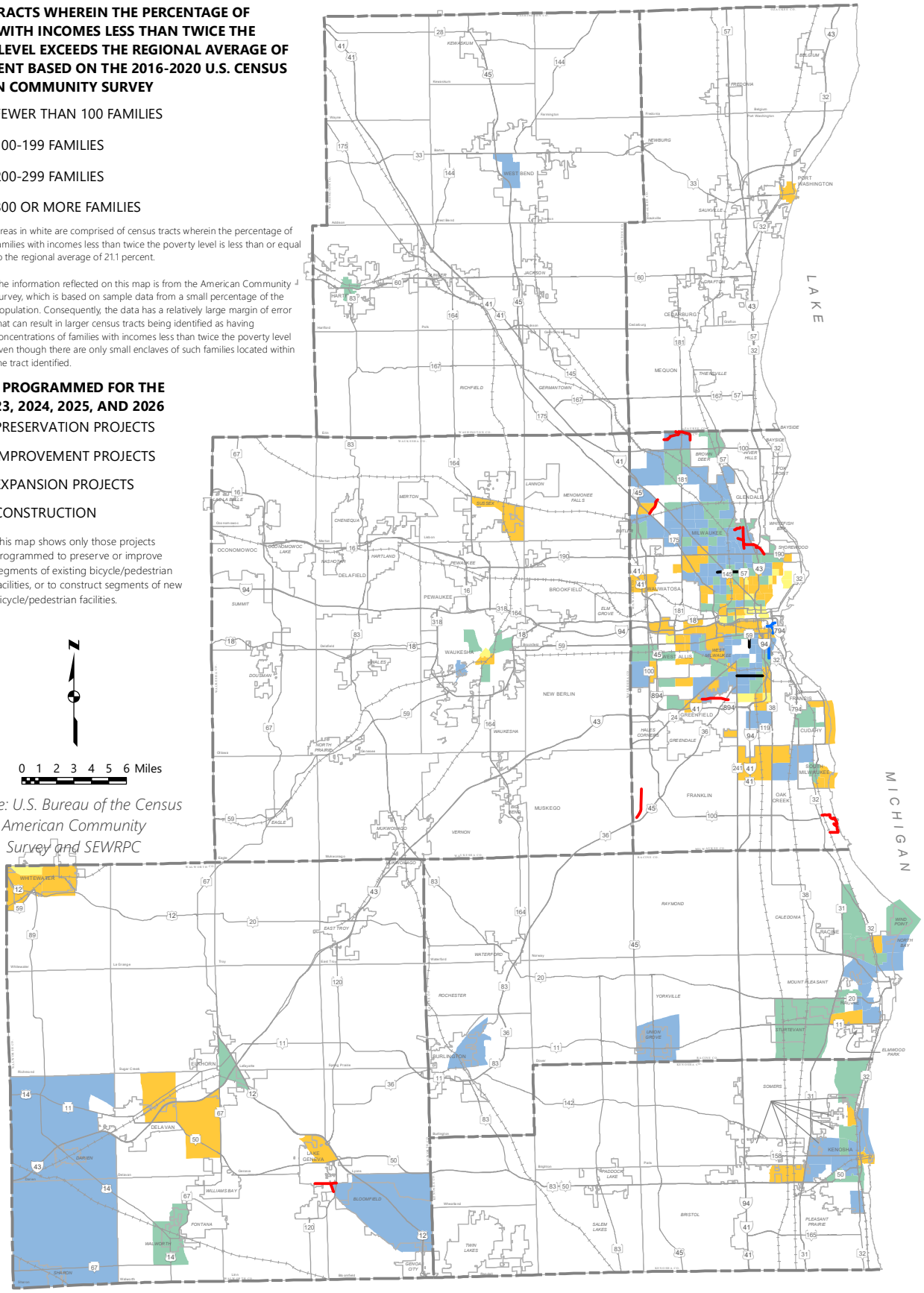
Note: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 21.1 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families with incomes less than twice the poverty level even though there are only small enclaves of such families located within the tract identified.

PROJECTS PROGRAMMED FOR THE YEARS 2023, 2024, 2025, AND 2026

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- CONSTRUCTION

Note: This map shows only those projects programmed to preserve or improve segments of existing bicycle/pedestrian facilities, or to construct segments of new bicycle/pedestrian facilities.



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Map I.36
Comparison of Concentrations of People with Disabilities to the Bicycle and Pedestrian Preservation, Improvement, and Expansion Projects Programmed for the Years 2023 Through 2026

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 11.6 PERCENT BASED ON THE 2016-2020 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250-499 PEOPLE WITH DISABILITIES
- 500-749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

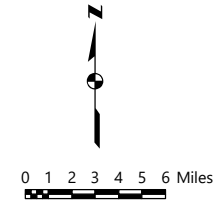
Note: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 11.6 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of people with disabilities even though there are only small enclaves of such people located within the tract identified.

