

A TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2017-2020



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**A TRANSPORTATION IMPROVEMENT PROGRAM FOR
SOUTHEASTERN WISCONSIN: 2017-2020**

Prepared by the

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November 2016

RESOLUTION NO. 2016-13

RESOLUTION OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION ENDORISING THE URBAN TRANSPORTATION PLANNING PROCESS IN SOUTHEASTERN WISCONSIN, THE ADOPTED YEAR 2050 REGIONAL TRANSPORTATION PLAN, AND THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN

WHEREAS, the Southeastern Wisconsin Regional Planning Commission is charged with the responsibility of carrying out a long-range comprehensive planning program for the seven counties in the Southeastern Wisconsin Region and, as a part of that program, is presently engaged in a continuing, comprehensive, and cooperative areawide land use-transportation planning process pursuant to the provisions of the Federal Aid Highway Act of 1962 and the Federal Urban Mass Transportation Act of 1964, as amended, and

WHEREAS, the Southeastern Wisconsin Regional Planning Commission has been designated by the Governor of the State of Wisconsin as the official cooperative, comprehensive, continuing areawide transportation planning agency (Metropolitan Planning Organization, or MPO) under the rules and regulations promulgated by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration, with respect to the Kenosha, Milwaukee, Racine, West Bend, and Wisconsin portion of the Round Lake Beach urbanized areas, such rules and regulations being found in the *Federal Register*, dated Friday, May 27, 2016; and

WHEREAS, the aforesaid rules and regulations promulgated by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration, require that the MPO shall develop and update a transportation improvement program (TIP) in cooperation with State and local officials, transit operators, and other affected agencies and individuals; and

WHEREAS, the Southeastern Wisconsin Regional Planning Commission has, in carrying out its responsibilities as the MPO, prepared, in full cooperation with all concerned State and local officials, transit operators, and other interested parties, a document entitled, *A Transportation Improvement Program for Southeastern Wisconsin: 2017-2020*; and

WHEREAS, the subject program identifies transportation improvements recommended for advancement during the period 2017-2020, provides for a staging of improvements over the period 2017-2020 consistent with the regional transportation system plan, includes estimates of costs and revenues for the period 2017-2020, and relates the improvements recommended in the program to the adopted transportation plan for the Region; and

WHEREAS, the transportation improvement program and the portion of the VISION 2050 regional transportation system plan that is fiscally constrained have been determined to conform 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, and the 2008 eight-hour ozone standard and the existing State of Wisconsin Early Progress Plan for the 2008 eight-hour ozone standard, as required by the Federal Clean Air Act Amendments of 1990; and

WHEREAS, the transportation improvement program was taken to public hearing on Wednesday, October 26, 2016, and the comments received are documented in Appendix H of the aforereferenced document;

NOW, THEREFORE, BE IT RESOLVED:

FIRST: That in accordance with 23 CFR 450.336(a), the Southeastern Wisconsin Regional Planning Commission hereby certifies that the regional transportation planning process is addressing the land use and transportation planning issues of the metropolitan planning area, and is being conducted in accordance with all applicable Federal laws, regulations, and requirements, including:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

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RESOLUTION NO. 2016-13

3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the Fixing America's Surface Transportation (FAST) Act (P.L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

SECOND: That the document entitled, *A Transportation Improvement Program for Southeastern Wisconsin: 2017-2020*, be, and hereby is, endorsed as the transportation improvement program for the seven-county Southeastern Wisconsin Region.

THIRD: That, in order to obviate the need to reconsider the transportation improvement program in the event that the air quality conformity findings for the new regional transportation system plan and the TIP lapse, a revised program of projects would then be comprised of the projects identified in Appendix A of the aforereferenced document identified as "Exempt," as well as those projects that have either: 1) completed the NEPA process at such time as the air quality conformity finding lapses, or 2) are identified in the Code of Federal Regulations (Table 3, 40 CFR 51.462).

FOURTH: That a true, correct, and exact copy of this resolution and the document entitled, *A Transportation Improvement Program for Southeastern Wisconsin: 2017-2020*, shall be forthwith transmitted through the Secretary of the Wisconsin Department of Transportation to the Governor, the Federal Transit Administration, and the Federal Highway Administration.

The foregoing resolution, upon motion duly made and seconded, was regularly adopted at the meeting of the Executive Committee of the Southeastern Wisconsin Regional Planning Commission held on the 17th day of November 2016, the vote being Ayes 8, Nays 1.



David L. Stroik, Chairman

ATTEST:

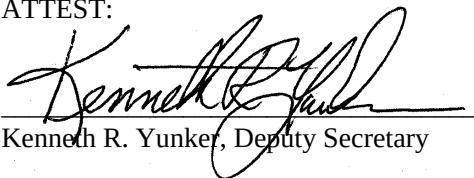

Kenneth R. Yunker, Deputy Secretary

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A TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2017-2020

INTRODUCTION

This transportation improvement program (TIP) is the twenty-ninth 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 (2017-2020) 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 E 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 399 projects within the Region for the four-year programming period of 2017 through 2020. The TIP represents a total potential investment in transportation improvements and services of \$2.64 billion. Of this total, \$980 million, or about 37.1 percent, is proposed to be provided in Federal aids; \$1.26 billion, or about 47.6 percent, in State funds; and \$404 million, or about 15.3 percent, in local monies.

The first year of the four-year program—2017—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 their 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) funded with National Highway Performance Program (NHPP) funds, which can be advanced by WisDOT in consultation with the Commission and the area transit operators from the remaining three years of the TIP. Proposed expenditures in the first year of the TIP—2017—total \$941 million.

The key elements of this TIP document are:

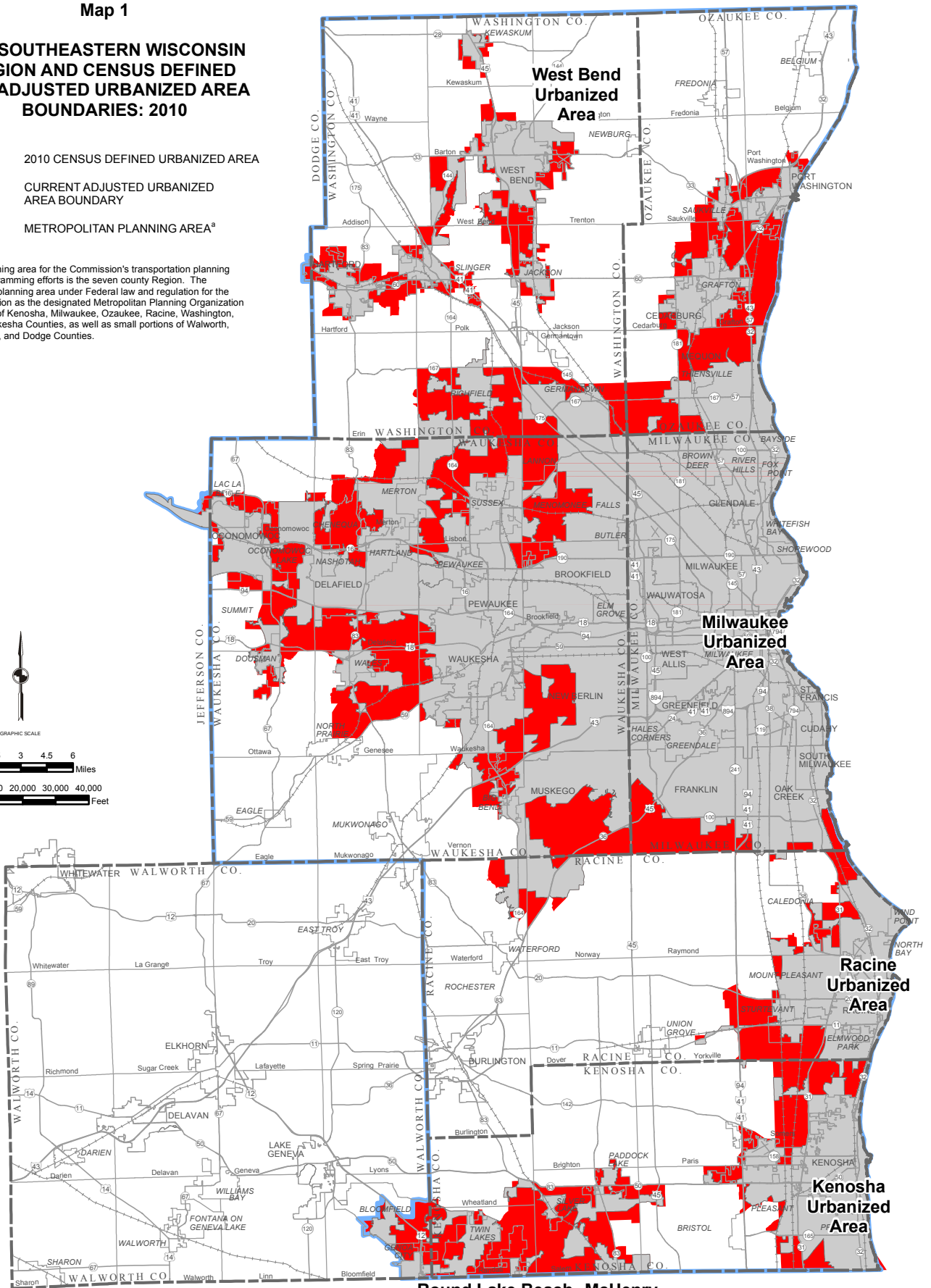
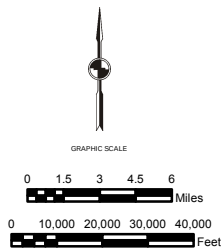
1. A project-by-project listing of the transportation improvement projects constituting the 2017-2020 transportation improvement program, including identification of the projects programmed for each of the four years of the TIP: 2017, 2018, 2019, and 2020. (Appendix A).
2. A list of the status of projects contained in the previous 2015-2018 TIP including an identification of projects which were completed or dropped from the TIP (Appendix B).
3. An assessment of conformity of the 2017-2020 transportation improvement program with the Wisconsin State Implementation Plan for air quality. (Appendix C).
4. An assessment of the ability of available funding to implement the 2017-2020 transportation improvement program (Appendix D).

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^a

^a 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.



Source: U.S. Census Bureau and SEWRPC

**Round Lake Beach--McHenry--
Grayslake, IL--WI Urbanized Area**

5. A list of the membership of the Advisory Committees on Transportation System Planning and Programming (Appendix E).
6. A tabular description of projected 2017 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 F).
7. An assessment of the impacts of the regional transportation improvement program on minority and low-income populations in Southeastern Wisconsin (Appendix G).
8. A summary of the public comment received on the draft 2017-2020 transportation improvement program (Appendix H).

Federal regulations require that transit and arterial highway improvement projects within the seven-county Southeastern Wisconsin Region be included in this transportation improvement program 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 transportation improvement program be determined to be consistent with the adopted regional transportation system 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.

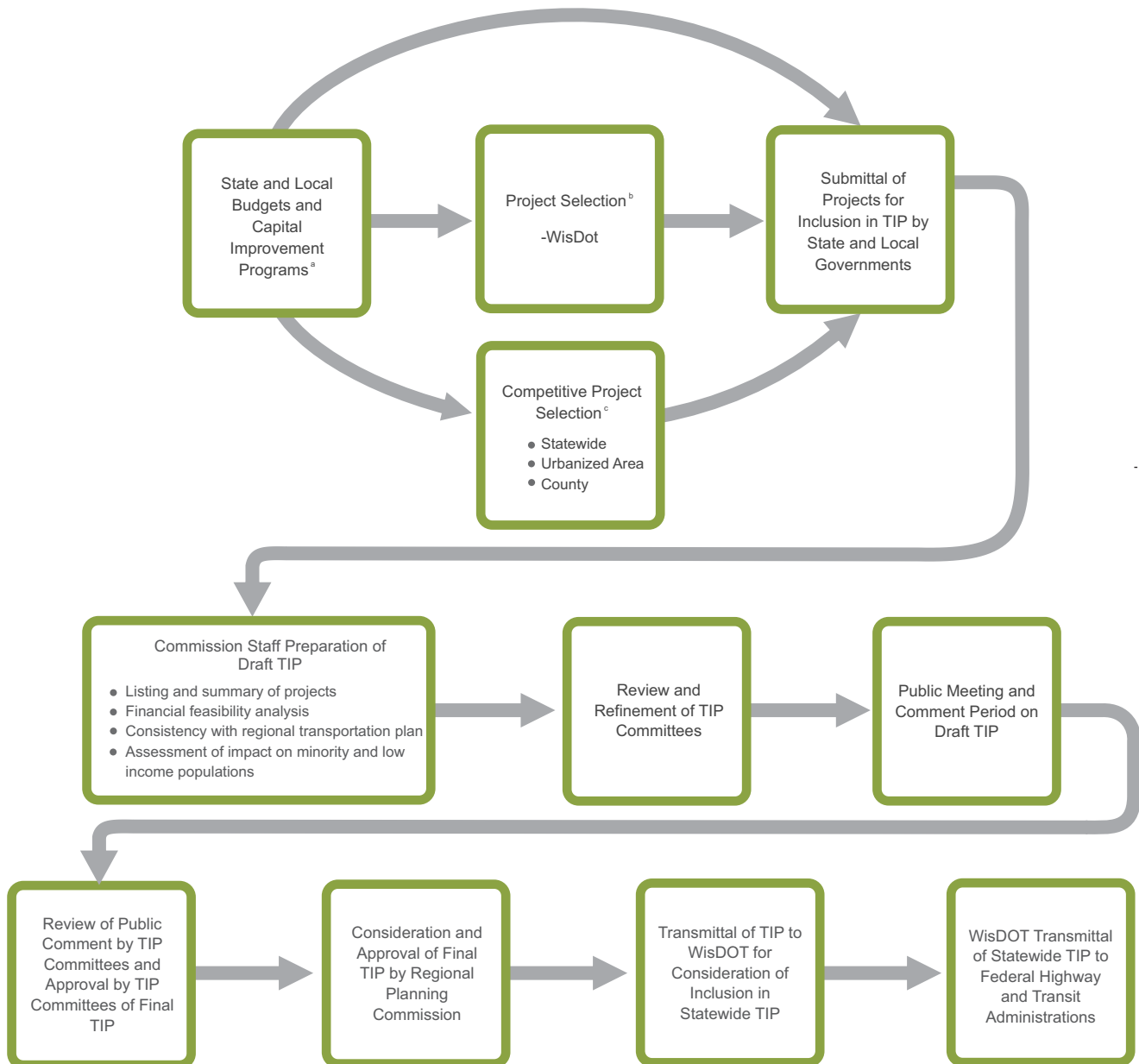
The TIP by definition indicates the transportation improvement priorities of State and local governments by their program of projects for implementation in each of the four years of the program. The TIP represents a stage of implementation of the regional transportation system plan. The TIP includes 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. Such projects are listed in Appendix A, identified with the letter "I" below the three digit project number, and are not included in the assessment of available funding documented in Appendix D. 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.

SUMMARY OF 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 provided in 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 TIP four year period. For some categories of funding, such as Federal Highway Administration (FHWA) Surface Transportation Block Grant Program - Other (STP-O) and 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 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-

Figure 1

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 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
FTA 5339 Bus and Bus Facilities Capital Funding
FTA 5310 Mobility for Seniors and Persons 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 Block Grant Program - Urbanized Area
FHWA Congestion Mitigation and Air Quality (Southeastern Wisconsin)
FHWA Transportation Alternatives (Milwaukee Only)
FTA 5310 Mobility for Seniors and Persons 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 Bridge (WisDOT determines amount of funding available to each county)

Urbanized Area funding, and at the county level for Federal Bridge funding. The projects are typically selected for a multi-year period which extends to or 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, as well, reviews the projects proposed to be included in the TIP for consistency with the adopted regional transportation plan, specifically, the year 2050 fiscally constrained transportation plan (FCTP).^a In addition, an assessment is conducted of the impacts—positive and negative—on the minority 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 comment 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. The section on project selection includes a summary of the eligibility and limitations of the Federal funding sources available to local highway and transit projects.

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. This staff team was directly involved in preparing the TIP including contacting 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 were recommended for FHWA and FTA funding since the adoption of the previous TIP and that have not yet been added to the previous TIP 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 F.

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

^a 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 Plan (FCTP). The FCTP includes all the transportation elements of VISION 2050 except for the public transit element, which cannot be implemented within expected funds due to a gap in funding. Therefore, transit service under the FCTP would be expected to decline rather than significantly improve as proposed under VISION 2050. The FCTP is used in the determination of conformity and in the development of the transportation improvement program.

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 fiscally constrained transportation plan (FCTP).

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 historic 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, and as such 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 as well used to prepare a list of the status of projects contained in the previous TIP, including an identification of projects which 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 and low-income populations—both positive and negative—and evaluated whether minority 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 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 and low-income populations. This evaluation is documented in Appendix G.

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 Congestion Mitigation and Air-Quality Improvement Program (CMAQ) funding and FHWA Surface Transportation Program-Milwaukee Urbanized Area (STP-M) funding. Rosters of the TIP Committees are set forth in Appendix E.

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 also guides the development and application of procedures to evaluate, prioritize, and recommend projects for FHWA Surface Transportation Program – Milwaukee Urbanized Area (STP-M) funding, and along with the TIP Committees for the Region's other urbanized areas, for FHWA CMAQ 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 plan. 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 2017-2020 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. 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 as well 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 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. Currently, the Commission staff maintains a listing of approximately 90 minority and low-income groups and organizations. 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 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 H. 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 is used to satisfy 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, 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, as well the operation of transit improvement or expansion projects for a limited number of years.

With regards to State funding for transportation projects, the amount of State funding, and as well the amount of Federal funding, that is available for State and local transportation projects in the State 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 funding and Federal funding 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. As well, the level of the Commission's involvement in the evaluation and recommendation of projects for funding depends on the funding source. With regards 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 Southeast Region staff determines which projects are implemented based primarily on their roadway condition, rate of crashes, and as well, public input. Larger projects are generally funded under the State Majors Program.^a 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 are 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, such as the projects to reconstruct the Marquette Interchange, the Zoo Interchange, and IH 94 from the Mitchell Interchange to the State line—is specifically enumerated in the State biennial budget under the Southeast Wisconsin Freeway Megaproject Program.^b

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 FHWA Transportation Alternative Program (TAP) funding. The Commission also works with WisDOT and the Wisconsin Department of Natural Resources (WDNR) to evaluate and recommend projects for FHWA CMAQ funding. The Commission staff has, as well, 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 Bridge Replacement funding available for local projects within counties. WisDOT evaluates and recommends local projects on a statewide basis for FHWA bridge and FHWA Highway Safety Improvement Program (HSIP) funding.

With regards to transit projects, the Commission works with the transit operators in 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 are specifically allocated to the Milwaukee 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 extended from Illinois into Kenosha County in 2000, and now Walworth County, 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. 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

^a Based on Wisconsin State Statutes, Major projects include projects with a total cost of \$35.7 million (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.

^b 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).

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 as well solicits, evaluates, and recommends elderly and individuals with disabilities mobility projects for FTA Section 5310 funding available to projects statewide, outside of the urbanized areas with populations of 200,000 or more. In addition, WisDOT distributes Section 5311 Non-Urbanized Area Formula Grant to transit systems outside of the urbanized areas, such as the share-ride taxi system in the City of Whitewater. 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.

Selection Process for Federal Funding Sources Available to Local Highway and Transit Projects

The following sections provide summaries of processes used to recommend local projects for select FTA and FHWA 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 urbanized area—Milwaukee County, Ozaukee County, Washington County, Waukesha County, and the City of Waukesha—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. 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 the only recipients of the FTA Section 5337 funding that is allocated to the Region.
- 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 elderly and individuals with disabilities 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, the FTA Section 5310 program requires the designation of at least one recipient in the urbanized area and a 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. WisDOT solicits, evaluates, and recommends elderly and individuals with disabilities mobility projects separately for FTA Section 5310 funding available to projects statewide, but outside of the urbanized areas having a population of 200,000 or more.
- 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 have developed a procedure to select projects for CMAQ funding. As part of the procedure, the staffs of the Commission, WisDOT, and WDNR independently 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 receive the highest points, which has resulted in transit projects being the highest rated projects and receiving historically over 50 percent of the available CMAQ funding in Southeastern Wisconsin. In addition, projects that do not involve reducing the use of the automobile are 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 consider 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 are forwarded to the TIP Committees for their review and consideration in recommending projects for CMAQ funding. The projects

recommended for CMAQ funding are then again forwarded to the WisDOT Secretary for final agreement.