PROJECTS PROGRAMMED FOR THE YEARS 2023, 2024, 2025, AND 2026

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- CONSTRUCTION

Note: This map shows only those projects programmed to preserve or improve segments of existing bicycle/pedestrian facilities, or to construct segments of new bicycle/pedestrian facilities.



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

percentage points lower or higher) relative to the percentage of the total minority population and low-income population residing within each county.

TRANSPORTATION PROJECT IMPLEMENTATION AND FUNDING STATUS

The year 2050 regional transportation plan—VISION 2050—was completed in 2016 and updated in 2020. As part of 2020 Review and Update of VISION 2050, plan implementation was reviewed. Although it is early in the 35-year outlook of the plan and implementation has been somewhat mixed, in general, implementation is lagging for the public transit portion of the plan, somewhat lagging for the arterial streets and highway portion of the plan, and relatively on track for the bicycle and pedestrian portion of the plan.

As anticipated based on the financial analyses prepared for VISION 2050, the Region has not experienced a significant transit expansion since the plan was initially adopted. Altogether, average weekday service increased slightly between 2014 and 2018, the most recent year for which data are available from the National Transit Database. While commuter bus hours have stayed consistent, revenue miles of commuter service decreased. Express bus service has also increased, although between 2018 and 2019, the Region has experienced reductions in transit service, particularly MCTS service. As service has declined, the Region has also experienced a reduction in ridership on local bus and commuter bus services since the adoption of VISION 2050, due to a variety of reasons, including the impacts of the pandemic. The Milwaukee County bus rapid transit route between downtown Milwaukee and the Regional Medical Center (which received FTA Small Starts funding) and the planned transit enhancements to the 27th Street corridor represent a first step in the implementation of the rapid transit network envisioned for the Region in VISION 2050.

As it relates to the bicycle and pedestrian portion of the plan, 108 additional miles of bicycle lanes and wide, paved shoulders have been implemented on the existing 3,300-mile arterial system, bringing the total of standard on-street bicycle accommodations up from 815 miles in 2015 to 923 miles in 2021. Off-street bicycle paths have continued to be expanded, with an addition of 24.4 additional miles since 2015. Similarly, 21.1 additional miles of buffered and protected bicycle lanes have been implemented since 2015.

Similar to the public transit portion of the plan, implementation of the arterial streets and highways portion of the plan has aligned with the financial analysis prepared for VISION 2050. Approximately eight miles, or 11 percent, of new arterial facilities and 51 miles, or 18 percent, of arterial facilities planned to be widened with additional traffic lanes have been constructed since VISION 2050 was adopted or are currently under construction in 2020. In addition, the expected preservation and maintenance activities have continued to largely align with the financial analysis prepared for VISION 2050.

Funding availability has affected implementation of both highway and transit projects. When expected revenues are insufficient, the implications for highways differ from transit as highway expenditures are largely capital expenditures and transit expenditures are largely operating expenditures. The effect on highways is a reduction in the amount of highways and surface arterials that can be reconstructed with additional lanes or can be newly constructed. The principal effect on transit is a lack of transit improvement and expansion, reductions in transit service, and passenger fare increases beyond the rate of inflation.

Transit operators in Southeastern Wisconsin are heavily dependent upon Federal and State operating funds, which typically represent about 70 to 80 percent of transit annual operating assistance. Under Federal law, the use of Federal transit funds for operating funding is limited, particularly in the Milwaukee urbanized area. Transit operators are, and have been, making maximum use of all available Federal Transit Administration (FTA) funds for operating funding. While some Federal highway funds may be flexed, or transferred, to public transit, these funds are principally limited to capital funding. Transit operators have used FHWA funds flexed to transit use for capital projects, including FHWA CMAQ funds, FHWA Surface Transportation Program – Milwaukee Urbanized Area funds, and FHWA ICE funds. (The only FHWA funds

that may be used for transit operating funding are CMAQ funds, and they may only be used for new or improved transit service and are limited to the first three to five years of such transit service). Making Federal highway funds available for operating funding, as well as increasing the level of Federal operating funding available for public transit, is dependent upon the actions of the U.S. Congress and President. With regards to State transit funding, the State Legislature and Governor establish the level of State funding available for public transit, and also establish whether regional transit authorities and dedicated local funding are permitted. State legislation for dedicated local funding has been considered by the State Legislature and Governor as recently as 2010 but was not enacted. Neither the Regional Planning Commission nor local government elected officials, the latter being the current operators of public transit, are enabled to make more Federal and State funding available for the operation of transit systems in Southeastern Wisconsin. While local government elected officials establish the level of local funding of public transit, as well as set the level of transit fares and establish improvement and expansion or reduction of transit service, their ability to replace Federal and State funds with local property taxes is limited by property tax levy caps established by the State.

APPENDIX J

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION SUMMARY OF RECORD OF PUBLIC INVOLVEMENT

A TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2023-2026

[To be written following Public Informational Meeting/Public Hearing]