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. The Commission staff and the Milwaukee TIP Committee together with the local governments in the Milwaukee urbanized area have since the early 1990's 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 its 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 in 2015, and changes were made by the Milwaukee TIP Committee. The changes included allocating 10 percent of the available STP-M funding for transit capital projects. The revised process was used to evaluate and recommend projects for 2019-2020 STP-M funding.

As part of these procedures, the Milwaukee TIP Committee recommended that candidate projects would 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, and the length and function of the roadway facility. In the case of capacity expansion projects (widening and new facilities), priority would as well be given based on the level of existing congestion and average crash rate, along with 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).

In terms of project eligibility, the Milwaukee TIP Committee recommended to continue its policy that CMAQ-type, safety and intersection improvement, and bridge projects, while eligible for STP-M funding, would 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 to continue 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 had 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 has recommended that no transfer of FTA Section 5307/5340 funds be made to streets and highways, and Federal law has recently been enacted to prohibit such transfer. 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.

Under the procedures developed by the Milwaukee TIP Committee, candidate resurfacing/reconditioning projects, reconstruction to same capacity projects and capacity expansion projects (widening and new facilities) would be evaluated separately. Resurfacing/reconditioning

projects and reconstruction to the same capacity projects could receive a maximum of 100 points from the four criteria. Candidate capacity expansion projects consistent with the year 2050 FCTP could receive up to a maximum of 100 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.

To assist in determining which projects under the three project types would be recommended for funding, the Milwaukee TIP 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, the proportions of STP-M funding being requested for each type of project, and the proportion requested for projects of each type having areawide significance.^a 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.

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 solicits biennially 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 county 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.
- FHWA STP Transportation Alternatives Program Funding – MAP-21 created the Transportation Alternatives Program (TAP) to fund transportation enhancement projects, recreational trail projects, safe-routes to school projects, and projects involving the construction of roadways within former Interstate System routes or other divided highways. 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 and 2016 to prioritize and recommend projects for TAP funding allocated to the Milwaukee urbanized area. Commission staff will be working with the Milwaukee TIP Committee in early 2018 to develop formal procedures—including the use of criteria—to evaluate, prioritize, and recommend projects for TAP funding allocated to the Milwaukee urbanized area. WisDOT provides a listing of the projects in Southeastern Wisconsin recommended for FHWA TAP funding that is available to projects statewide to the Commission for review and inclusion in the TIP.

FHWA Bridge Funding – Since the adoption of MAP-21 in 2012, bridge projects on the National Highway System are funded under the National Highway Performance Program and bridge projects not on the National Highway System are funded under the Surface Transportation Program (now

^a 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.

called Surface Transportation Block Grant Program), rather than a separately funded bridge program. However, the State biennial budget continues to allocate a portion of the Federal funding that the State receives for local bridge projects. WisDOT typically solicits biennially local bridge projects for FHWA funding made available statewide for local bridge replacement and rehabilitation projects. WisDOT evaluates and recommends projects for FHWA 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 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 FHWA HSIP funding. WisDOT provides a listing of the local and State safety projects in Southeastern Wisconsin recommended for FHWA HSIP funding to the Commission for review and consideration of inclusion in the TIP.

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 government or agencies. Table 1 summarizes the criteria used to determine the types of changes to the TIP that are utilized—major amendment, minor amendment, or an administrative modification.

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. Public review and comment are formally solicited for major amendments to the TIP which 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. Major amendments to the TIP that do not also require an amendment to the regional transportation system plan are noticed with a 14-day comment period on the Commission's website (www.sewrpc.org). While public review and comment is not formally solicited for the 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 may occur monthly and are generally noticed on the Commission's website during the first or second week of the month. Proposed amendments are reviewed by the five TIP Committees prior to being approved by the Commission. The Commission's public participation plan specifically requires full notification and a formal 30-day public review and comment period for any amendment to the TIP that would also require an amendment to the regional transportation plan.

Projects shown illustratively in the TIP—based on them not being funded—that are subsequently proposed for full or partial Federal funding within the four-year timeframe of the TIP would be formally programmed within the TIP through an amendment. As part of the TIP amendment, the approved funding would be included in the assessment of available funding for implementation of the programmed projects in the TIP. Amendments programming the funding for an illustrative project within the TIP would be noticed and made available to the public for review consistent with the TIP amendment process. An exception is an amendment programming the funding for an illustrative TIP project involving a major amendment to the TIP—adding/deleting a project of more than \$3 million in construction costs, adding/deleting a capacity expansion project, or significantly changing project scope, cost, or timing—that was added to the TIP through full notification and formal review and

Table 1

**TYPES OF CHANGES TO THE
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

TIP Change Type	Criteria
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 projects • 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: - o Modest changes in cost (less than \$200,000) - o Changes in non-discretionary funding sources (for example changing State funding to NHPP funding for state highway projects) - o Changes in project timing within the four years of 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.

comment by the public, as part of the biennial update of the TIP or a previous major amendment. An amendment adding such an illustrative project would be noticed on the Commission's website and sent to interested parties, similar to a minor amendment.

Administrative modifications are used for modest changes to the TIP—such as modest changes in project cost, a change in funding source, 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.

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 the Wisconsin Department of Transportation, area transit operators, and the U.S. Department of Transportation Federal Highway Administration (FHWA) and Federal Transit Administration (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. 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 on the transportation system planning necessary to guide transportation improvement programming within the Region. The adopted regional land use and transportation system 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*.

The long-range transportation plan element for the highway system recommends those arterial facilities which require preservation, those arterial facilities for which improvement—or capacity expansion—is recommended, and those new arterial facilities which are proposed as system expansion. The long-range plan element for transit recommends those transit facilities and services which should be preserved, those transit facilities and services which are recommended to be improved, and those new transit facility and service extensions and expansions which are recommended to be implemented. The long-range plan element for transportation systems management recommends demand management actions to reduce traffic demand and traffic management actions to increase the capacity of the existing transportation system at low cost and disruption. The long-range plan element for bicycle and pedestrian facilities makes recommendations for bicycle accommodations on surface arterial streets and for off-street bicycle facilities.

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 Plan (FCTP). The FCTP includes all the transportation elements of VISION 2050 except for the public transit element, which cannot be implemented within expected funds due to a gap in funding. Therefore, transit service under the FCTP would be expected to decline rather than significantly improve as proposed under VISION 2050. The FCTP is used in the determination of conformity and in the development of the TIP.

THE 2017 THROUGH 2020 TRANSPORTATION IMPROVEMENT PROGRAM

Table 2 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—2017—of the TIP are \$941,347,000; and, Federal funding sources would supply \$366,057,500; State sources, \$429,861,900; and local sources, the remaining \$145,427,600. A more detailed program cost summary by Federal aid program, area, and project category is presented for the year 2017 in Tables 3 through 5.

Appendix A presents a project-by-project listing of the transportation improvement program. 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; and the proposed Federal funding program; and the recipient or agency responsible for implementing the project. Table A-1 of Appendix A sets forth the transportation improvement program for the Milwaukee area, including Milwaukee, Ozaukee, Washington, and Waukesha Counties, one table for each county; and, Appendix Table A-2 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 nine categories: highway system preservation, highway system improvement, highway system expansion, transit system preservation, transit system improvement, transit system expansion, highway safety, environmental enhancement, and off-system highway:

- Highway Preservation: Projects which result in little or no increase in the traffic-carrying capacity of the existing arterial street system, but which 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 which involve roadway reconstruction, and include in the reconstruction an increase in the traffic carrying capacity of the existing arterial highway system, typically through the addition of traffic lanes.
- Highway Expansion: Projects which increase the traffic carrying capacity of the arterial highway system through development of new arterial streets or highways.
- Transit Preservation: Projects which are necessary to maintain the current quality and level of service on the existing transit system.
- Transit Improvement: Projects which improve the quality and level of service on the existing transit system.
- Transit Expansion: Projects which either expand the existing transit system or create new transit systems or subsystems.

Table 2

**COST SUMMARY OF PROJECTS WITHIN FIRST FOUR YEARS
OF 2017 - 2020 TRANSPORTATION IMPROVEMENT PROGRAM**

Milwaukee Area	2017	2018	2019	2020
Ozaukee County				
Federal	\$3,634,300	\$2,716,000	\$2,807,400	\$8,492,900
State	\$2,299,100	\$1,347,800	\$1,786,800	\$3,395,000
Local	\$5,406,700	\$1,878,400	\$1,480,000	\$1,360,800
Total	\$11,340,100	\$5,942,200	\$6,074,200	\$13,248,700
Milwaukee County				
Federal	\$247,512,100	\$105,684,000	\$106,085,000	\$116,972,400
State	\$341,213,700	\$250,974,200	\$194,171,900	\$203,910,000
Local	\$108,494,300	\$57,498,800	\$57,016,100	\$57,668,600
Total	\$697,220,100	\$414,157,000	\$357,273,000	\$378,551,000
Washington County				
Federal	\$2,337,100	\$13,746,800	\$29,692,500	\$4,287,800
State	\$1,811,000	\$17,312,300	\$8,423,500	\$4,930,900
Local	\$1,930,900	\$2,438,500	\$2,203,500	\$1,874,100
Total	\$6,079,000	\$33,497,600	\$40,319,500	\$11,092,800
Waukesha County				
Federal	\$69,201,300	\$21,134,700	\$21,058,700	\$5,820,700
State	\$48,371,300	\$11,344,700	\$6,852,200	\$10,447,000
Local	\$20,580,600	\$12,377,600	\$15,047,000	\$15,003,000
Total	\$138,153,200	\$44,857,000	\$42,957,900	\$31,270,700
Milwaukee Area - Subtotal				
Federal	\$322,684,800	\$143,281,500	\$159,643,600	\$135,573,800
State	\$393,695,100	\$280,979,000	\$211,234,400	\$222,682,900
Local	\$136,412,500	\$74,193,300	\$75,746,600	\$75,906,500
Total	\$852,792,400	\$498,453,800	\$446,624,600	\$434,163,200
Kenosha, Racine, Walworth Area	2017	2018	2019	2020
Kenosha County				
Federal	\$10,942,200	\$6,229,200	\$26,065,000	\$9,897,300
State	\$13,462,000	\$5,673,100	\$9,227,600	\$34,924,200
Local	\$4,914,600	\$4,253,000	\$9,325,800	\$3,459,600
Total	\$29,318,800	\$16,155,300	\$44,618,400	\$48,281,100
Racine County				
Federal	\$23,292,900	\$23,838,300	\$26,511,900	\$16,155,700
State	\$15,360,400	\$7,620,600	\$10,202,100	\$13,674,600
Local	\$2,540,800	\$8,531,200	\$2,416,900	\$3,045,100
Total	\$41,194,100	\$39,990,100	\$39,130,900	\$32,875,400
Walworth County				
Federal	\$9,137,600	\$13,648,600	\$6,944,300	\$45,713,900
State	\$7,344,400	\$5,816,900	\$1,689,400	\$25,589,200
Local	\$1,559,700	\$284,500	\$927,800	\$482,700
Total	\$18,041,700	\$19,750,000	\$9,561,500	\$71,785,800
Kenosha, Racine, Walworth Area - Subtotal				
Federal	\$43,372,700	\$43,716,100	\$59,521,200	\$71,766,900
State	\$36,166,800	\$19,110,600	\$21,119,100	\$74,188,000
Local	\$9,015,100	\$13,068,700	\$12,670,500	\$6,987,400
Total	\$88,554,600	\$75,895,400	\$93,310,800	\$152,942,300
Region Total	2017	2018	2019	2020
Federal	\$366,057,500	\$186,997,600	\$219,164,800	\$207,340,700
State	\$429,861,900	\$300,089,600	\$232,353,500	\$296,870,900
Local	\$145,427,600	\$87,262,000	\$88,417,100	\$82,893,900
Total	\$941,347,000	\$574,349,200	\$539,935,400	\$587,105,500

Table 3

**COST SUMMARY OF PROJECTS IN FIRST YEAR OF THE TRANSPORTATION
IMPROVEMENT PROGRAM—2017—BY FEDERAL AID PROGRAM AND AREA**

FTA Program	Milwaukee Area^a	Kenosha, Racine, and Walworth Area^b	Total
Section 5307	\$43,070,100	\$ 13,403,900	\$ 56,474,000
Section 5309	-	287,500	287,500
Section 5310	1,746,900	320,800	2,067,700
Section 5311	-	1,007,300	1,007,300
Section 5337	-	105,600	105,600
Section 5339	4,725,700	625,000	5,350,700
Subtotal FTA ^c	\$ 49,717,700	\$ 15,750,100	\$ 65,467,800
FHWA Program	Milwaukee Area	Kenosha, Racine, and Walworth Area	Total
NHPP	367,637,800	23,859,000	391,496,800
IH-Substitution	80,000,000	-	80,000,000
STP-B	3,969,900	989,900	4,959,800
TAP	3,406,600	51,500	3,458,100
STP-M	51,255,100	-	51,255,100
STP-O	69,949,600	23,751,900	93,701,500
HSIP	11,856,500	3,346,100	15,202,600
CMAQ	14,008,600	5,945,100	19,953,700
PL	4,069,100	-	4,069,100
Subtotal FHWA	\$606,153,200	\$ 57,943,500	\$664,096,700
Total^{d,e}	\$687,883,400	\$ 73,693,600	\$761,527,000

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 \$175,000 from a combination of Federal Transit Administration funding sources are programmed in the Milwaukee Transportation Management Area.

^d Includes \$28,400,000 in U.S. Transportation Investment Generating Economic Recovery (TIGER) grant funds programmed in the Milwaukee Transportation Management Area.

^e Includes \$3,562,500 in Federal Railroad Administration funds programmed in the Milwaukee Transportation Management Area.

Source: SEWRPC

Table 4

**COST SUMMARY OF FHWA-FUNDED PROJECTS IN THE FIRST YEAR OF THE
TRANSPORTATION IMPROVEMENT PROGRAM--2017**

Federal Funding Source		Highway System			Transit System			Off-System	Safety	Environmental Enhancement	Total
		Preservation	Improvement	Expansion	Preservation	Improvement	Expansion				
Interstate Highway - Completion or Substitution	Federal	--	--	--	--	--	44,000.0	--	--	--	44,000.0
	Local	--	--	--	--	--	36,000.0	--	--	--	36,000.0
	Total	--	--	--	--	--	80,000.0	--	--	--	80,000.0
Federal Bridge	Federal	3,019.5	--	--	--	--	--	906.1	--	--	3,925.6
	Local	791.9	--	--	--	--	--	242.3	--	--	1,034.2
	Total	3,811.4	--	--	--	--	--	1,148.4	--	--	4,959.8
Congestion Mitigation and Air Quality Improvement	Federal	--	--	--	592.0	6,027.2	2,733.3	--	--	6,560.8	15,913.3
	Local	--	--	--	148.0	1,506.8	683.3	--	--	1,702.3	4,040.4
	Total	--	--	--	740.0	7,534.0	3,416.6	--	--	8,263.1	19,953.7
Highway Safety Improvement Program	Federal	--	--	--	--	--	--	--	11,952.0	--	11,952.0
	Local	--	--	--	--	--	--	--	3,250.6	--	3,250.6
	Total	--	--	--	--	--	--	--	15,202.6	--	15,202.6
Surface Transportation Program - Milwaukee Urbanized Area	Federal	29,763.2	4,016.0	--	3,200.0	--	--	--	--	--	36,979.2
	Local	8,811.3	4,664.6	--	800.0	--	--	--	--	--	14,275.9
	Total	38,574.5	8,680.6	--	4,000.0	--	--	--	--	--	51,255.1
Surface Transportation Program - Other (Rural, Other urban & urbanized areas, discretionary)	Federal	43,559.0	29,704.1	--	--	--	--	133.3	345.6	--	73,742.0
	Local	12,124.9	7,616.5	--	--	--	--	63.7	154.4	--	19,959.5
	Total	55,683.9	37,320.6	--	--	--	--	197.0	500.0	--	93,701.5
Metropolitan Planning (PL) funds	Federal	3,255.3	--	--	--	--	--	--	--	--	3,255.3
	Local	813.8	--	--	--	--	--	--	--	--	813.8
	Total	4,069.1	--	--	--	--	--	--	--	--	4,069.1
Transportation Alternatives Program (TAP)	Federal	--	--	--	--	--	--	--	--	2,740.2	2,740.2
	Local	--	--	--	--	--	--	--	--	717.9	717.9
	Total	--	--	--	--	--	--	--	--	3,458.1	3,458.1
National Highway Performance Program	Federal	54,078.4	60,552.7	--	--	--	--	--	--	--	114,631.1
	Local	34,055.6	242,810.1	--	--	--	--	--	--	--	276,865.7
	Total	88,134.0	303,362.8	--	--	--	--	--	--	--	391,496.8
Total	Federal	133,675.4	94,272.8	--	3,792.0	6,027.2	46,733.3	1,039.4	12,297.6	9,301.0	307,138.7
	Local	56,597.5	255,091.2	--	948.0	1,506.8	36,683.3	306.0	3,405.0	2,420.2	356,958.0
	Total	190,272.9	349,364.0	--	4,740.0	7,534.0	83,416.6	1,345.4	15,702.6	11,721.2	664,096.7

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

Source: SEWRPC.

Table 5

**COST SUMMARY OF FTA-FUNDED PROJECTS IN THE FIRST
YEAR OF THE TRANSPORTATION IMPROVEMENT PROGRAM--
2017**

Federal Funding Source		Transit System			Total
		Preservation	Improvement	Expansion	
FTA Section 5307 (Urban Area Formula Program)	Federal	33,065.6	--	2,190.0	35,255.6
	Local	20,708.4	--	610.0	21,318.4
	Total	53,774.0	--	2,800.0	56,574.0
FTA Section 5309 (Capital Program)	Federal	230.0	--	--	230.0
	Local	57.5	--	--	57.5
	Total	287.5	--	--	287.5
FTA Section 5310 (Elderly and Persons with Disabilities Program)	Federal	1,560.4	--	--	1,560.4
	Local	507.3	--	--	507.3
	Total	2,067.7	--	--	2,067.7
FTA Section 5339 (Bus and Bus Facilities Formula Program)	Federal	4,300.5	--	--	4,300.5
	Local	1,125.2	--	--	1,125.2
	Total	5,425.7	--	--	5,425.7
FTA Section 5311 (Nonurban Area Formula Program)	Federal	434.3	--	--	434.3
	Local	573.0	--	--	573.0
	Total	1,007.3	--	--	1,007.3
FTA Section 5337 (State of Good Repair)	Federal	88.0	--	--	88.0
	Local	17.6	--	--	17.6
	Total	105.6	--	--	105.6
Total	Federal	39,678.8	--	2,190.0	41,868.8
	Local	22,989.0	--	610.0	23,599.0
	Total	62,667.8	--	2,800.0	65,467.8

Note: Local match includes State funding. Costs are provided 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 which, while materially reducing air, noise, or visual pollution, do not significantly affect highway system operation or capacity.
- Highway Off-System: Projects on streets or highways which are not on the arterial street and highway system and are candidates for special Federal funding.

Figure 2 graphically presents the proposed expenditures in the first year of the TIP—2017—by each of the nine 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 2. These include the following:

- The proportion of financial resources programmed for 2017 to be devoted to the preservation of the existing transportation facilities and services—both highway and transit—is about \$430 million, or 45.7 percent in the Region. It should be noted that none of the projects included in the TIP 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 2017 are approximately \$352 million, or 37.4 percent of total expenditures. (It should be noted that much of the cost of a highway improvement project is attendant to reconstruction of the existing highway facility. The cost of additional traffic lanes provided may only represent 10 to 20 percent of the total costs of a highway improvement project.) About 83.5 percent or \$294 million of the total \$352 million of programmed expenditures for highway improvement projects in Southeastern Wisconsin in 2017 is programmed for two projects: the reconstruction of the Zoo Interchange in Milwaukee County and the reconstruction of IH 94 from the Mitchell Interchange to the Wisconsin State line. There are no programmed expenditures for highway expansion projects in 2017.
- About \$281 million, or 29.9 percent of total financial resources in 2017 is devoted to public transit projects. Public transit ridership represents about two percent of all person trips made on an average weekday in Southeastern Wisconsin. Of the total year 2017 programmed resources for public transit, \$159 million, or 56.5 percent is for preservation, and \$8 million, or 2.7 percent, and \$115 million, or 40.8 percent for service improvement and service expansion, respectively.

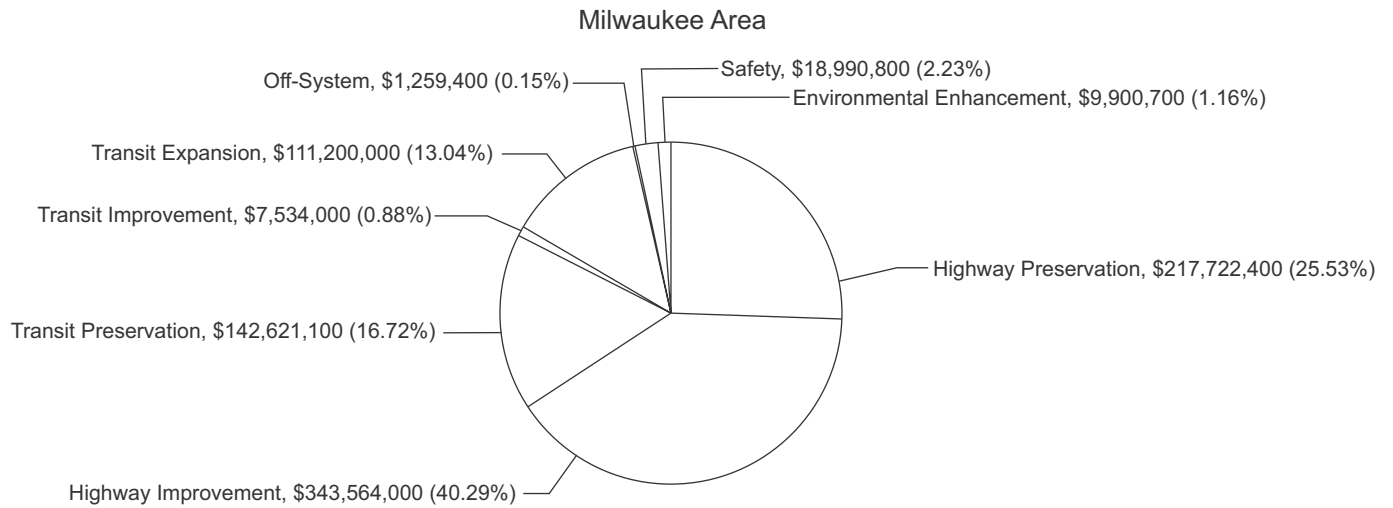
Similar programmed funding patterns exist for the full four years of the 2017-2020 TIP. About \$1.80 billion or 68.1 percent of the total \$2.64 billion 2017-2020 programmed funding is for highways. Of the total 2017-2020 programmed resources for highways, \$847 million or 47.1 percent is for highway preservation, \$948 million or 52.7 percent is for highway improvement, and about \$3 million or 0.2 percent is for highway expansion. About \$753 million or 28.5 percent of the 2017-2020 programmed funding is for transit. Of the total 2017-2020 programmed resources for transit, \$603 million or 80.0 percent is for transit preservation, \$21 million or 2.8 percent is for transit improvement, and \$129 million or 17.2 percent is for transit expansion.

STATUS OF PROJECTS IDENTIFIED WITHIN ANNUAL ELEMENT OF THE 2015 THROUGH 2018 TRANSPORTATION IMPROVEMENT PROGRAM

Appendix B of the transportation improvement program reports on the status of projects contained within the 2015-2018 transportation improvement program. These projects have been completed; are underway having been initiated prior to or during the time period of the 2015-2018 transportation improvement program and are intended to continue or be completed within the time period of this 2017-2020 transportation improvement program as part of the established sequence of project development (especially complex multi-stage projects); are on- schedule to be

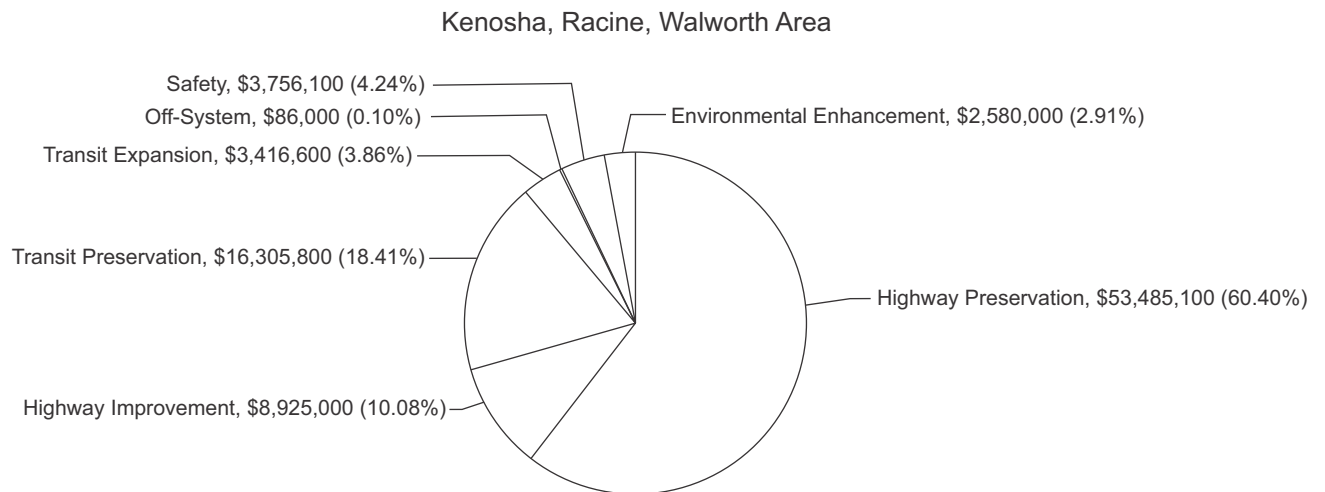
Figure 2

**DISTRIBUTION OF EXPENDITURES IN 2017 OF THE
2017 THROUGH 2020 TRANSPORTATION IMPROVEMENT PROGRAM BY PROJECT CATEGORY**



NOTE: For 2017, no expenditures are expected to be incurred for highway expansion.

Total: \$852,792,000



NOTE: For 2017, no expenditures are expected to be incurred for highway expansion or transit improvement.

Total: \$88,554,600

Source: SEWRPC.

initiated during the time period of the 2017-2020 TIP; were deferred from the 2015-2018 TIP and contained in the 2017-2020 TIP; have been dropped from the 2017-2020 TIP due to the project no longer being considered for implementation or the project being combined with another project in the 2017-2020 TIP; or that were programmed in the 2015-2018 TIP, but have no work scheduled until beyond the last year of the 2017-2020 TIP.

SUMMARY

This transportation improvement program sets forth, in tabular format in Appendix A, the list of projects for improving transportation facilities and services proposed for the years 2017 through 2020 by State and local governments within southeastern Wisconsin. All projects have been determined to be in conformance with the adopted regional transportation system plan.

* * *

APPENDICES

APPENDIX A

2017 THROUGH 2020 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, 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)

CMAQ	Congestion Mitigation and Air Quality Improvement Funds
COMB	Combination of FHWA and FTA Funds
FTA 5303	FTA Section 5303 Funds--Metropolitan Planning Program
FTA 5307	FTA Section 5307 Funds--Urban Formula Program
FTA 5309	FTA Section 5309 Funds--Capital Program
FTA 5310	FTA Section 5310 Funds--Elderly and Persons with Disabilities Program
FTA 5311	FTA Section 5311 Funds--Nonurban Area Formula Program
FTA 5313/5314	FTA Section 5313/5314 Funds--State Planning and Research Program
FTA 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
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 Urban Development Action 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)
SIB	State Investment Bank 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)
TAP	Transportation Alternatives Program
TEA	Transportation Economic Assistance
TIGER	U.S. DOT Transportation Investment Generating Economic Recovery Program

Project No.

1	Project number for project in 2017-2020 TIP
(1)	2015-2018 TIP project number for project contained in 2017-2020 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
EE	Environmental Enhancement
HS	Highway Safety
OH	Off Arterial Highway System

Cost

PE	Preliminary engineering
ROW	Right-of-way
CONST	Construction
OTHER	Purchase and/or installation of equipment, 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.

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	1	CONTINUATION OF THE REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	--	--	--	--		
	OTHER				4,069.1	4,069.1	4,069.1	4,069.1	--		
	(2)			SOURCE OF FUNDS PL	TOTAL	4,069.1	4,069.1	4,069.1	4,069.1	--	
					LOCAL STATE	610.9	610.9	610.9	610.9	--	
FEDERAL		202.9	202.9		202.9	202.9	--				
8000180											
	2	INSTALLATION OF NEW AND REPLACEMENT SIGNALS AT VARIOUS LOCATIONS IN SE WISCONSIN	HP	DETAIL COSTS	PE	420.0	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				2,500.0	250.0	250.0	250.0	--		
	OTHER				--	--	--	--	--		
	(3)			SOURCE OF FUNDS	TOTAL	2,920.0	250.0	250.0	250.0	--	
					LOCAL STATE	--	--	--	--	--	
FEDERAL		2,920.0	250.0		250.0	250.0	--				
8000046											
	3	INSPECTION OF VARIOUS BRIDGES IN MILWAUKEE, WAUKESHA, KENOSHA, RACINE, WALWORTH AND WASHINGTON COUNTIES	HP	DETAIL COSTS	PE	200.0	200.0	200.0	200.0	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	--	--	--	--		
	OTHER				--	--	--	--	--		
	(4)			SOURCE OF FUNDS	TOTAL	200.0	200.0	200.0	200.0	--	
					LOCAL STATE	--	--	--	--	--	
FEDERAL		200.0	200.0		200.0	200.0	--				
8000074											
	4	CRACK REPAIR AND SEALING ALONG VARIOUS LOCATIONS IN SOUTHEASTERN WISCONSIN	HP	DETAIL COSTS	PE	50.0	50.0	50.0	50.0	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				1,080.0	1,080.0	1,080.0	1,080.0	--		
	OTHER				--	--	--	--	--		
	(5)			SOURCE OF FUNDS	TOTAL	1,130.0	1,130.0	1,130.0	1,130.0	--	
					LOCAL STATE	--	--	--	--	--	
FEDERAL		1,130.0	1,130.0		1,130.0	1,130.0	--				
8009423	4890-00-00										
	5	REPLACEMENT AND REPAIR OF SIGN BRIDGES WITHIN SOUTHEASTERN WISCONSIN	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				780.0	500.0	500.0	500.0	--		
	OTHER				--	--	--	--	--		
	(6)			SOURCE OF FUNDS	TOTAL	780.0	500.0	500.0	500.0	--	
					LOCAL STATE	--	--	--	--	--	
FEDERAL		780.0	500.0		500.0	500.0	--				
8000189	1000-20-67										
	6	BRIDGE MAINTENANCE AT VARIOUS LOCATIONS IN SE WISCONSIN	HP	DETAIL COSTS	PE	75.0	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	--	550.0	--	--		
	OTHER				--	--	--	--	--		
	(7)			SOURCE OF FUNDS	TOTAL	75.0	--	550.0	--	--	
					LOCAL STATE	--	--	--	--	--	
FEDERAL		75.0	--		550.0	--	--				
8000153	1000-09-03										
	7	RAILROAD SURFACE CROSSING REPAIRS AT VARIOUS LOCATIONS IN SOUTHEASTERN WISCONSIN	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	--	--	--	--		
	OTHER				300.0	300.0	300.0	300.0	--		
	(435)			SOURCE OF FUNDS	TOTAL	300.0	300.0	300.0	300.0	--	
					LOCAL STATE	45.0	45.0	45.0	45.0	--	
FEDERAL		255.0	255.0		255.0	255.0	--				
8009682	2791-01-50										
	8	PAVEMENT MARKING WITHIN SOUTHEASTERN WISCONSIN	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				1,200.0	1,200.0	1,200.0	1,200.0	--		
	OTHER				--	--	--	--	--		
	(7)			SOURCE OF FUNDS STP-O	TOTAL	1,200.0	1,200.0	1,200.0	1,200.0	--	
					LOCAL STATE	--	--	--	--	--	
FEDERAL		240.0	240.0		240.0	240.0	--				
8009778	1000-77-13										

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	9 (11)	REHABILITATION OF BRIDGES ALONG IH 43 FROM FOREST HOME AVE TO 68TH ST IN THE CITY OF GREENFIELD (0.72 MI) 80094931090-31-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	5,700.0	--	--	
					OTHER	--	--	500.0	--	--	
				TOTAL	--	--	6,200.0	--	--		
				SOURCE OF FUNDS NHPP	LOCAL	--	--	--	--		
STATE	--	--	1,240.0		--	--					
	FEDERAL	--	--	4,960.0	--	--					
	TOTAL	--	--	6,200.0	--	--					
	10 (12)	BRIDGE DECK OVERLAY OF THE IH 43 BRIDGE AT VIRGINIA ST (B40-285) IN THE CITY OF MILWAUKEE (0.28 MI) 80094641228-21-01	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	12,900.0	--	--	--	--	
					OTHER	750.0	--	--	--	--	
				TOTAL	13,650.0	--	--	--	--		
				SOURCE OF FUNDS NHPP	LOCAL	--	--	--	--		
STATE	2,730.0	--	--		--	--					
	FEDERAL	10,920.0	--	--	--	--					
	TOTAL	13,650.0	--	--	--	--					
	11 (13)	REHABILITATION OF BRIDGES ALONG IH 43 FROM W WISCONSIN AVE TO W WALNUT ST IN THE CITY OF MILWAUKEE (0.97 MI) 80094891228-28-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	4,256.0	--	--	
					OTHER	--	--	300.0	--	--	
				TOTAL	--	--	4,556.0	--	--		
				SOURCE OF FUNDS NHPP	LOCAL	--	--	--	--		
STATE	--	--	911.2		--	--					
	FEDERAL	--	--	3,644.8	--	--					
	TOTAL	--	--	4,556.0	--	--					
	12 (12)	REPLACEMENT OF IH 43 BRIDGES FROM BENDER RD TO NORTH MILWAUKEE COUNTY LINE IN MILWAUKEE COUNTY 80010251228-18-01	HP	DETAIL COSTS	PE	1,600.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	22,302.5	
					OTHER	--	--	--	--	--	
				TOTAL	1,600.0	--	--	--	22,302.5		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
STATE	1,600.0	--	--		--	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	1,600.0	--	--	--	--					
	13 (13)	BRIDGE DECK OVERLAY OF THE IH 43 BRIDGES FROM HAMPTON AVE TO BENDER RD IN MILWAUKEE COUNTY 80010241228-22-02	HP	DETAIL COSTS	PE	600.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	7,720.0	
					OTHER	--	--	--	--	--	
				TOTAL	600.0	--	--	--	7,720.0		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
STATE	600.0	--	--		--	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	600.0	--	--	--	--					
	14 (17)	REHABILITATION OF BRIDGES ALONG IH 94 IN THE MARQUETTE INTERCHANGE 80094851060-28-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	23,100.0	--	--	--	--	
					OTHER	500.0	--	--	--	--	
				TOTAL	23,600.0	--	--	--	--		
				SOURCE OF FUNDS NHPP	LOCAL	--	--	--	--		
STATE	4,720.0	--	--		--	--					
	FEDERAL	18,880.0	--	--	--	--					
	TOTAL	23,600.0	--	--	--	--					
	15 (565)	MAINTENANCE OVERLAY ON IH 94 FROM RAWSON AVE TO S 13TH ST IN MILWAUKEE COUNTY (3.56 MI) 80099091030-43-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	2,200.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	2,200.0	--	--	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
STATE	--	2,200.0	--		--	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	--	2,200.0	--	--	--					
	16 (16)	RESURFACING OF LAKE PARKWAY (STH 794) FROM E LINCOLN AVE TO S PENNSLYVANIA AVE IN MILWAUKEE COUNTY (3.82 MI) 80002481300-03-72	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	20,020.0	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	20,020.0	--		
				SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--		
STATE	--	--	--		4,004.0	--					
	FEDERAL	--	--	--	16,016.0	--					
	TOTAL	--	--	--	20,020.0	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	17	BRIDGE REHABILITATION OF THE BELOIT RD AND 92ND ST BRIDGES AND BRIDGE REPLACEMENT OF THE LINCOLN AVE AND HOWARD AVE BRIDGES OVER THE ZOO FREEWAY (IH 894)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	4,295.0	--	4,950.0	
					OTHER	--	--	750.0	--	200.0	
				TOTAL	--	--	5,045.0	--	5,150.0		
				SOURCE OF FUNDS NHPP	LOCAL	--	--	--	--		
STATE	--	--	1,009.0		--						
	FEDERAL	--	--	4,036.0	--						
	TOTAL	--	--	5,045.0	--						
	18	INTERSECTION MODIFICATIONS AT SWAN BLVD AND DISCOVERY PKWY IN THE CITY OF WAUWATOSA (0.02 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	2,392.8	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	2,392.8	--	--		
				SOURCE OF FUNDS	LOCAL	--	--	1,794.6	--		
STATE	--	--	598.2		--						
	FEDERAL	--	--	--	--						
	TOTAL	--	--	2,392.8	--						
	19	BRIDGE REHABILITATION OF THE WELLS ST (USH 18) BRIDGE AT THE MILWAUKEE RIVER B40-544 (0.09 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	5,860.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	5,860.0	--	--	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--		
STATE	1,172.0	--	--		--						
	FEDERAL	4,688.0	--	--	--						
	TOTAL	5,860.0	--	--	--						
	20	RECONSTRUCTION OF W WISCONSIN AVE (USH 18) FROM N 38TH ST TO N 35TH ST IN THE CITY OF MILWAUKEE (0.3 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	1,725.0	--	--	--	
					OTHER	--	150.0	--	--	--	
				TOTAL	--	1,875.0	--	--	--		
				SOURCE OF FUNDS NHPP	LOCAL	--	85.0	--	--		
STATE	--	413.6	--		--						
	FEDERAL	--	1,376.4	--	--						
	TOTAL	--	1,875.0	--	--						
	21	RESURFACING OF WELLS ST (USH 18) FROM 6TH ST TO BROADWAY IN THE CITY OF MILWAUKEE (0.56 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	1,380.0	--	--	--	--	
					OTHER	500.0	--	--	--	--	
				TOTAL	1,880.0	--	--	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	102.2	--	--	--		
STATE	696.8	--	--		--						
	FEDERAL	1,081.0	--	--	--						
	TOTAL	1,880.0	--	--	--						
	22	RECONSTRUCTION OF USH 45/STH 100 (108TH ST) FROM W COLLEGE AVE TO LAYTON AVE IN THE VILLAGE OF HALES CORNERS (2.0 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	21,450.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	21,450.0	--	--	--	--		
				SOURCE OF FUNDS NHPP	LOCAL	32.2	--	--	--		
STATE	19,276.0	--	--		--						
	FEDERAL	2,141.8	--	--	--						
	TOTAL	21,450.0	--	--	--						
	23	MAINTENANCE OVERLAY OF STH 36 (LOOMIS RD) FROM 51ST ST TO BARTEL DR AND PLAINFIELD AVE TO FARDALE AVE IN THE CITY OF GREENFIELD (1.16 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	2,875.0	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	2,875.0	--	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
STATE	--	--	2,875.0		--						
	FEDERAL	--	--	--	--						
	TOTAL	--	--	2,875.0	--						
	24	RECONSTRUCTION OF S HOWELL AVE (STH 38) FROM LAYTON AVE (CTH Y) TO W GRANGE AVE IN THE CITY OF MILWAUKEE (0.80 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	4,840.0	--	--	--	
					OTHER	--	525.0	--	--	--	
				TOTAL	--	5,365.0	--	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--		
STATE	--	1,493.0	--		--						
	FEDERAL	--	3,872.0	--	--						
	TOTAL	--	5,365.0	--	--						

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	25 (37)	RECONSTRUCTION OF STH 38 (S CHASE AVE) FROM OHIO AVE TO LINCOLN AVE IN THE CITY OF MILWAUKEE (1.37 MI) 80097472060-00-76	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	6,160.0	--	--	--	
					OTHER	--	341.0	--	--	--	
				TOTAL	--	6,501.0	--	--	--		
SOURCE OF FUNDS STP-O	LOCAL	--	292.0	--	--	--					
	STATE	--	1,310.3	--	--	--					
	FEDERAL	--	4,898.7	--	--	--					
	TOTAL	--	6,501.0	--	--	--					
	26 (529)	REPLACEMENT OF THE CHASE AVE (STH 38) BRIDGE OVER THE UNION PACIFIC RAILROAD (B40-571) IN THE CITY OF MILWAUKEE 80094002060-18-00	HP	DETAIL COSTS	PE	480.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	4,625.0	
					OTHER	--	--	--	--	--	
				TOTAL	480.0	--	--	--	4,625.0		
SOURCE OF FUNDS	LOCAL	120.0	--	--	--	--					
	STATE	360.0	--	--	--	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	480.0	--	--	--	--					
	27	RESURFACING OF STH 100 (BROWN DEER RD) FROM 91ST ST TO DEERBOOK TRAIL IN MILWAUKEE COUNTY (3.19 MI) 80010292150-00-71	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	11,880.0	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	11,880.0	--		
SOURCE OF FUNDS NHPP	LOCAL	--	--	--	--	--					
	STATE	--	--	--	2,376.0	--					
	FEDERAL	--	--	--	9,504.0	--					
	TOTAL	--	--	--	11,880.0	--					
	28	MAINTENANCE OVERLAY OF STH 100 (RYAN RD/ST MARTINS RD) FROM 60TH ST TO STH 36 (LOOMIS RD) IN THE CITY OF FRANKLIN (3.00 MI) 80001152040-15-30	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	1,710.0	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	1,710.0	--		
SOURCE OF FUNDS	LOCAL	--	--	--	--	--					
	STATE	--	--	--	1,710.0	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	--	--	--	1,710.0	--					
	29	BRIDGE DECK REPLACEMENT OF RYAN RD (STH 100) OVER THE UP RR IN THE CITY OF OAK CREEK 80001552040-20-00	HP	DETAIL COSTS	PE	138.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	1,265.0	
					OTHER	--	--	--	--	--	
				TOTAL	138.0	--	--	--	1,265.0		
SOURCE OF FUNDS	LOCAL	--	--	--	--	--					
	STATE	138.0	--	--	--	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	138.0	--	--	--	--					
	30 (530)	MAINTENANCE OVERLAY OF STH 100 FROM LAYTON AVE TO IH 94 IN THE CITIES OF WEST ALLIS AND GREENFIELD (4.76 MI) 80094012030-13-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	9,900.0	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	9,900.0	--	--		
SOURCE OF FUNDS	LOCAL	--	--	--	--	--					
	STATE	--	--	9,900.0	--	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	--	--	9,900.0	--	--					
	31	RECONSTRUCTION OF THE STH 119 RAMPS AT HOWELL AVE IN THE CITY OF MILWAUKEE (0.21 MI) 80001162015-10-01	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	50.0	2,160.4	
				TOTAL	--	--	--	50.0	2,160.4		
SOURCE OF FUNDS	LOCAL	--	--	--	--	--					
	STATE	--	--	--	50.0	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	--	--	--	50.0	--					
	32 (479)	BRIDGE REHABILITATION OF THE STH 119 BRIDGES AT STH 38 (B40-484/B40-485), 14TH ST (B40-838/B40-839), 13TH ST (B40-840/B40-841), 6TH ST (B40-844/B40-845), AND THE HIAWATHA RR (B40-842/B40-843) IN THE CITY OF MILWAUKEE 80089962015-02-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	1,738.8	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	1,738.8	--		
SOURCE OF FUNDS	LOCAL	--	--	--	--	--					
	STATE	--	--	--	1,738.8	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	--	--	--	1,738.8	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	33 (480)	BRIDGE REHABILITATION OF THE LEON TERR BRIDGE OVER THE MENOMONEE RIVER (B40-273), STH 145 BRIDGE OVER FLAGG AVE (B40-278 & B40-279), AND GRANTOSA DR BRIDGE OVER STH 145 (B40-280 & B40-281) IN THE CITY OF MILWAUKEE 80089971360-11-00	HP	DETAIL COSTS	PE	1,075.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	10,292.5	--	
					OTHER	--	--	--	--	--	
				TOTAL	1,075.0	--	--	10,292.5	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
STATE	1,075.0	--	--		10,292.5						
FEDERAL	--	--	--		--						
TOTAL	1,075.0	--	--		10,292.5						
	34 (480)	BRIDGE DECK REPLACEMENT OF FOND DU LAC AVE (STH 145) AT GOOD HOPE RD AND 107TH ST IN THE CITY OF MILWAUKEE (B-40-250, B-40-251, & B-40-252) 80001581360-12-00	HP	DETAIL COSTS	PE	762.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	6,985.0	
					OTHER	--	--	--	--	--	
				TOTAL	762.0	--	--	--	6,985.0		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
STATE	762.0	--	--		--						
FEDERAL	--	--	--		--						
TOTAL	762.0	--	--		--						
	35 (480)	BRIDGE DECK REPLACEMENT OF FOND DU LAC AVE (STH 145) AT SILVER SPRING DR AND 76TH ST IN THE CITY OF MILWAUKEE (B-40-253, B-40-254, B-40-255, & B-40-256) 80001541360-13-00	HP	DETAIL COSTS	PE	1,063.2	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	9,746.0	
					OTHER	--	--	--	--	--	
				TOTAL	1,063.2	--	--	--	9,746.0		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
STATE	1,063.2	--	--		--						
FEDERAL	--	--	--		--						
TOTAL	1,063.2	--	--		--						
	36 (481)	REHABILITATION OF THE STH 175 BRIDGE OVER STATE ST (B-40-63 & B-40-64) IN THE CITY OF MILWAUKEE 80089981350-03-00	HP	DETAIL COSTS	PE	650.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	5,980.0	
					OTHER	--	--	--	--	--	
				TOTAL	650.0	--	--	--	5,980.0		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
STATE	650.0	--	--		--						
FEDERAL	--	--	--		--						
TOTAL	650.0	--	--		--						
	37 (42)	RECONSTRUCTION OF STH 181 (GLENVIEW AVE) FROM DANA ST TO BLUEMOUND RD IN THE CITY OF MILWAUKEE (0.38 MI) 80097452165-00-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	268.0	--	--	--	
					CONST	--	--	--	--	2,030.0	
					OTHER	--	--	--	--	--	
				TOTAL	--	268.0	--	--	2,030.0		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
STATE	--	268.0	--		--						
FEDERAL	--	--	--		--						
TOTAL	--	268.0	--		--						
	38 (482)	BRIDGE REHABILITATION OF THE STH 181/76TH ST BRIDGE OVER THE UP RR (B40-380/381), THE STH 175 BRIDGE OVER MENOMONEE RIVER (B40-402), AND THE STH 100 BRIDGE OVER MILWAUKEE RIVER (B40-504/505) IN MILWAUKEE COUNTY 80089892967-17-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	5,500.0	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	5,500.0	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
STATE	--	--	--		5,500.0						
FEDERAL	--	--	--		--						
TOTAL	--	--	--		5,500.0						
	39 (480)	BRIDGE DECK OVERLAY OF THE CAPITOL DR (STH 190) BRIDGE OVER THE MENOMONEE RIVER IN THE CITY OF WAUWATOSA (B-40-335) 80001572025-20-00	HP	DETAIL COSTS	PE	100.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	814.0	
					OTHER	--	--	--	--	--	
				TOTAL	100.0	--	--	--	814.0		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
STATE	100.0	--	--		--						
FEDERAL	--	--	--		--						
TOTAL	100.0	--	--		--						
	40 (467)	BRIDGE REPLACEMENT OF THE STH 190 AND PORT WASHINGTON RD BRIDGE (B40-0219) IN THE CITY OF MILWAUKEE 80010512025-19-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	3,472.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	3,472.0	--	--	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
STATE	--	--	--		--						
FEDERAL	--	694.4	--		--						
NHPP	--	2,777.6	--		--						
TOTAL	--	3,472.0	--	--	--						

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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	41	RECONSTRUCTION OF 27TH ST (STH 241) FROM 8 MILE RD TO ELM RD IN THE CITIES OF OAK CREEK AND FRANKLIN (0.48 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	450.0	--	--	--	
					CONST	--	--	--	--	--	
				OTHER	--	--	--	200.0	13,055.8		
				TOTAL	--	450.0	--	200.0	13,055.8		
SOURCE OF FUNDS	LOCAL	--	--	--	--						
	STATE	--	450.0	--	200.0						
	FEDERAL	--	--	--	--						
	TOTAL	--	450.0	--	200.0						
	42	IMPROVEMENTS AT INTERSECTIONS OF W NORTH AVE WITH N 118TH ST AND N 116TH ST AS PART OF THE ZOO INTERCHANGE PROJECT IN THE CITY OF WAUWATOSA	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	404.0	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	404.0	--	--	--	--		
SOURCE OF FUNDS	LOCAL	404.0	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	404.0	--	--	--						
	43	REDECKING OF WATERTOWN PLANK ROAD BRIDGE OVER UNDERWOOD CREEK IN THE CITY OF WAUWATOSA (0.1 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	5,060.0	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	5,060.0	--	--	--	--		
SOURCE OF FUNDS	LOCAL	--	--	--	--						
	STATE	1,012.0	--	--	--						
	FEDERAL	4,048.0	--	--	--						
	TOTAL	5,060.0	--	--	--						
	44	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF IH 94 (EAST-WEST FREEWAY) FROM 70TH ST TO 16TH ST IN THE CITY OF MILWAUKEE (3.5 MI)	HI	DETAIL COSTS	PE	--	22,300.0	--	27,700.0	--	NON-EXEMPT
					ROW	--	--	--	27,000.0	--	
					CONST	--	--	--	--	--	
				OTHER	--	10,000.0	--	13,000.0	--		
				TOTAL	--	32,300.0	--	67,700.0	--		
SOURCE OF FUNDS	LOCAL	--	--	--	--						
	STATE	--	32,300.0	--	67,700.0						
	FEDERAL	--	--	--	--						
	TOTAL	--	32,300.0	--	67,700.0						
	45	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF IH 94 FROM THE ILLINOIS STATE LINE TO THE MITCHELL INTERCHANGE IN MILWAUKEE, RACINE, AND KENOSHA COUNTIES (32.50 MI)	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	--	350.0	--	--	--	
					CONST	87,968.4	119,342.7	143,280.1	97,783.5	6,245.0	
				OTHER	1,250.0	--	200.0	300.0	--		
				TOTAL	89,218.4	119,692.7	143,480.1	98,083.5	6,245.0		
SOURCE OF FUNDS	LOCAL	11.7	--	--	--						
	STATE	64,174.0	94,533.9	108,373.9	43,296.4						
	FEDERAL	25,032.7	25,158.8	35,106.2	54,787.1						
	TOTAL	89,218.4	119,692.7	143,480.1	98,083.5						
	46	RECONSTRUCTION OF THE ZOO INTERCHANGE AND APPROACHES ON IH 94, IH 894 AND USH 45 IN MILWAUKEE COUNTY	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	--	--	--	--	--	
					CONST	204,429.0	2,140.0	918.0	535.0	--	
				OTHER	790.4	80.0	--	--	--		
				TOTAL	205,219.4	2,220.0	918.0	535.0	--		
SOURCE OF FUNDS	LOCAL	407.0	--	--	--						
	STATE	169,292.4	2,220.0	918.0	535.0						
	FEDERAL	35,520.0	--	--	--						
	TOTAL	205,219.4	2,220.0	918.0	535.0						
	47	RESURFACING OF IH 41/43/894 FROM 84TH ST TO LINCOLN AVE AND THE RESTRIPIING OF IH 41/894 TO PROVIDE 8 THROUGH LANES BETWEEN THE HALE INTERCHANGE AND LINCOLN AVE IN MILWAUKEE COUNTY (4.0 MI)	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	45,000.0	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	45,000.0	--	--	--		
SOURCE OF FUNDS	LOCAL	--	--	--	--						
	STATE	--	45,000.0	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	--	45,000.0	--	--						
	48	MARKETING AMTRAK'S HIAWATHA SERVICES FROM MILWAUKEE AND CHICAGO (INCLUDING SOCIAL MEDIA AND TRADITIONAL ADVERTISING IN MILWAUKEE AND CHICAGO)-PHASE V	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
				OTHER	700.0	--	--	--	--		
				TOTAL	700.0	--	--	--	--		
SOURCE OF FUNDS	LOCAL	140.0	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	560.0	--	--	--						
	TOTAL	700.0	--	--	--						

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	49	OCR RAILROAD SAFETY IMPROVEMENT PROJECTS IN SE REGION (LIST AVAILABLE UPON REQUEST) 8009962	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				1,500.0	1,500.0	1,500.0	1,500.0	--		
	OTHER				--	--	--	--	--		
	TOTAL			1,500.0	1,500.0	1,500.0	1,500.0	--			
	SOURCE OF FUNDS HSIP			LOCAL	--	--	--	--	--		
STATE		525.0	525.0	525.0	525.0	--					
FEDERAL		975.0	975.0	975.0	975.0	--					
TOTAL		1,500.0	1,500.0	1,500.0	1,500.0	--					
	50	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 STP-O			LOCAL	--	--	--	--	--		
STATE		154.4	154.4	154.4	154.4	--					
FEDERAL		345.6	345.6	345.6	345.6	--					
TOTAL		500.0	500.0	500.0	500.0	--					
	51	ELIMINATION OF RAILROAD CROSSINGS AT HAZARDOUS LOCATIONS WITHIN THE SE REGION 8009720	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	--	--	--	--		
	OTHER				30.0	30.0	30.0	30.0	--		
	TOTAL			30.0	30.0	30.0	30.0	--			
	SOURCE OF FUNDS HSIP			LOCAL	--	--	--	--	--		
STATE		--	--	--	--	--					
FEDERAL		30.0	30.0	30.0	30.0	--					
TOTAL		30.0	30.0	30.0	30.0	--					
	52	REPLACE WARNING DEVICE EQUIPMENT AT VARIOUS RR CROSSINGS IN SOUTHEASTERN WISCONSIN (LIST AVAILABLE UPON REQUEST) 8008992 2380-03-50	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	300.0	--	--	--		
	OTHER				--	--	--	--	--		
	TOTAL			--	300.0	--	--	--			
	SOURCE OF FUNDS HSIP			LOCAL	--	150.0	--	--	--		
STATE		--	--	--	--	--					
FEDERAL		--	150.0	--	--	--					
TOTAL		--	300.0	--	--	--					
	53	HIGH FRICTION SURFACE TREATMENT TO THE IH 94 BRIDGES IN THE STADIUM INTERCHANGE, AT THE MINERAL ST/STH 59/WALKER ST INTERCHANGE, AND OVER KRAUT RD IN MILWAUKEE AND RACINE COUNTIES 8001053 1030-06-04	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				960.2	--	--	--	--		
	OTHER				--	--	--	--	--		
	TOTAL			960.2	--	--	--	--			
	SOURCE OF FUNDS HSIP			LOCAL	--	--	--	--	--		
STATE		96.0	--	--	--	--					
FEDERAL		864.2	--	--	--	--					
TOTAL		960.2	--	--	--	--					
	54	SAFETY IMPROVEMENTS ON STH 190 AT IH 41/USH 45 IN MILWAUKEE COUNTY 8009403 1360-09-01	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				1,500.0	--	--	--	--		
	OTHER				--	--	--	--	--		
	TOTAL			1,500.0	--	--	--	--			
	SOURCE OF FUNDS HSIP			LOCAL	--	--	--	--	--		
STATE		150.0	--	--	--	--					
FEDERAL		1,350.0	--	--	--	--					
TOTAL		1,500.0	--	--	--	--					
	55	HIGH FRICTION SURFACE TREATMENT TO THE USH 45 BRIDGES AT W BURLEIGH ST IN MILWAUKEE COUNTY 8001052 1100-05-01	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				191.4	--	--	--	--		
	OTHER				--	--	--	--	--		
	TOTAL			191.4	--	--	--	--			
	SOURCE OF FUNDS HSIP			LOCAL	--	--	--	--	--		
STATE		19.2	--	--	--	--					
FEDERAL		172.2	--	--	--	--					
TOTAL		191.4	--	--	--	--					
	56	IMPROVEMENTS AT INTERSECTION OF STH 24 (FOREST HOME AVE) AND 92ND ST IN THE CITY OF GREENFIELD 8009399 2120-16-00	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	--	1,179.4	--	--		
	OTHER				--	--	--	--	--		
	TOTAL			--	--	1,179.4	--	--			
	SOURCE OF FUNDS HSIP			LOCAL	--	--	--	--	--		
STATE		--	--	117.9	--	--					
FEDERAL		--	--	1,061.5	--	--					
TOTAL		--	--	1,179.4	--	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	57 (55)	SHOULDER IMPROVEMENTS ON STH 32 (CHICAGO RD) FROM FOREST HILL AVE TO PUETZ RD IN THE CITY OF OAK CREEK (0.5 MI) 80094262375-07-00	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	571.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	571.0	--	--	--	--		
				SOURCE OF FUNDS HSIP	LOCAL	--	--	--	--	--	
					STATE	154.0	--	--	--	--	
					FEDERAL	417.0	--	--	--	--	
					TOTAL	571.0	--	--	--	--	
	58 (56)	SAFETY IMPROVEMENTS ALONG STH 100 FROM HOWARD AVE TO BELOIT RD IN THE CITY OF GREENFIELD (0.11 MI) 80094732030-04-05	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	1,149.7	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	1,149.7	--	--	--	--		
				SOURCE OF FUNDS HSIP	LOCAL	--	--	--	--	--	
					STATE	208.3	--	--	--	--	
					FEDERAL	941.4	--	--	--	--	
					TOTAL	1,149.7	--	--	--	--	
	59 (547)	CONSTRUCTION OF A MULTI-USE PATH ON THE N SIDE OF USH 45 FROM SWAN BLVD TO WIL-O-WAY UNDERWOOD REC CENTER, INCLUDING RELOCATION OF SANITARY SEWER ON THE S SIDE FROM THE UP RR TO GILBERT AVE, IN MILWAUKEE COUNTY (0.2 MI) 80089801060-34-76	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	759.5	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	759.5	--	--	--	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
					STATE	759.5	--	--	--	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	759.5	--	--	--	--	
WISCONSIN DNR	60 (57)	CONSTRUCTION OF CONNECTIONS TO THE HANK AARON STATE TRAIL (ALONG HWY 100, BLUEMOUND RD, AND 72ND ST) 80100071693-37-03	EE	DETAIL COSTS	PE	87.8	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	372.1	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	87.8	372.1	--	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	17.6	74.4	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	70.2	297.7	--	--	--	
					TOTAL	87.8	372.1	--	--	--	
MILWAUKEE COUNTY	61 (58)	RECONDITIONING OF W RAWSON AVE (CTH BB) FROM USH 45 TO HAWTHORNE LN IN THE CITY OF FRANKLIN (1.21 MI) 4000023	HP	DETAIL COSTS	PE	250.0	50.0	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	2,400.0	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	250.0	50.0	2,400.0	--	--		
				SOURCE OF FUNDS LRIP	LOCAL	250.0	50.0	1,607.0	--	--	
					STATE	--	--	793.0	--	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	250.0	50.0	2,400.0	--	--	
	62 (58)	RECONSTRUCTION OF W RAWSON AVE (CTH BB) FROM S 27TH ST TO S 20TH ST IN THE CITY OF OAK CREEK (0.5 MI) 4000022	HP	DETAIL COSTS	PE	150.0	150.0	100.0	--	--	EXEMPT
					ROW	--	75.0	25.0	--	--	
					CONST	--	--	--	2,700.0	--	
					OTHER	--	--	--	--	--	
				TOTAL	150.0	225.0	125.0	2,700.0	--		
				SOURCE OF FUNDS	LOCAL	150.0	225.0	125.0	2,700.0	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	150.0	225.0	125.0	2,700.0	--	
	63 (58)	RECONDITIONING OF N TEUTONIA AVE (CTH D) FROM W GOOD HOPE RD TO W BRADLEY RD IN THE CITY OF MILWAUKEE AND VILLAGE OF BROWN DEER (1.10 MI) 4000012	HP	DETAIL COSTS	PE	100.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	3,500.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	100.0	3,500.0	--	--	--		
				SOURCE OF FUNDS LRIP	LOCAL	100.0	2,151.0	--	--	--	
					STATE	--	1,349.0	--	--	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	100.0	3,500.0	--	--	--	
	64 (59)	RECONDITIONING OF W RYAN RD (CTH H) FROM S 96TH ST TO S 112TH ST IN THE CITY OF FRANKLIN (1.00 MI) 4000013	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	1,500.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	1,500.0	--	--	--	--		
				SOURCE OF FUNDS LRIP	LOCAL	787.0	--	--	--	--	
					STATE	713.0	--	--	--	--	
					FEDERAL	--	--	--	--	--	
					TOTAL	1,500.0	--	--	--	--	

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
MILWAUKEE COUNTY	65	RECONSTRUCTION OF S 92ND ST (CTH N) FROM W FOREST HOME AVE (STH 24) TO W HOWARD AVE IN THE CITY OF GREENFIELD (1.5 MI) 4009886	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	75.0	--	--	--		
	CONST				--	--	3,600.0	--	--		
	OTHER				--	--	--	--	--		
	TOTAL			--	75.0	3,600.0	--	--			
(61)			SOURCE OF FUNDS LRIP	LOCAL	--	75.0	2,397.0	--			
		STATE		--	--	1,203.0	--				
		FEDERAL		--	--	--	--				
		TOTAL		--	75.0	3,600.0	--				
	66	REHABILITATION OF THE S 76TH ST (CTH U) BRIDGE OVER W FOREST HOME AVE IN MILWAUKEE COUNTY (B-40-0164) 4000026	HP	DETAIL COSTS	PE	--	170.0	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	--	1,000.0	--	--		
	OTHER				--	--	--	--	--		
	TOTAL			--	170.0	--	1,000.0	--			
			SOURCE OF FUNDS STP-B	LOCAL	--	34.0	--	200.0			
		STATE		--	--	--	--				
		FEDERAL		--	136.0	--	800.0				
		TOTAL		--	170.0	--	1,000.0				
	67	RECONSTRUCTION OF S 76TH ST (CTH U) FROM THE SOUTH MILWAUKEE COUNTY LINE TO PUETZ RD IN THE CITY OF FRANKLIN (3.00 MI) 4000029	HP	DETAIL COSTS	PE	--	500.0	250.0	250.0	--	EXEMPT
	ROW				--	--	375.0	375.0	--		
	CONST				--	--	--	--	13,800.0		
	OTHER				--	--	--	--	--		
	TOTAL			--	500.0	625.0	625.0	13,800.0			
(64)			SOURCE OF FUNDS	LOCAL	--	500.0	625.0	625.0			
		STATE		--	--	--	--				
		FEDERAL		--	--	--	--				
		TOTAL		--	500.0	625.0	625.0				
	68	REHABILITATION OF THE S 13TH ST (CTH V) BRIDGE OVER OAK CREEK IN MILWAUKEE COUNTY (B-40-0607) 4000025	HP	DETAIL COSTS	PE	--	170.0	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	--	--	--	900.0		
	OTHER				--	--	--	--	--		
	TOTAL			--	170.0	--	--	900.0			
			SOURCE OF FUNDS STP-B	LOCAL	--	34.0	--	--			
		STATE		--	--	--	--				
		FEDERAL		--	136.0	--	--				
		TOTAL		--	170.0	--	--				
	69	RECONSTRUCTION OF S 13TH ST (CTH V) FROM SOUTH MILWAUKEE COUNTY LINE TO PUETZ RD IN THE CITY OF OAK CREEK (3.0 MI) 4000027	HP	DETAIL COSTS	PE	--	500.0	250.0	250.0	--	EXEMPT
	ROW				--	--	375.0	375.0	--		
	CONST				--	--	--	--	13,800.0		
	OTHER				--	--	--	--	--		
	TOTAL			--	500.0	625.0	625.0	13,800.0			
(65)			SOURCE OF FUNDS	LOCAL	--	500.0	625.0	625.0			
		STATE		--	--	--	--				
		FEDERAL		--	--	--	--				
		TOTAL		--	500.0	625.0	625.0				
	70	RECONSTRUCTION OF S 13TH ST (CTH V) FROM W RAWSON AVE (CTH BB) TO W DREXEL AVE IN THE CITY OF OAK CREEK (1.00 MI) 4000032	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	5,000.0	--	--	--		
	OTHER				--	--	--	--	--		
	TOTAL			--	5,000.0	--	--	--			
(74)			SOURCE OF FUNDS STP-M	LOCAL	--	1,040.0	--	--			
		STATE		--	--	--	--				
		FEDERAL		--	3,960.0	--	--				
		TOTAL		--	5,000.0	--	--				
	71	RECONSTRUCTION OF S 13TH ST (CTH V) FROM PUETZ RD TO DREXEL AVE IN THE CITY OF OAK CREEK (1.00 MI) 4000009	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	--	--	4,500.0	--		
	OTHER				--	--	--	--	--		
	TOTAL			--	--	--	4,500.0	--			
(75)			SOURCE OF FUNDS	LOCAL	--	--	--	4,500.0			
		STATE		--	--	--	--				
		FEDERAL		--	--	--	--				
		TOTAL		--	--	--	4,500.0				
	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) 4000016	HP	DETAIL COSTS	PE	--	--	--	175.0	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	--	--	--	--		
	OTHER				--	--	--	--	--		
	TOTAL			--	--	--	175.0	1,400.0			
(66)			SOURCE OF FUNDS	LOCAL	--	--	--	175.0			
		STATE		--	--	--	--				
		FEDERAL		--	--	--	--				
		TOTAL		--	--	--	175.0				

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
MILWAUKEE COUNTY	73	REHABILITATION OF W LAYTON AVE (CTH Y) FROM S 76TH ST TO S 60TH ST IN THE CITY OF GREENFIELD (1.0 MI)	HP	DETAIL COSTS	PE	--	--	175.0	--	--	EXEMPT
	(67)	ROW			--	--	--	--	--		
		CONST			--	--	--	1,450.0	--		
		OTHER		--	--	--	--	--			
		TOTAL		--	--	175.0	1,450.0	--			
		SOURCE OF FUNDS		LOCAL	--	--	175.0	1,450.0	--		
STATE	--		--	--	--	--					
FEDERAL	--		--	--	--	--					
4009888	TOTAL	--	--	175.0	1,450.0	--					
	74	REHABILITATION OF W LAYTON AVE (CTH Y) FROM S 60TH ST TO W LOOMIS RD IN THE CITY OF GREENFIELD (1.0 MI)	HP	DETAIL COSTS	PE	--	--	--	175.0	--	EXEMPT
	(68)	ROW			--	--	--	--	--		
		CONST			--	--	--	--	1,450.0		
		OTHER		--	--	--	--	--			
		TOTAL		--	--	--	175.0	1,450.0			
		SOURCE OF FUNDS		LOCAL	--	--	--	175.0	--		
STATE	--		--	--	--	--					
FEDERAL	--		--	--	--	--					
4009887	TOTAL	--	--	--	175.0	--					
	75	RECONSTRUCTION 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	DETAIL COSTS	PE	--	400.0	590.0	--	--	EXEMPT
	(69)	ROW			--	--	550.0	--	--		
		CONST			--	--	--	3,190.0	--		
		OTHER		--	--	--	--	--			
		TOTAL		--	400.0	1,140.0	3,190.0	--			
		SOURCE OF FUNDS		LOCAL	--	400.0	1,140.0	3,190.0	--		
STATE	--		--	--	--	--					
FEDERAL	--		--	--	--	--					
4000021	TOTAL	--	400.0	1,140.0	3,190.0	--					
	76	REPLACEMENT OF THE E NORTH AVE BRIDGE OVER OAK LEAF BIKE TRAIL IN MILWAUKEE COUNTY (B-40-0502)	HP	DETAIL COSTS	PE	--	200.0	--	--	--	EXEMPT
	(69)	ROW			--	--	--	--	--		
		CONST			--	--	1,800.0	--	--		
		OTHER		--	--	--	--	--			
		TOTAL		--	200.0	1,800.0	--	--			
		SOURCE OF FUNDS STP-B		LOCAL	--	40.0	360.0	--	--		
STATE	--		--	--	--	--					
FEDERAL	--		160.0	1,440.0	--	--					
4000024	TOTAL	--	200.0	1,800.0	--	--					
	77	CONTRACT SERVICES FOR MILWAUKEE COUNTY TRANSIT SYSTEM PARATRANSIT OPERATIONS	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(69)	ROW			--	--	--	--	--		
		CONST			--	--	--	--	--		
		OTHER		2,312.5	2,312.5	2,312.5	2,312.5	--			
		TOTAL		2,312.5	2,312.5	2,312.5	2,312.5	--			
		SOURCE OF FUNDS FTA 5307		LOCAL	462.5	462.5	462.5	462.5	--		
STATE	--		--	--	--	--					
FEDERAL	1,850.0		1,850.0	1,850.0	1,850.0	--					
4000008	TOTAL	2,312.5	2,312.5	2,312.5	2,312.5	--					
	78	REPLACEMENT OF THE EMPLOYEE PARKING LOT LIGHTING AT THE MCTS FOND DU LAC GARAGE	TP	DETAIL COSTS	PE	--	100.0	--	--	--	EXEMPT
	(69)	ROW			--	--	--	--	--		
		CONST			--	800.0	--	--	--		
		OTHER		--	--	--	--	--			
		TOTAL		--	900.0	--	--	--			
		SOURCE OF FUNDS FTA 5307		LOCAL	--	180.0	--	--	--		
STATE	--		--	--	--	--					
FEDERAL	--		720.0	--	--	--					
4000014	TOTAL	--	900.0	--	--	--					
	79	REBUILD INSPECTION PITS AT THE MCTS KINNICKINNIC MAINTENANCE GARAGE	TP	DETAIL COSTS	PE	--	50.0	--	--	--	EXEMPT
	(69)	ROW			--	--	--	--	--		
		CONST			--	450.0	--	--	--		
		OTHER		--	--	--	--	--			
		TOTAL		--	500.0	--	--	--			
		SOURCE OF FUNDS FTA 5307		LOCAL	--	100.0	--	--	--		
STATE	--		--	--	--	--					
FEDERAL	--		400.0	--	--	--					
4000015	TOTAL	--	500.0	--	--	--					
	80	ROOF REPLACEMENT AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FLEET MAINTENANCE BUILDING	TP	DETAIL COSTS	PE	--	100.0	--	--	--	EXEMPT
	(69)	ROW			--	--	--	--	--		
		CONST			--	--	--	--	--		
		OTHER		--	1,400.0	--	--	--			
		TOTAL		--	1,500.0	--	--	--			
		SOURCE OF FUNDS FTA 5307		LOCAL	--	300.0	--	--	--		
STATE	--		--	--	--	--					
FEDERAL	--		1,200.0	--	--	--					
4000017	TOTAL	--	1,500.0	--	--	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
MILWAUKEE COUNTY	81	PURCHASE EIGHT 40-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	4,000.0	--	--	--	--	
				TOTAL	4,000.0	--	--	--	--		
				SOURCE OF FUNDS STP-M	LOCAL	800.0	--	--	--	--	
STATE	--	--	--		--	--					
	FEDERAL	3,200.0	--	--	--	--					
	TOTAL	4,000.0	--	--	--	--					
	4000006										
	82	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	2,448.0	2,448.0	2,448.0	2,448.0	--	
				TOTAL	2,448.0	2,448.0	2,448.0	2,448.0	--		
				SOURCE OF FUNDS	LOCAL	408.0	408.0	408.0	408.0	--	
STATE	2,040.0	2,040.0	2,040.0		2,040.0	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	2,448.0	2,448.0	2,448.0	2,448.0	--					
	4009848										
	83	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	80,000.0	80,000.0	80,000.0	80,000.0	--	
				TOTAL	80,000.0	80,000.0	80,000.0	80,000.0	--		
				SOURCE OF FUNDS	LOCAL	20,000.0	20,000.0	20,000.0	20,000.0	--	
STATE	60,000.0	60,000.0	60,000.0		60,000.0	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	80,000.0	80,000.0	80,000.0	80,000.0	--					
	4000149										
	84	REPLACEMENT OF THE CONCRETE YARD AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FOND DU LAC OPERATING GARAGE	TP	DETAIL COSTS	PE	100.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	1,100.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	1,200.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	240.0	--	--	--	--	
STATE	--	--	--		--	--					
	FEDERAL	960.0	--	--	--	--					
	TOTAL	1,200.0	--	--	--	--					
	4009843										
	85	MILWAUKEE COUNTY ADMINISTRATION OF THE SECTION 5310 PROGRAM FOR THE MILWAUKEE URBANIZED AREA	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	118.8	120.0	120.0	120.0	--	
				TOTAL	118.8	120.0	120.0	120.0	--		
				SOURCE OF FUNDS FTA 5310	LOCAL	--	--	--	--	--	
STATE	--	--	--		--	--					
	FEDERAL	118.8	120.0	120.0	120.0	--					
	TOTAL	118.8	120.0	120.0	120.0	--					
	4009844										
	86	PURCHASE OF 24 40-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (6 IN EACH YEAR)	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	3,125.0	3,125.0	3,125.0	3,125.0	--	
				TOTAL	3,125.0	3,125.0	3,125.0	3,125.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	625.0	625.0	625.0	625.0	--	
STATE	--	--	--		--	--					
	FEDERAL	2,500.0	2,500.0	2,500.0	2,500.0	--					
	TOTAL	3,125.0	3,125.0	3,125.0	3,125.0	--					
	4009847										
	87	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES (TRAVEL TRAINING) IN MILWAUKEE COUNTY: 2017	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	300.0	--	--	--	--	
				TOTAL	300.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5310	LOCAL	60.0	--	--	--	--	
STATE	--	--	--		--	--					
	FEDERAL	240.0	--	--	--	--					
	TOTAL	300.0	--	--	--	--					
	4009698										
	88	PURCHASE OF 7 FORTY FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM IN 2019	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	3,500.0	--	--	
				TOTAL	--	--	3,500.0	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	--	--	700.0	--	--	
STATE	--	--	--		--	--					
	FEDERAL	--	--	2,800.0	--	--					
	TOTAL	--	--	3,500.0	--	--					
	4000075	1693-34-30									

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
MILWAUKEE COUNTY	89	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	--	
					TOTAL	20,000.0	20,000.0	20,000.0	20,000.0	--	
	(82)			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	--	
					TOTAL	20,000.0	20,000.0	20,000.0	20,000.0	--	
		4000028									
	90	LIGHTING UPGRADES AT MCTS ADMINISTRATION BUILDING	TP	DETAIL COSTS	PE	--	20.0	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	120.0	--	--	--	
					TOTAL	--	140.0	--	--	--	
	(84)			SOURCE OF FUNDS	LOCAL	--	28.0	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	112.0	--	--	--	
					TOTAL	--	140.0	--	--	--	
		4009873									
	91	REPLACE FIRE SUPPRESSION SYSTEM AT MCTS ADMINISTRATION BUILDING	TP	DETAIL COSTS	PE	--	20.0	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	120.0	--	--	--	
					TOTAL	--	140.0	--	--	--	
	(86)			SOURCE OF FUNDS	LOCAL	--	28.0	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	112.0	--	--	--	
					TOTAL	--	140.0	--	--	--	
		4009872									
	92	LIGHTING UPGRADES AT THE MCTS FIEBRANTZ GARAGE	TP	DETAIL COSTS	PE	--	10.0	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	90.0	--	--	--	
					TOTAL	--	100.0	--	--	--	
	(87)			SOURCE OF FUNDS	LOCAL	--	20.0	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	80.0	--	--	--	
					TOTAL	--	100.0	--	--	--	
		4009871									
	93	REPLACE/REPAIR STEEL COLUMNS AT THE MCTS FIEBRANTZ GARAGE	TP	DETAIL COSTS	PE	--	--	--	25.0	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	225.0	--	
					TOTAL	--	--	--	250.0	--	
	(88)			SOURCE OF FUNDS	LOCAL	--	--	--	50.0	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	--	--	200.0	--	
					TOTAL	--	--	--	250.0	--	
		4009870									
	94	PURCHASE OF MISCELLANEOUS SUPPORT SERVICE AND MAINTENANCE EQUIPMENT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	400.0	500.0	500.0	500.0	--	
					TOTAL	400.0	500.0	500.0	500.0	--	
	(89)			SOURCE OF FUNDS	LOCAL	80.0	100.0	100.0	100.0	--	
					STATE	--	--	--	--	--	
					FEDERAL	320.0	400.0	400.0	400.0	--	
					TOTAL	400.0	500.0	500.0	500.0	--	
		4000047									
	95	TRANSIT VEHICLE TIRE LEASING SERVICES	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	500.0	550.0	550.0	550.0	--	
					TOTAL	500.0	550.0	550.0	550.0	--	
	(90)			SOURCE OF FUNDS	LOCAL	100.0	110.0	110.0	110.0	--	
					STATE	--	--	--	--	--	
					FEDERAL	400.0	440.0	440.0	440.0	--	
					TOTAL	500.0	550.0	550.0	550.0	--	
		4000050									
	96	ROOF REPLACEMENT FOR MCTS KINNICKINNIC BUS STORAGE GARAGE	TP	DETAIL COSTS	PE	100.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	2,300.0	--	--	--	--	
					TOTAL	2,400.0	--	--	--	--	
	(548)			SOURCE OF FUNDS	LOCAL	480.0	--	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	1,920.0	--	--	--	--	
					TOTAL	2,400.0	--	--	--	--	
		4009839									

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
MILWAUKEE COUNTY	97 (549)	HVAC REPLACEMENT FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING 4009838	TP	DETAIL COSTS	PE	100.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	1,900.0	--	--	--	--	
				TOTAL	2,000.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	400.0	--	--	--	--	
FEDERAL	1,600.0	--	--		--	--					
	98 (550)	ROOF REPLACEMENT FOR MCTS FOND DU LAC BUS STORAGE GARAGE 4009837	TP	DETAIL COSTS	PE	100.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	2,600.0	--	--	--	--	
				TOTAL	2,700.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	540.0	--	--	--	--	
FEDERAL	2,160.0	--	--		--	--					
	99 (93)	IMPLEMENTATION OF A NEW MCTS LIMITED STOP EXPRESS BUS ROUTE ALONG 27TH ST IN MILWAUKEE COUNTY 4000082 1693-34-15	TI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	3,366.9	3,366.9	3,366.9	--	--	
				TOTAL	3,366.9	3,366.9	3,366.9	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	673.4	673.4	673.4	--	--	
FEDERAL	2,693.5	2,693.5	2,693.5		--	--					
	100 (94)	IMPLEMENTATION OF TWO NEW MCTS EXPRESS BUS ROUTES ALONG WISCONSIN AVE, UW-MILWAUKEE AND SHERMAN BLVD IN MILWAUKEE COUNTY 4000083 1693-34-28	TI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	4,167.1	3,783.5	3,400.0	--	--	
				TOTAL	4,167.1	3,783.5	3,400.0	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	833.4	756.7	680.0	--	--	
FEDERAL	3,333.7	3,026.8	2,720.0		--	--					
	101 a I	BUS RAPID TRANSIT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM 4000007	TE	DETAIL COSTS	PE	9,000.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	36,000.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	45,000.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5309	LOCAL	9,000.0	--	--	--	--	
STATE	--	--	--		--	--					
	102 (551)	PRELIMINARY PLANNING AND DESIGN FOR A BUS RAPID TRANSIT ROUTE BETWEEN DOWNTOWN MILWAUKEE AND THE REGIONAL MEDICAL CENTER IN MILWAUKEE COUNTY 4009840	TE	DETAIL COSTS	PE	2,800.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	2,800.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	610.0	--	--	--	--	
STATE	--	--	--		--	--					
	103 (97)	BRIDGE REHABILITATION OF W VIENNA AVE OVER THE MENOMONEE RIVER AT GRANTOSA PKWY IN MILWAUKEE COUNTY (P-40-0771) 4000005	OH	DETAIL COSTS	PE	--	--	150.0	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	870.0	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	150.0	--	870.0		
				SOURCE OF FUNDS STP-B	LOCAL	--	--	30.0	--	--	
STATE	--	--	--		--	--					
	104 (100)	REHABILITATION OF THE WHITNALL PARK DR BRIDGE OVER THE ROOT RIVER (P40-0564) EAST OF HWY 100 IN MILWAUKEE COUNTY 4009884 2981-00-03	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	506.6	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	506.6	--	--	--	--		
				SOURCE OF FUNDS STP-B	LOCAL	102.1	--	--	--	--	
STATE	--	--	--		--	--					
	104 (100)	REHABILITATION OF THE WHITNALL PARK DR BRIDGE OVER THE ROOT RIVER (P40-0564) EAST OF HWY 100 IN MILWAUKEE COUNTY 4009884 2981-00-03	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	506.6	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	506.6	--	--	--	--		
				SOURCE OF FUNDS STP-B	LOCAL	102.1	--	--	--	--	
STATE	--	--	--		--	--					
	104 (100)	REHABILITATION OF THE WHITNALL PARK DR BRIDGE OVER THE ROOT RIVER (P40-0564) EAST OF HWY 100 IN MILWAUKEE COUNTY 4009884 2981-00-03	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	506.6	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	506.6	--	--	--	--		
				SOURCE OF FUNDS STP-B	LOCAL	102.1	--	--	--	--	
STATE	--	--	--		--	--					
	104 (100)	REHABILITATION OF THE WHITNALL PARK DR BRIDGE OVER THE ROOT RIVER (P40-0564) EAST OF HWY 100 IN MILWAUKEE COUNTY 4009884 2981-00-03	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	506.6	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	506.6	--	--	--	--		
				SOURCE OF FUNDS STP-B	LOCAL	102.1	--	--	--	--	
STATE	--	--	--		--	--					
	104 (100)	REHABILITATION OF THE WHITNALL PARK DR BRIDGE OVER THE ROOT RIVER (P40-0564) EAST OF HWY 100 IN MILWAUKEE COUNTY 4009884 2981-00-03	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	506.6	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	506.6	--	--	--	--		
				SOURCE OF FUNDS STP-B	LOCAL	102.1	--	--	--	--	
STATE	--	--	--		--	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
MILWAUKEE COUNTY	105	REHABILITATION OF THE WHITNALL PARK DR BRIDGE OVER THE ROOT RIVER (P40-0565) IN MILWAUKEE COUNTY	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				555.8	--	--	--	--		
	SOURCE OF FUNDS STP-B			OTHER	--	--	--	--	--		
				TOTAL	555.8	--	--	--	--		
(101)	40098512981-00-04	HS	DETAIL COSTS	LOCAL	112.0	--	--	--	--		
				STATE	--	--	--	--	--		
				FEDERAL	443.8	--	--	--	--		
			SOURCE OF FUNDS HSIP	OTHER	--	--	--	--	--		
				TOTAL	555.8	--	--	--	--		
106	INSTALLATION OF MONOTUBES AND OFFSET TURN LANES ON CTH BB (RAWSON AVE) AT THE INTERSECTIONS OF 10TH ST AND 6TH ST IN THE CITY OF OAK CREEK	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	9.0	--	--	--	--		
				CONST	--	759.5	--	--	--		
			SOURCE OF FUNDS HSIP	OTHER	--	--	--	--	--		
				TOTAL	9.0	759.5	--	--	--		
(437)	40098452050-05-01	HS	DETAIL COSTS	LOCAL	0.9	76.0	--	--	--		
				STATE	--	--	--	--	--		
				FEDERAL	8.1	683.5	--	--	--		
			SOURCE OF FUNDS HSIP	OTHER	--	--	--	--	--		
				TOTAL	9.0	759.5	--	--	--		
107	SAFETY IMPROVEMENTS AT THE INTERSECTIONS OF CTH U (76TH ST) WITH EDGERTON AVE AND LAYTON AVE IN THE CITY OF GREENFIELD	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
				CONST	--	1,330.0	--	--	--		
			SOURCE OF FUNDS HSIP	OTHER	--	--	--	--	--		
				TOTAL	--	1,330.0	--	--	--		
(103)	40099182160-15-70	HS	DETAIL COSTS	LOCAL	--	--	--	--	--		
				STATE	--	133.0	--	--	--		
				FEDERAL	--	1,197.0	--	--	--		
			SOURCE OF FUNDS HSIP	OTHER	--	--	--	--	--		
				TOTAL	--	1,330.0	--	--	--		
108	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH U (76TH ST) AND CTH BB (RAWSON AVE) IN THE CITY OF FRANKLIN	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
				CONST	852.7	--	--	--	--		
			SOURCE OF FUNDS HSIP	OTHER	--	--	--	--	--		
				TOTAL	852.7	--	--	--	--		
(104)	40098662160-01-02	HS	DETAIL COSTS	LOCAL	85.3	--	--	--	--		
				STATE	--	--	--	--	--		
				FEDERAL	767.4	--	--	--	--		
			SOURCE OF FUNDS HSIP	OTHER	--	--	--	--	--		
				TOTAL	852.7	--	--	--	--		
109	INSTALLATION OF AN ADAPTIVE TRAFFIC SIGNAL SYSTEM ON W GOOD HOPE RD (CTH PP) IN MILWAUKEE COUNTY	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
				CONST	468.0	--	--	--	--		
			SOURCE OF FUNDS CMAQ	OTHER	--	--	--	--	--		
				TOTAL	468.0	--	--	--	--		
(107)	40000102130-14-00	EE	DETAIL COSTS	LOCAL	93.6	--	--	--	--		
				STATE	--	--	--	--	--		
				FEDERAL	374.4	--	--	--	--		
			SOURCE OF FUNDS CMAQ	OTHER	--	--	--	--	--		
				TOTAL	468.0	--	--	--	--		
110	INSTALLATION OF AN ADAPTIVE TRAFFIC SIGNAL SYSTEM AT THE INTERSECTION OF S 76TH ST (CTH U) & W LAYTON AVE IN MILWAUKEE COUNTY	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
				CONST	--	425.0	--	--	--		
			SOURCE OF FUNDS CMAQ	OTHER	--	--	--	--	--		
				TOTAL	--	425.0	--	--	--		
(108)	40000112160-16-00	EE	DETAIL COSTS	LOCAL	--	85.0	--	--	--		
				STATE	--	--	--	--	--		
				FEDERAL	--	340.0	--	--	--		
			SOURCE OF FUNDS CMAQ	OTHER	--	--	--	--	--		
				TOTAL	--	425.0	--	--	--		
111	CONSTRUCTION OF 3 MILES OF PAVED OFF-ROAD TRAIL WITHIN A UTILITY CORRIDOR THAT CONNECTS WITH THE OAK LEAF TRAIL AT DREXEL AVENUE AND EXTENDS TO BENDER PARK	EE	DETAIL COSTS	PE	284.4	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
				CONST	--	--	--	1,770.4	--		
			SOURCE OF FUNDS TAP	OTHER	--	--	--	--	--		
				TOTAL	284.4	--	--	1,770.4	--		
(109)	40000202987-06-02	EE	DETAIL COSTS	LOCAL	56.9	--	--	513.9	--		
				STATE	--	--	--	--	--		
				FEDERAL	227.5	--	--	1,256.5	--		
			SOURCE OF FUNDS TAP	OTHER	--	--	--	1,770.4	--		
				TOTAL	284.4	--	--	1,770.4	--		
112	CONSTRUCTION OF 3,730 FEET OF PAVED OFF-ROAD TRAIL AND A PEDESTRIAN BRIDGE OVER THE ROOT RIVER CONNECTING THE OAK LEAF TRAIL IN THE ROOT RIVER PARKWAY TO THE ROCK SPORTS COMPLEX (0.71 MI)	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	975.0	--	--		
				CONST	--	--	--	--	--		
			SOURCE OF FUNDS TAP	OTHER	--	--	--	--	--		
				TOTAL	--	--	975.0	--	--		
(109)	40000742976-00-71	EE	DETAIL COSTS	LOCAL	--	--	195.0	--	--		
				STATE	--	--	--	--	--		
				FEDERAL	--	--	780.0	--	--		
			SOURCE OF FUNDS TAP	OTHER	--	--	975.0	--	--		
				TOTAL	--	--	975.0	--	--		

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
GREENFIELD (CITY)	113 (111)	RECONSTRUCTION OF EDGERTON AVE FROM W LOOMIS RD (STH 36) TO S 27TH ST (STH 241) IN THE CITY OF GREENFIELD (1.4 MI) 40899982980-00-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	4,336.9	--	--	--	--	--	
				OTHER	--	--	--	--	--	--	
				TOTAL	4,336.9	--	--	--	--	--	
				SOURCE OF FUNDS STP-M	LOCAL	1,032.2	--	--	--	--	
					STATE	--	--	--	--	--	
				FEDERAL	3,304.7	--	--	--	--	--	
				TOTAL	4,336.9	--	--	--	--	--	
	114 (112)	RECONSTRUCTION OF W MORGAN AVE FROM W FOREST HOME AVE (STH 24) TO S 43RD ST IN THE CITY OF GREENFIELD (0.6 MI) 40899972405-00-04	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	1,610.0	--	--	--	--	
				OTHER	--	--	--	--	--	--	
				TOTAL	--	1,610.0	--	--	--	--	
				SOURCE OF FUNDS STP-M	LOCAL	--	409.4	--	--	--	
					STATE	--	--	--	--	--	
				FEDERAL	--	1,200.6	--	--	--	--	
				TOTAL	--	1,610.0	--	--	--	--	
MILWAUKEE (CITY)	115 (114)	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE 4100067	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	--	--	--	--	--	
				OTHER	1,150.0	1,150.0	1,150.0	1,150.0	--	--	
				TOTAL	1,150.0	1,150.0	1,150.0	1,150.0	--	--	
				SOURCE OF FUNDS	LOCAL	1,150.0	1,150.0	1,150.0	1,150.0	--	
					STATE	--	--	--	--	--	
				FEDERAL	--	--	--	--	--	--	
				TOTAL	1,150.0	1,150.0	1,150.0	1,150.0	--	--	
	116 (115)	INSTALLATION OF TRAFFIC SIGNING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE 4100068	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	--	--	--	--	--	
				OTHER	600.0	600.0	600.0	600.0	--	--	
				TOTAL	600.0	600.0	600.0	600.0	--	--	
				SOURCE OF FUNDS	LOCAL	600.0	600.0	600.0	600.0	--	
					STATE	--	--	--	--	--	
				FEDERAL	--	--	--	--	--	--	
				TOTAL	600.0	600.0	600.0	600.0	--	--	
	117 (116)	INSTALLATION OR MODIFICATION OF STREET LIGHTING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE 4100069	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	--	--	--	--	--	
				OTHER	12,200.0	12,200.0	12,200.0	12,200.0	--	--	
				TOTAL	12,200.0	12,200.0	12,200.0	12,200.0	--	--	
				SOURCE OF FUNDS	LOCAL	12,200.0	12,200.0	12,200.0	12,200.0	--	
					STATE	--	--	--	--	--	
				FEDERAL	--	--	--	--	--	--	
				TOTAL	12,200.0	12,200.0	12,200.0	12,200.0	--	--	
	118 (117)	BRIDGE REPLACEMENT OF THE BROWN ST BRIDGE OVER THE CP RR (P40-0859) IN THE CITY OF MILWAUKEE (0.07 MI) 41098982984-06-76	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	2,629.6	--	--	--	--	
				OTHER	--	--	--	--	--	--	
				TOTAL	--	2,629.6	--	--	--	--	
				SOURCE OF FUNDS STP-B	LOCAL	--	537.9	--	--	--	
					STATE	--	--	--	--	--	
				FEDERAL	--	2,091.7	--	--	--	--	
				TOTAL	--	2,629.6	--	--	--	--	
	119 (118)	RECONSTRUCTION OF W GREENFIELD AVE FROM S 35TH ST TO S CESAR CHAVEZ DR IN THE CITY OF MILWAUKEE (1.20 MI) 41000812230-00-74	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	4,610.0	--	--	--	--	--	
				OTHER	--	--	--	--	--	--	
				TOTAL	4,610.0	--	--	--	--	--	
				SOURCE OF FUNDS STP-M	LOCAL	1,122.0	--	--	--	--	
					STATE	--	--	--	--	--	
				FEDERAL	3,488.0	--	--	--	--	--	
				TOTAL	4,610.0	--	--	--	--	--	
	120 (512)	RECONSTRUCTION OF N HUMBOLDT BLVD FROM NORTH AVE TO KEEFE AVE IN THE CITY OF MILWAUKEE (1.5 MI) 41098872667-03-71	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	--	7,543.0	--	--	--	
				OTHER	--	--	--	--	--	--	
				TOTAL	--	--	7,543.0	--	--	--	
				SOURCE OF FUNDS STP-M	LOCAL	--	--	1,783.0	--	--	
					STATE	--	--	--	--	--	
				FEDERAL	--	--	5,760.0	--	--	--	
				TOTAL	--	--	7,543.0	--	--	--	

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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
MILWAUKEE (CITY)	121	RESURFACING OF W LAYTON AVE FROM S 27TH ST TO S HOWELL AVE IN THE CITY OF MILWAUKEE (1.98 MI) 41098892070-03-71	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	--	6,079.0	--	--		
	OTHER				--	--	--	--	--		
	TOTAL			--	--	6,079.0	--	--			
	SOURCE OF FUNDS STP-M			LOCAL	--	--	1,424.6	--	--		
STATE		--	--	--	--	--					
FEDERAL		--	--	4,654.4	--	--					
TOTAL		--	--	6,079.0	--	--					
	122	RECONSTRUCTION OF W OKLAHOMA AVE FROM S 49TH ST TO S 60TH ST IN THE CITY OF MILWAUKEE (0.60 MI) 41000322400-00-72	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	3,141.3	--	--	--		
	OTHER				--	125.0	--	--	--		
	TOTAL			--	3,266.3	--	--	--			
	SOURCE OF FUNDS STP-M			LOCAL	--	773.3	--	--	--		
STATE		--	--	--	--	--					
FEDERAL		--	2,493.0	--	--	--					
TOTAL		--	3,266.3	--	--	--					
	123	RECONSTRUCTION OF TEUTONIA AVE FROM W GROELING AVE TO W CAPITOL DR (STH 190) IN THE CITY OF MILWAUKEE (1.30 MI) 41000282080-00-72	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	4,510.0	--	--	--		
	OTHER				--	175.0	--	--	--		
	TOTAL			--	4,685.0	--	--	--			
	SOURCE OF FUNDS STP-M			LOCAL	--	1,117.0	--	--	--		
STATE		--	--	--	--	--					
FEDERAL		--	3,568.0	--	--	--					
TOTAL		--	4,685.0	--	--	--					
	124	RECONSTRUCTION OF TEUTONIA AVE FROM W GROELING AVE TO W GARFIELD AVE IN THE CITY OF MILWAUKEE (0.90 MI) 41000232080-00-73	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	--	2,852.8	--	--		
	OTHER				--	--	236.0	--	--		
	TOTAL			--	--	3,088.8	--	--			
	SOURCE OF FUNDS STP-M			LOCAL	--	--	627.4	--	--		
STATE		--	--	--	--	--					
FEDERAL		--	--	2,461.4	--	--					
TOTAL		--	--	3,088.8	--	--					
	125	RECONSTRUCTION OF W VLIET ST FROM N 12TH ST TO N 27TH ST (STH 57) IN THE CITY OF MILWAUKEE (1.00 MI) 41000292984-00-73	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				3,277.5	--	--	--	--		
	OTHER				350.0	--	--	--	--		
	TOTAL			3,627.5	--	--	--	--			
	SOURCE OF FUNDS STP-M			LOCAL	845.5	--	--	--	--		
STATE		--	--	--	--	--					
FEDERAL		2,782.0	--	--	--	--					
TOTAL		3,627.5	--	--	--	--					
	126	RECONSTRUCTION OF W WISCONSIN AVE FROM N 20TH TO N 35TH ST IN THE CITY OF MILWAUKEE (0.9 MI) 41000402190-00-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				4,670.5	--	--	--	--		
	OTHER				180.0	--	--	--	--		
	TOTAL			4,850.5	--	--	--	--			
	SOURCE OF FUNDS STP-M			LOCAL	1,130.1	--	--	--	--		
STATE		--	--	--	--	--					
FEDERAL		3,720.4	--	--	--	--					
TOTAL		4,850.5	--	--	--	--					
	127	REHABILITATION OF THE SOUTH 35TH STREET BRIDGE OVER THE KINNICKINNIC RIVER (P-40-0511) IN THE CITY OF MILWAUKEE 41000132100-00-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	--	1,440.8	--	--		
	OTHER				--	--	--	--	--		
	TOTAL			--	--	1,440.8	--	--			
	SOURCE OF FUNDS STP-B			LOCAL	--	--	300.2	--	--		
STATE		--	--	--	--	--					
FEDERAL		--	--	1,140.6	--	--					
TOTAL		--	--	1,440.8	--	--					
	128	BRIDGE REPLACEMENT OF THE N 51ST BLVD BRIDGE OVER LINCOLN CREEK (P-40-0632) IN THE CITY OF MILWAUKEE 41099092984-07-75	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				2,885.5	--	--	--	--		
	OTHER				--	--	--	--	--		
	TOTAL			2,885.5	--	--	--	--			
	SOURCE OF FUNDS STP-B			LOCAL	589.1	--	--	--	--		
STATE		--	--	--	--	--					
FEDERAL		2,296.4	--	--	--	--					
TOTAL		2,885.5	--	--	--	--					

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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
MILWAUKEE (CITY)	129	RECONSTRUCTION OF S 60TH ST FROM W MORGAN AVE TO KINNICKINNIC RIVER PKWY IN THE CITY OF MILWAUKEE (1.20 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(134)	ROW			--	--	--	--	--		
		CONST			--	4,618.0	--	--	--		
		OTHER			--	125.0	--	--	--		
		TOTAL		--	4,743.0	--	--	--			
		SOURCE OF FUNDS STP-M		LOCAL	--	1,028.6	--	--	--		
STATE	--		--	--	--	--					
FEDERAL	--		3,714.4	--	--	--					
	4100084	2415-00-71	TOTAL	--	4,743.0	--	--	--			
	130	RECONSTRUCTION OF N 60TH ST FROM CAPITOL DR TO HAMPTON AVE IN THE CITY OF MILWAUKEE (1.02 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(514)	ROW			--	--	--	--	--		
		CONST			--	--	--	7,613.0	--		
		OTHER			--	--	--	--	--		
		TOTAL		--	--	--	7,613.0	--			
		SOURCE OF FUNDS STP-M		LOCAL	--	--	--	1,730.6	--		
STATE	--		--	--	--	--					
FEDERAL	--		--	--	5,882.4	--					
	4109888	2595-03-73	TOTAL	--	--	--	7,613.0	--			
	131	RECONSTRUCTION OF S 60TH STREET FROM W COLD SPRING RD TO W MORGAN AVE IN THE CITY OF MILWAUKEE (1.00 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(135)	ROW			--	--	--	--	--		
		CONST			4,814.5	--	--	--	--		
		OTHER			175.0	--	--	--	--		
		TOTAL		4,989.5	--	--	--	--			
		SOURCE OF FUNDS STP-M		LOCAL	1,125.9	--	--	--	--		
STATE	--		--	--	--	--					
FEDERAL	3,863.6		--	--	--	--					
	4100078	2415-00-70	TOTAL	4,989.5	--	--	--	--			
	132	RECONSTRUCTION OF N 91ST ST FROM W MILL ROAD (CTH S) TO W GOOD HOPE ROAD IN THE CITY OF MILWAUKEE (1.00 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(136)	ROW			--	--	--	--	--		
		CONST			4,627.5	--	--	--	--		
		OTHER			60.0	--	--	--	--		
		TOTAL		4,687.5	--	--	--	--			
		SOURCE OF FUNDS STP-M		LOCAL	1,017.5	--	--	--	--		
STATE	--		--	--	--	--					
FEDERAL	3,670.0		--	--	--	--					
	4100077	2504-00-71	TOTAL	4,687.5	--	--	--	--			
	133	RECONSTRUCTION OF N 92ND ST FROM W CAPITOL DR (STH 190) TO W HAMPTON AVE IN THE CITY OF MILWAUKEE (1.00 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(137)	ROW			--	--	--	--	--		
		CONST			4,984.6	--	--	--	--		
		OTHER			125.0	--	--	--	--		
		TOTAL		5,109.6	--	--	--	--			
		SOURCE OF FUNDS STP-M		LOCAL	1,261.9	--	--	--	--		
STATE	--		--	--	--	--					
FEDERAL	3,847.7		--	--	--	--					
	4100011	2585-00-70	TOTAL	5,109.6	--	--	--	--			
	134	MILWAUKEE STREETCAR PHASE 1 OPERATING ASSISTANCE IN THE CITY OF MILWAUKEE	TE	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
	(138)	ROW			--	--	--	--	--		
		CONST			--	--	--	--	--		
		OTHER			--	2,653.4	2,650.0	1,325.0	--		
		TOTAL		--	2,653.4	2,650.0	1,325.0	--			
		SOURCE OF FUNDS CMAQ		LOCAL	--	530.7	530.0	265.0	--		
STATE	--		--	--	--	--					
FEDERAL	--		2,122.7	2,120.0	1,060.0	--					
	4100085	1693-34-18	TOTAL	--	2,653.4	2,650.0	1,325.0	--			
	135	OPERATING ASSISTANCE FOR THE LAKEFRONT LINE OF THE MILWAUKEE STREETCAR	TE	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
	(139)	ROW			--	--	--	--	--		
		CONST			--	--	--	--	--		
		OTHER			--	1,100.0	--	--	--		
		TOTAL		--	1,100.0	--	--	--			
		SOURCE OF FUNDS CMAQ		LOCAL	--	220.0	--	--	--		
STATE	--		--	--	--	--					
FEDERAL	--		880.0	--	--	--					
	4100188	1693-34-32	TOTAL	--	1,100.0	--	--	--			
	136	IMPLEMENTATION OF THE MILWAUKEE STREETCAR BETWEEN THE MILWAUKEE INTERMODAL STATION AND AN AREA NORTH OF THE CENTRAL BUSINESS DISTRICT: PHASE I	TE	DETAIL COSTS	PE	2,000.0	--	--	--	--	NON-EXEMPT
	(139)	ROW			100.0	--	--	--	--		
		CONST			77,900.0	--	--	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		80,000.0	--	--	--	--			
		SOURCE OF FUNDS IH-C/S		LOCAL	36,000.0	--	--	--	--		
STATE	--		--	--	--	--					
FEDERAL	44,000.0		--	--	--	--					
	4109958		TOTAL	80,000.0	--	--	--	--			

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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
MILWAUKEE (CITY)	137 (446)	IMPLEMENTATION OF THE LAKEFRONT EXTENSION OF THE MILWAUKEE STREETCAR BETWEEN N BROADWAY AND LINCOLN MEMORIAL DRIVE 4109959	TE	DETAIL COSTS	PE	1,000.0	--	--	--	--	NON-EXEMPT
					ROW	100.0	--	--	--	--	
					CONST	27,300.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	28,400.0	--	--	--	--		
				SOURCE OF FUNDS FED TIGER	LOCAL	14,200.0	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	14,200.0	--	--		--	--					
TOTAL	28,400.0	--	--		--	--					
	138 (140)	LOCAL STREET IMPROVEMENT AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE 4100412	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	2,020.0	--	2,020.0	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	2,020.0	--	2,020.0	--		
				SOURCE OF FUNDS LRIP	LOCAL	--	1,010.0	--	1,010.0	--	
STATE	--	1,010.0	--		1,010.0	--					
FEDERAL	--	--	--		--	--					
TOTAL	--	2,020.0	--		2,020.0	--					
	139 (142)	SPOT TRAFFIC SIGNAL IMPROVEMENTS AT VARIOUS HIGH HAZARD LOCATIONS IN THE CITY OF MILWAUKEE 4100162	HS	DETAIL COSTS	PE	65.0	65.0	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	585.0	585.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	650.0	650.0	--	--	--		
				SOURCE OF FUNDS HSIP	LOCAL	65.0	65.0	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	585.0	585.0	--		--	--					
TOTAL	650.0	650.0	--		--	--					
	140 (144)	INSTALLATION OF MAST ARMS AT 3 CONNECTING HIGHWAY INTERSECTIONS IN THE CITY OF MILWAUKEE 4109913 2984-04-71	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	132.9	--	--	
					OTHER	--	--	73.1	--	--	
				TOTAL	--	--	206.0	--	--		
				SOURCE OF FUNDS	LOCAL	--	--	20.6	--	--	
STATE	--	--	185.4		--	--					
FEDERAL	--	--	--		--	--					
TOTAL	--	--	206.0		--	--					
	141 (146)	INSTALLATION OF MAST ARMS AT 11 LOCAL STREET INTERSECTIONS IN THE CITY OF MILWAUKEE 4109896 2595-08-70	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	737.3	--	--	--	--	
					OTHER	403.2	--	--	--	--	
				TOTAL	1,140.5	--	--	--	--		
				SOURCE OF FUNDS HSIP	LOCAL	114.1	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	1,026.4	--	--		--	--					
TOTAL	1,140.5	--	--		--	--					
	142 (486)	INSTALLATION OF MONOTUBE MAST ARMS ON W LINCOLN AVE AT MILLER PKWY/43RD ST AND LAYTON BLVD/27TH ST IN THE CITY OF MILWAUKEE 4109890 2110-00-72	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	397.8	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	397.8	--	--	--		
				SOURCE OF FUNDS HSIP	LOCAL	--	39.8	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	--	358.0	--		--	--					
TOTAL	--	397.8	--		--	--					
	143 (147)	INSTALLATION OF MAST ARMS AT 6 CONNECTING HIGHWAY INTERSECTIONS IN THE CITY OF MILWAUKEE 4100075 2120-17-70	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	583.5	--	--	--	
					OTHER	--	303.9	--	--	--	
				TOTAL	--	887.4	--	--	--		
				SOURCE OF FUNDS	LOCAL	--	88.8	--	--	--	
STATE	--	798.6	--		--	--					
FEDERAL	--	--	--		--	--					
TOTAL	--	887.4	--		--	--					
	144 (148)	SAFETY IMPROVEMENTS AT 12 LOCATIONS ALONG STH 190 IN THE CITY OF MILWAUKEE 4109912 2025-01-72	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	940.8	--	--	--	--	
					OTHER	529.0	--	--	--	--	
				TOTAL	1,469.8	--	--	--	--		
				SOURCE OF FUNDS	LOCAL	299.8	--	--	--	--	
STATE	1,170.0	--	--		--	--					
FEDERAL	--	--	--		--	--					
TOTAL	1,469.8	--	--		--	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
MILWAUKEE (CITY)	145 (470)	MEDIAN AND PAVEMENT MARKING CHANGES ON W CAPITOL DR (STH 190) BETWEEN SOO LINE OVERPASS AND N 36TH ST IN THE CITY OF MILWAUKEE (0.2 MI) 41001872025-00-70	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	371.3	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	371.3	--	--	--		
				SOURCE OF FUNDS HSIP	LOCAL	--	37.1	--	--	--	
					STATE	--	--	--	--	--	
				FEDERAL	--	334.2	--	--	--		
				TOTAL	--	371.3	--	--	--		
	146 (471)	INSTALLATION OF MAST ARMS AT 6 CONNECTING INTERSECTIONS ON FOND DU LAC AVE IN THE CITY OF MILWAUKEE 41001861360-00-76	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	1,447.9	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	1,447.9	--	--	--		
				SOURCE OF FUNDS	LOCAL	--	144.8	--	--	--	
					STATE	--	1,303.1	--	--	--	
				FEDERAL	--	--	--	--	--		
				TOTAL	--	1,447.9	--	--	--		
	147 (149)	PURCHASE AND INSTALLATION OF CNG DISPENSING SYSTEM AT THE NORTHWEST GARAGE IN THE CITY OF MILWAUKEE 41000091693-36-02	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	--	--	--	--		
				OTHER	500.0	--	--	--	--		
				TOTAL	500.0	--	--	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	100.0	--	--	--	--	
					STATE	--	--	--	--	--	
				FEDERAL	400.0	--	--	--	--		
				TOTAL	500.0	--	--	--	--		
	148 (150)	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 73 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #1) 41000702984-44-00	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	--	--	--	--		
				OTHER	1,064.0	--	--	--	--		
				TOTAL	1,064.0	--	--	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	212.8	--	--	--	--	
					STATE	--	--	--	--	--	
				FEDERAL	851.2	--	--	--	--		
				TOTAL	1,064.0	--	--	--	--		
	149 (151)	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 74 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #2) 41000712984-45-00	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	--	--	--	--		
				OTHER	--	1,064.0	--	--	--		
				TOTAL	--	1,064.0	--	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	--	212.8	--	--	--	
					STATE	--	--	--	--	--	
				FEDERAL	--	851.2	--	--	--		
				TOTAL	--	1,064.0	--	--	--		
	150 (165)	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 73 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #4) 41000722984-47-00	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	--	--	--	--		
				OTHER	--	1,064.0	--	--	--		
				TOTAL	--	1,064.0	--	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	--	212.8	--	--	--	
					STATE	--	--	--	--	--	
				FEDERAL	--	851.2	--	--	--		
				TOTAL	--	1,064.0	--	--	--		
	151 (166)	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 88 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #5) 41000732984-48-00	EE	DETAIL COSTS	PE	172.5	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	--	--	--	--		
				OTHER	--	--	1,288.0	--	--		
				TOTAL	172.5	--	1,288.0	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	34.5	--	257.6	--	--	
					STATE	--	--	--	--	--	
				FEDERAL	138.0	--	1,030.4	--	--		
				TOTAL	172.5	--	1,288.0	--	--		
	152 (154)	REIMBURSEMENT OF THE MARGINAL COST DIFFERENCE BETWEEN A NEW CNG TRUCK AND A NEW DIESEL TRUCK ESTIMATED AT 30 TRUCKS 41099251693-34-79	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	--	--	--	--		
				OTHER	247.8	554.6	--	--	--		
				TOTAL	247.8	554.6	--	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	49.6	110.9	--	--	--	
					STATE	--	--	--	--	--	
				FEDERAL	198.2	443.7	--	--	--		
				TOTAL	247.8	554.6	--	--	--		

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
MILWAUKEE (CITY)	153 (156)	PROVIDE A PUBLIC BIKE SHARING SYSTEM AT A MINIMUM OF 24 LOCATIONS THROUGH DOWNTOWN AND NEAR DOWNTOWN IN THE CITY OF MILWAUKEE-PHASE 1 41099112190-06-01	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	251.2	--	--	--	--	
					OTHER	1,153.6	--	--	--	--	
				TOTAL	1,404.8	--	--	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	280.9	--	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	1,123.9	--	--	--	--	
					TOTAL	1,404.8	--	--	--	--	
					154 (157)	MILWAUKEE PUBLIC SCHOOL DISTRICT SAFE ROUTES EDUCATION PROGRAM IN THE CITY OF MILWAUKEE 41099991009-00-84	EE	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	--	204.0	205.5						--	--	
TOTAL	--	204.0	205.5					--	--		
				SOURCE OF FUNDS TAP	LOCAL	--	40.8	41.1	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	163.2	164.4	--	--	
					TOTAL	--	204.0	205.5	--	--	
					155 (159)	EXPANSION OF THE PUBLIC BIKE SHARING SYSTEM AT 26 LOCATIONS IN THE CITY OF MILWAUKEE-PHASE 2 41099852190-06-04	EE	DETAIL COSTS	PE	272.6	--
ROW	--	--	--						--	--	
CONST	--	378.2	--						--	--	
OTHER	--	1,249.2	--						--	--	
TOTAL	272.6	1,627.4	--					--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	54.5	325.5	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	218.1	1,301.9	--	--	--	
					TOTAL	272.6	1,627.4	--	--	--	
					156 (159)	CONSTRUCTION OF BICYCLE FACILITIES ON VARIOUS ROADWAYS IN THE CITY OF MILWAUKEE 41099881693-44-70	EE	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	392.1	--	--						--	--	
OTHER	--	--	--						--	--	
TOTAL	392.1	--	--					--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	128.1	--	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	264.0	--	--	--	--	
					TOTAL	392.1	--	--	--	--	
					157 (160)	INSTALLATION OF TRANSIT PRIORITY SYSTEM AT 100 SIGNALIZED INTERSECTIONS ON PROPOSED EXPRESS BUS AND TROLLEY CIRCULATOR ROUTES IN THE CITY OF MILWAUKEE 41099241693-35-93	EE	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	900.0	--	--						--	--	
TOTAL	900.0	--	--					--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	180.0	--	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	720.0	--	--	--	--	
					TOTAL	900.0	--	--	--	--	
					158 (161)	DEVELOP AN INTERACTIVE BICYCLE MAPPING APPLICATION FOR THE CITY OF MILWAUKEE 41000102984-49-00	EE	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	180.0	--	--						--	--	
TOTAL	180.0	--	--					--	--		
				SOURCE OF FUNDS TAP	LOCAL	36.0	--	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	144.0	--	--	--	--	
					TOTAL	180.0	--	--	--	--	
					159 (160)	COMPUTER OPTIMIZATION OF TRAFFIC SIGNALS AT 135 INTERSECTIONS AT VARIOUS CORRIDORS IN THE CITY OF MILWAUKEE 41098862984-09-03	EE	DETAIL COSTS	PE	225.0	--
ROW	--	--	--						--	--	
CONST	--	--	--						50.0	--	
OTHER	--	--	--						--	--	
TOTAL	225.0	--	--					50.0	--		
				SOURCE OF FUNDS CMAQ	LOCAL	45.0	--	--	10.0	--	
					STATE	--	--	--	--	--	
					FEDERAL	180.0	--	--	40.0	--	
					TOTAL	225.0	--	--	50.0	--	
					160 (438)	MILWAUKEE PUBLIC SCHOOL DISTRICT SAFE ROUTES YOUTH EDUCATION AND LEADERSHIP PROGRAM IN THE CITY OF MILWAUKEE 41098951009-00-65	EE	DETAIL COSTS	PE	--	--
ROW	--	--	--						--	--	
CONST	--	--	--						--	--	
OTHER	--	187.0	--						--	--	
TOTAL	--	187.0	--					--	--		
				SOURCE OF FUNDS TAP	LOCAL	--	37.4	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	--	149.6	--	--	--	
					TOTAL	--	187.0	--	--	--	

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
MILWAUKEE (CITY)	161	DEVELOP A CITYWIDE BICYCLE PARKING PROGRAM AND INSTALL BICYCLE PARKING RACKS, CORRALS, AND LOCKERS THROUGHOUT THE CITY OF MILWAUKEE	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				489.0	--	--	--	--		
	OTHER				98.0	--	--	--	--		
	TOTAL			587.0	--	--	--	--			
(162)	SOURCE OF FUNDS TAP	LOCAL	117.4	--	--	--	--	--			
STATE		--	--	--	--	--					
FEDERAL		469.6	--	--	--	--					
TOTAL		587.0	--	--	--	--					
	162	DEVELOP A COORDINATED SIGNAGE PLAN FOR BOTH ON-STREET FACILITIES AND OFF-STREET TRAILS IN THE CITY OF MILWAUKEE AND IN MILWAUKEE COUNTY PARKS	EE	DETAIL COSTS	PE	190.0	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	--	--	--	--		
	OTHER				--	--	--	--	--		
	TOTAL			190.0	--	--	--	--			
(163)	SOURCE OF FUNDS TAP	LOCAL	38.0	--	--	--	--				
STATE		--	--	--	--	--					
FEDERAL		152.0	--	--	--	--					
TOTAL		190.0	--	--	--	--					
	163	INSTALLATION OF BIKE BOULEVARDS ON N FRATNEY FROM KEEFE AVE TO MEINECKE AVE AND ON WRIGHT ST FROM PALMER ST TO THE OAK LEAF TRAIL IN THE CITY OF MILWAUKEE (2.12 MI)	EE	DETAIL COSTS	PE	122.7	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	--	688.2	--	--		
	OTHER				--	--	--	--	--		
	TOTAL			122.7	--	--	688.2	--			
(164)	SOURCE OF FUNDS TAP	LOCAL	24.5	--	--	137.7	--				
STATE		--	--	--	--	--					
FEDERAL		98.2	--	--	550.5	--					
TOTAL		122.7	--	--	688.2	--					
	164	INSTALLATION OF ANTI-SLIP TREATMENTS FOR BICYCLISTS ON LIFT BRIDGES AT PLANKINGTON AVE AND EMMER LN IN THE CITY OF MILWAUKEE	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				445.5	--	--	--	--		
	OTHER				--	--	--	--	--		
	TOTAL			445.5	--	--	--	--			
(168)	SOURCE OF FUNDS TAP	LOCAL	89.1	--	--	--	--				
STATE		--	--	--	--	--					
FEDERAL		356.4	--	--	--	--					
TOTAL		445.5	--	--	--	--					
	165	PROVIDE A PUBLIC BIKE SHARING SYSTEM AT VARIOUS LOCATIONS IN THE VILLAGE OF SHOREWOOD	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				111.0	--	--	--	--		
	OTHER				339.9	--	--	--	--		
	TOTAL			450.9	--	--	--	--			
(174)	SOURCE OF FUNDS TAP	LOCAL	99.0	--	--	--	--				
STATE		--	--	--	--	--					
FEDERAL		351.9	--	--	--	--					
TOTAL		450.9	--	--	--	--					
	166	NEIGHBORHOOD SAFE ROUTES COLLABORATION PROGRAM FOR THE WAUWATOSA SCHOOL DISTRICT	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				--	--	--	--	--		
	OTHER				21.1	--	--	--	--		
	TOTAL			21.1	--	--	--	--			
(177)	SOURCE OF FUNDS TAP	LOCAL	4.2	--	--	--	--				
STATE		--	--	--	--	--					
FEDERAL		16.9	--	--	--	--					
TOTAL		21.1	--	--	--	--					
	167	PROVIDE A PUBLIC BIKE SHARING SYSTEM AT VARIOUS LOCATIONS IN THE CITY OF WAUWATOSA	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	CONST				111.0	--	--	--	--		
	OTHER				347.6	--	--	--	--		
	TOTAL			458.6	--	--	--	--			
(178)	SOURCE OF FUNDS TAP	LOCAL	100.5	--	--	--	--				
STATE		--	--	--	--	--					
FEDERAL		358.1	--	--	--	--					
TOTAL		458.6	--	--	--	--					
	168	RECONSTRUCTION OF W NATIONAL AVE FROM S 92ND ST TO S 95TH ST IN THE CITY OF WEST ALLIS (0.25 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	1,544.0	--	--	--	
	CONST				--	--	--	--	--	--	
	OTHER				--	--	--	--	--		
	TOTAL			--	1,544.0	--	--	--	--		
(179)	SOURCE OF FUNDS STP-M	LOCAL	--	600.6	--	--	--	--			
STATE		--	--	--	--	--	--				
FEDERAL		--	943.4	--	--	--	--				
TOTAL		--	1,544.0	--	--	--	--				
	169	RECONSTRUCTION OF W NATIONAL AVE FROM S 92ND ST TO S 95TH ST IN THE CITY OF WEST ALLIS (0.25 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--	--	
	CONST				--	--	--	--	--	--	
	OTHER				--	--	--	--	--		
	TOTAL			--	1,544.0	--	--	--	--		
(180)	SOURCE OF FUNDS STP-M	LOCAL	--	600.6	--	--	--	--			
STATE		--	--	--	--	--	--				
FEDERAL		--	943.4	--	--	--	--				
TOTAL		--	1,544.0	--	--	--	--				

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
WEST ALLIS (CITY)	169	RECONSTRUCTION OF W NATIONAL AVE FROM 82ND ST TO 76TH ST IN THE CITY OF WEST ALLIS (0.32 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(515)	ROW			--	--	--	--	--		
		CONST			--	--	2,822.7	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		--	--	2,822.7	--	--			
41799962410-03-01	SOURCE OF FUNDS STP-M	LOCAL	--	--	564.6	--	--				
		STATE	--	--	--	--	--				
		FEDERAL	--	--	2,258.1	--	--				
		TOTAL	--	--	2,822.7	--	--				
	170	RECONSTRUCTION OF W NATIONAL AVE FROM S 70TH ST TO S 76TH ST IN THE CITY OF WEST ALLIS (0.4 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(180)	ROW			--	--	--	--	--		
		CONST			--	3,026.5	--	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		--	3,026.5	--	--	--			
41700132410-00-07	SOURCE OF FUNDS STP-M	LOCAL	--	1,212.8	--	--					
		STATE	--	--	--	--					
		FEDERAL	--	1,813.7	--	--					
		TOTAL	--	3,026.5	--	--					
	171	CONSTRUCTION OF A CROSS-TOWN CONNECTOR BIKE/PEDESTRIAN BRIDGE OVER STH 100 IN THE CITY OF WEST ALLIS	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(182)	ROW			--	--	--	--	--		
		CONST			--	1,228.9	--	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		--	1,228.9	--	--	--			
41769901693-32-74	SOURCE OF FUNDS CMAQ	LOCAL	--	373.7	--	--					
		STATE	--	--	--	--					
		FEDERAL	--	855.2	--	--					
		TOTAL	--	1,228.9	--	--					
	172	CONSTRUCTION OF THE WEST ALLIS CROSS TOWN CONNECTOR BICYCLE/PEDESTRIAN TRAIL FROM THE UNION PACIFIC RAILROAD TO S 56TH ST ALONG THE WE ENERGIES ROW IN THE CITY OF WEST ALLIS (4.70 MI)	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(183)	ROW			--	--	--	--	--		
		CONST			--	422.2	--	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		--	422.2	--	--	--			
41700161693-43-71	SOURCE OF FUNDS CMAQ	LOCAL	--	84.5	--	--					
		STATE	--	--	--	--					
		FEDERAL	--	337.7	--	--					
		TOTAL	--	422.2	--	--					
	173	CONSTRUCTION OF THE WEST ALLIS CROSS TOWN CONNECTOR BICYCLE/PEDESTRIAN TRAIL FROM S 108TH ST TO UNION PACIFIC RR ALONG THE WE ENERGIES ROW IN THE CITY OF WEST ALLIS (0.3 MI)	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(472)	ROW			--	--	--	--	--		
		CONST			--	337.4	--	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		--	337.4	--	--	--			
41700212995-07-71	SOURCE OF FUNDS TAP	LOCAL	--	75.7	--	--					
		STATE	--	--	--	--					
		FEDERAL	--	261.7	--	--					
		TOTAL	--	337.4	--	--					
	174	PROVIDE A PUBLIC BIKE SHARING SYSTEM AT VARIOUS LOCATIONS IN THE CITY OF WEST ALLIS	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(184)	ROW			--	--	--	--	--		
		CONST			111.0	--	--	--	--		
		OTHER			340.7	--	--	--	--		
		TOTAL		451.7	--	--	--	--			
41700152995-01-06	SOURCE OF FUNDS TAP	LOCAL	99.1	--	--	--					
		STATE	--	--	--	--					
		FEDERAL	352.6	--	--	--					
		TOTAL	451.7	--	--	--					
WHITEFISH BAY (VILLAGE)	175	SAFETY IMPROVEMENTS AT THE INTERSECTION OF SILVER SPRING DR AND BAY RIDGE AVE IN THE VILLAGE OF WHITEFISH BAY	HS	DETAIL COSTS	PE	61.0	--	--	--	--	EXEMPT
	(544)	ROW			--	--	--	--	--		
		CONST			--	--	286.4	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		61.0	--	286.4	--	--			
41999982090-03-01	SOURCE OF FUNDS HSIP	LOCAL	23.9	--	28.6	--					
		STATE	--	--	--	--					
		FEDERAL	37.1	--	257.8	--		--			
		TOTAL	61.0	--	286.4	--		--			
UNITED COMMUNITY CENTER	176	PURCHASE OF 2 MEDIUM BUSES FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE COUNTY: 2017	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
		ROW			--	--	--	--	--		
		CONST			--	--	--	--	--		
		OTHER			114.0	--	--	--	--		
		TOTAL		114.0	--	--	--	--			
4339996	SOURCE OF FUNDS FTA 5310	LOCAL	22.8	--	--	--					
		STATE	--	--	--	--					
		FEDERAL	91.2	--	--	--					
		TOTAL	114.0	--	--	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
JEWISH COMMUNITY CENTER	177	PURCHASE OF 3 MEDIUM BUSES FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE COUNTY: 2017 4350001	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	303.0	--	--	--	--	
					TOTAL	303.0	--	--	--	--	
				SOURCE OF FUNDS FTA 5310	LOCAL	60.6	--	--	--	--	
					STATE	--	--	--	--	--	
					FEDERAL	242.4	--	--	--	--	
					TOTAL	303.0	--	--	--	--	

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
OZAUKEE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	178	REHABILITATION OF BRIDGES ALONG IH 43 FROM STH 60 TO N OZAUKEE COUNTY LINE (18.7 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(190)	ROW			--	--	--	--			
		CONST			--	--	--	9,734.1			
		OTHER			--	--	--	50.0			
		TOTAL		--	--	--	9,784.1				
		SOURCE OF FUNDS NHPP		LOCAL	--	--	--	--			
STATE	--		--	--	1,996.8						
FEDERAL	--		--	--	7,787.3						
8009494	1450-02-00	TOTAL	--	--	--	--	9,784.1				
	179	ROADWAY MAINTENANCE OF IH 43 FROM NORTH OZAUKEE COUNTY LINE TO STH 32 IN OZAUKEE COUNTY (28.6 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(191)	ROW			--	--	--	--			
		CONST			975.0	--	--	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		975.0	--	--	--	--			
		SOURCE OF FUNDS		LOCAL	--	--	--	--			
STATE	975.0		--	--	--	--					
FEDERAL	--		--	--	--	--					
8001021	1228-03-64	TOTAL	975.0	--	--	--	--				
	180	CORRIDOR STUDY OF STH 57 FROM S COUNTY LINE TO STH 167 (2.21 MI)	HP	DETAIL COSTS	PE	300.0	--	--	--	--	EXEMPT
	(192)	ROW			--	--	--	--			
		CONST			--	--	--	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		300.0	--	--	--	--			
		SOURCE OF FUNDS		LOCAL	300.0	--	--	--	--		
STATE	--		--	--	--	--					
FEDERAL	--		--	--	--	--					
8000109	2280-04-00	TOTAL	300.0	--	--	--	--				
	181	RECONSTRUCTION OF THE INTERSECTION OF STH 60 AND CTH Y IN THE TOWN OF CEDARBURG	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(193)	ROW			--	--	--	--			
		CONST			--	--	2,070.0	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		--	--	2,070.0	--	--			
		SOURCE OF FUNDS STP-O		LOCAL	--	--	--	--			
STATE	--		--	414.0	--	--					
FEDERAL	--		--	1,656.0	--	--					
8009470	2310-14-00	TOTAL	--	--	2,070.0	--	--				
OZAUKEE COUNTY	182	RECONSTRUCTION OF CTH C FROM CTH CC TO PIONEER RD IN OZAUKEE COUNTY (7.06 MI)	HP	DETAIL COSTS	PE	25.0	--	--	--	--	EXEMPT
	(194)	ROW			--	--	--	--			
		CONST			2,500.0	--	--	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		2,525.0	--	--	--	--			
		SOURCE OF FUNDS		LOCAL	2,525.0	--	--	--	--		
STATE	--		--	--	--	--					
FEDERAL	--		--	--	--	--					
2009994		TOTAL	2,525.0	--	--	--	--				
	183	RECONSTRUCTION OF CTH D FROM THE WEST VILLAGE OF BELGIUM LIMITS TO CTH LL IN OZAUKEE COUNTY (1.40 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(195)	ROW			--	--	--	--			
		CONST			3,590.0	2,525.0	--	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		3,590.0	2,525.0	--	--	--			
		SOURCE OF FUNDS STP-O		LOCAL	1,030.0	505.0	--	--	--		
STATE	--		--	--	--	--					
FEDERAL	2,560.0		2,020.0	--	--	--					
2009976	4880-01-00	TOTAL	3,590.0	2,525.0	--	--	--				
	184	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
	(196)	ROW			--	--	--	--			
		CONST			--	--	--	--	--		
		OTHER			240.1	242.5	244.9	247.4	--		
		TOTAL		240.1	242.5	244.9	247.4	--			
		SOURCE OF FUNDS		LOCAL	40.0	41.2	41.6	42.0	--		
STATE	200.1		201.3	203.3	205.4	--					
FEDERAL	--		--	--	--	--					
2000007		TOTAL	240.1	242.5	244.9	247.4	--				
	185	OPERATING ASSISTANCE FOR OZAUKEE COUNTY EXPRESS BUS AND SHARED-RIDE TAXI (SEC 85.20)	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(198)	ROW			--	--	--	--			
		CONST			--	--	--	--	--		
		OTHER			1,700.2	1,709.7	1,719.1	1,728.3	--		
		TOTAL		1,700.2	1,709.7	1,719.1	1,728.3	--			
		SOURCE OF FUNDS FTA 5307		LOCAL	576.2	563.2	549.6	535.5	--		
STATE	1,124.0		1,146.5	1,169.5	1,192.8	--					
FEDERAL	--		--	--	--	--					
2000008		TOTAL	1,700.2	1,709.7	1,719.1	1,728.3	--				

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
OZAUKEE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT	
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING		
OZAUKEE COUNTY	186 (199) 2000002	CAPITAL COSTS OF MAINTENANCE FOR THE OZAUKEE COUNTY EXPRESS BUS AND PREVENTATIVE MAINTENANCE FOR THE SHARED-RIDE TAXI SERVICE	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
					ROW	--	--	--	--	--		
					CONST	--	--	--	--	--		
					OTHER	1,280.0	1,290.0	1,301.9	1,313.9	--		
				TOTAL	1,280.0	1,290.0	1,301.9	1,313.9	--			
				SOURCE OF FUNDS FTA 5307	LOCAL	728.0	734.0	741.1	748.3	--		
STATE	--	--	--		--	--						
	187 b (200) 2000017	PURCHASE OF REPLACEMENT VEHICLES FOR THE OZAUKEE COUNTY SHARED-RIDE TAXI PROGRAM	TP	DETAIL COSTS	FEDERAL	552.0	556.0	560.8	565.6	--		
					TOTAL	1,280.0	1,290.0	1,301.9	1,313.9	--		
					SOURCE OF FUNDS COMB	LOCAL	35.0	35.0	35.0	35.0	--	
						STATE	--	--	--	--	--	
				FEDERAL	140.0	140.0	140.0	140.0	--			
				TOTAL	175.0	175.0	175.0	175.0	--			
CEDARBURG (TOWN)	188 (516) 2049999 2695-00-03	REPLACEMENT OF THE COVERED BRIDGE RD BRIDGE OVER CEDAR CREEK (B-45-0013) IN OZAUKEE COUNTY	OH	DETAIL COSTS	PE	96.0	--	--	--	--	EXEMPT	
					ROW	--	--	--	--	--		
					CONST	--	--	563.3	--	--		
					OTHER	--	--	--	--	--		
				TOTAL	96.0	--	563.3	--	--			
				SOURCE OF FUNDS STP-O	LOCAL	31.6	--	112.7	--	--		
STATE	--	--	--		--	--						
	189 2209996	PURCHASE OF 1 CONVENTIONAL BUS FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN OZAUKEE, MILWAUKEE, RACINE, AND KENOSHA COUNTIES: 2017	TP	DETAIL COSTS	FEDERAL	64.4	--	450.6	--	--		
					TOTAL	96.0	--	563.3	--	--		
					SOURCE OF FUNDS FTA 5310	LOCAL	24.8	--	--	--	--	
						STATE	--	--	--	--	--	
				FEDERAL	99.2	--	--	--	--			
				TOTAL	124.0	--	--	--	--			
	190 2209995	PURCHASE OF 1 LARGE BUS FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN OZAUKEE, MILWAUKEE, RACINE, AND KENOSHA COUNTIES: 2017	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
					ROW	--	--	--	--	--		
					CONST	--	--	--	--	--		
					OTHER	98.0	--	--	--	--		
				TOTAL	98.0	--	--	--	--			
				SOURCE OF FUNDS FTA 5310	LOCAL	19.6	--	--	--	--		
STATE	--	--	--		--	--						
	191 2429995	PURCHASE OF 1 MINIVAN FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN OZAUKEE COUNTY: 2017	TP	DETAIL COSTS	FEDERAL	78.4	--	--	--	--	EXEMPT	
					TOTAL	98.0	--	--	--	--		
					SOURCE OF FUNDS FTA 5310	LOCAL	6.8	--	--	--		--
						STATE	--	--	--	--		--
				FEDERAL	27.2	--	--	--	--			
				TOTAL	34.0	--	--	--	--			
	192 2429994	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN OZAUKEE COUNTY: 2017	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
					ROW	--	--	--	--	--		
					CONST	--	--	--	--	--		
					OTHER	39.0	--	--	--	--		
				TOTAL	39.0	--	--	--	--			
				SOURCE OF FUNDS FTA 5310	LOCAL	7.8	--	--	--	--		
STATE	--	--	--		--	--						
	193 2429993	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN OZAUKEE COUNTY: 2017	TP	DETAIL COSTS	FEDERAL	31.2	--	--	--	--	EXEMPT	
					TOTAL	39.0	--	--	--	--		
					SOURCE OF FUNDS FTA 5310	LOCAL	81.9	--	--	--		--
						STATE	--	--	--	--		--
				FEDERAL	81.9	--	--	--	--			
				TOTAL	163.8	--	--	--	--			

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WASHINGTON COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	194	REHABILITATION OF USH 41 FROM THE USH 41/45 SPLIT TO THE DODGE COUNTY LINE (22.0 MI)	HP	DETAIL COSTS	PE	--	--	--	70.0	--	EXEMPT
	(206)	ROW			--	--	--	--	20,200.0		
		CONST			--	--	--	--			
		OTHER			--	--	--	--			
		TOTAL		--	--	--	70.0	20,200.0			
		SOURCE OF FUNDS NHPP		LOCAL	--	--	--	--			
STATE	--		--	--	7.0						
FEDERAL	--		--	--	63.0						
8000014	1107-00-71	TOTAL	--	--	--	70.0	20,200.0				
	195	REHABILITATION OF BRIDGES ALONG USH 41 FROM CTH K TO N WASHINGTON COUNTY LINE (EXCLUDING THE BRIDGES AT STH 33)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(208)	ROW			--	--	--	--	--		
		CONST			--	--	7,000.0	--	--		
		OTHER			--	--	50.0	--	--		
		TOTAL		--	--	7,050.0	--	--			
		SOURCE OF FUNDS NHPP		LOCAL	--	--	--	--			
STATE	--		--	1,450.0	--						
FEDERAL	--		--	5,600.0	--						
8009488	1100-41-00	TOTAL	--	--	7,050.0	--	--				
	196	REHABILITATION OF BRIDGES ALONG USH 41 FROM S WASHINGTON COUNTY LINE TO STH 33 (EXCLUDING THE BRIDGES AT CTH K) IN WASHINGTON COUNTY (BRIDGES B66-1,2,30-37,40-43,102-3,107-9, & 116)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
		ROW			--	100.0	--	--	--		
		CONST			--	--	--	--	35,453.0		
		OTHER			--	--	--	--	500.0		
		TOTAL		--	100.0	--	--	35,953.0			
		SOURCE OF FUNDS NHPP		LOCAL	--	--	--	--			
STATE	--		100.0	--	--						
FEDERAL	--		--	--	--						
8009458	1100-43-00	TOTAL	--	100.0	--	--	--				
	197	RESURFACING OF USH 45 (FOND DU LAC AVE) FROM WB CTH H TO WB STH 28 IN THE VILLAGE OF KEWASKUM (1.21 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
		ROW			--	--	--	--	--		
		CONST			--	--	--	2,185.0	--		
		OTHER			--	--	--	--	--		
		TOTAL		--	--	--	2,185.0	--			
		SOURCE OF FUNDS NHPP		LOCAL	--	--	--	--			
STATE	--		--	--	437.0						
FEDERAL	--		--	--	1,748.0						
8000097	4070-00-00	TOTAL	--	--	--	2,185.0	--				
	198	REHABILITATION INCLUDING BRIDGE REHAB OF USH 45 FROM USH 45/41 SPLIT TO ONE MILE N OF CTH D IN WASHINGTON COUNTY (13.96 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
		ROW			--	--	--	--	--		
		CONST			--	--	25,503.4	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		--	--	25,503.4	--	--			
		SOURCE OF FUNDS NHPP		LOCAL	--	--	--	--			
STATE	--		--	5,100.7	--						
FEDERAL	--		--	20,402.7	--						
8000096	2220-02-00	TOTAL	--	--	25,503.4	--	--				
	199	RESURFACING OF STH 60 FROM EAGLE DR IN WASHINGTON COUNTY TO STH 181 IN OZAUKEE COUNTY (7.18 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(211)	ROW			--	--	--	--	--		
		CONST			--	5,376.0	--	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		--	5,376.0	--	--	--			
		SOURCE OF FUNDS STP-O		LOCAL	--	--	--	--			
STATE	--		1,075.2	--	--						
FEDERAL	--		4,300.8	--	--						
8000051	2310-17-00	TOTAL	--	5,376.0	--	--	--				
	200	RECONSTRUCTION OF THE INTERSECTION OF MAIN ST (STH 60) AND CTH P IN THE VILLAGE OF JACKSON	HP	DETAIL COSTS	PE	--	--	--	150.0	--	EXEMPT
	(213)	ROW			--	--	--	--	270.0		
		CONST			--	--	--	--	1,150.0		
		OTHER			--	--	--	--	--		
		TOTAL		--	--	--	150.0	1,420.0			
		SOURCE OF FUNDS STP-O		LOCAL	--	--	--	--			
STATE	--		--	--	30.0						
FEDERAL	--		--	--	120.0						
8009758	2310-08-71	TOTAL	--	--	--	150.0	--				
	201	BRIDGE REHABILITATION OF THE STH 60 BRIDGE OVER CEDAR CREEK (B45-084), STH 167 OVER WI CENTRAL RR (B66-100/B66-101), STH 33 OVER SHERMAN RD (B66-106), AND STH 164 OVER SHERMAN RD AND STH 175 (B66-126/B66-127)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(496)	ROW			--	--	--	--	--		
		CONST			--	--	--	2,576.0	--		
		OTHER			--	--	--	--	--		
		TOTAL		--	--	--	2,576.0	--			
		SOURCE OF FUNDS		LOCAL	--	--	--	--			
STATE	--		--	--	2,576.0						
FEDERAL	--		--	--	--						
8008991	2709-05-00	TOTAL	--	--	--	2,576.0	--				

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WASHINGTON COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	202	RESURFACING OF STH 83 FROM STH 167 TO E MONROE AVE IN WASHINGTON COUNTY (3.91 MI) 80001121330-22-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	535.0	--	--	--	
					CONST	--	--	--	--	4,256.0	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	--	535.0	--	--	4,256.0	
					LOCAL	--	--	--	--	--	
	203	RECONDITIONING OF STH 164 FROM CTH Q TO CTH E IN WASHINGTON COUNTY (7.1 MI) (218)80098442709-03-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	14,410.0	--	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	--	14,410.0	--	--	--	
					LOCAL	--	--	--	--	--	
	204	RECONSTRUCTION OF THE INTERSECTION OF MEQUON RD (STH 167) AND COUNTRY AIRE DR IN THE VILLAGE OF GERMANTOWN (219)80097871380-00-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	3,820.0	--	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	--	3,820.0	--	--	--	
					LOCAL	--	--	--	--	--	
	205	HIGH FRICTION SURFACE TREATMENT TO THE IH 41 NB LOOP RAMP AT STH 60 IN THE VILLAGE OF SLINGER (534)80094041100-13-01	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	276.8	--	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	--	276.8	--	--	--	
					LOCAL	--	--	--	--	--	
	206	REPLACEMENT OF THE CTH M BRIDGE OVER MILWAUKEE RIVER (B-66-0945) IN WASHINGTON COUNTY (517)60099692745-00-01	HP	DETAIL COSTS	PE	306.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	1,887.0	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	306.0	--	1,887.0	--	--	
					LOCAL	102.0	--	377.4	--	--	
	207	LOCAL MARKETING FOR THE WASHINGTON COUNTY TRANSIT SYSTEM (228)60000011693-34-21	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
				SOURCE OF FUNDS	OTHER	--	25.0	25.0	--	--	
					TOTAL	--	25.0	25.0	--	--	
					LOCAL	--	5.0	5.0	--	--	
	208	OPERATING ASSISTANCE FOR WASHINGTON COUNTY SHARED RIDE TAXI SERVICE (SEC 85.20 AND FTA 5307) (229)6009994	TP	DETAIL COSTS	STATE	--	--	--	--	--	EXEMPT
					FEDERAL	--	--	--	--	--	
					TOTAL	1,781.9	1,817.3	1,853.9	1,853.9	--	
				SOURCE OF FUNDS	LOCAL	545.3	556.1	567.3	567.3	--	
					STATE	666.4	679.7	693.4	693.4	--	
					FEDERAL	570.2	581.5	593.2	593.2	--	
	209	OPERATING ASSISTANCE FOR WASHINGTON COUNTY COMMUTER EXPRESS BUS SERVICE (SEC 85.20 & 5307) (230)6000100	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
				SOURCE OF FUNDS	OTHER	1,442.4	1,471.2	1,500.6	1,500.6	--	
					TOTAL	1,442.4	1,471.2	1,500.6	1,500.6	--	
					LOCAL	389.5	397.3	405.2	405.2	--	
			STATE	476.0	485.5	495.2	495.2	--			
				FEDERAL	576.9	588.4	600.2	600.2	--		
				TOTAL	1,442.4	1,471.2	1,500.6	1,500.6	--		

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WASHINGTON COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
WASHINGTON COUNTY	210	WASHINGTON COUNTY SHARED-RIDE TAXI PROGRAM CAPITAL COSTS: 3 MINIVANS AND 3 MINIBUSES IN 2017; 3 MINIVANS AND 3 MINIBUSES IN 2018; 3 MINIVAN AND 3 MINIBUSES IN 2019; 3 MINIVANS AND 3 MINIBUSES IN 2020. (5307/5339).	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	(231)			CONST	--	--	--	--	--	--	
				OTHER	250.5	253.5	253.5	256.5	--		
				TOTAL	250.5	253.5	253.5	256.5	--		
6000102	SOURCE OF FUNDS FTA 5339	LOCAL	50.1	50.7	50.7	51.3					
		STATE	--	--	--	--					
		FEDERAL	200.4	202.8	202.8	205.2					
		TOTAL	250.5	253.5	253.5	256.5					
211	WASHINGTON COUNTY SHARED-RIDE TAXI PROGRAM CAPITAL COSTS: 1 MINIBUS IN 2015; 1 MINIBUS IN 2016; 1 MINIBUS IN 2017; AND 1 MINIBUS IN 2018	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
			(234)	CONST	--	--	--	--	--		
				OTHER	45.9	46.7	47.6	48.6	--		
				TOTAL	45.9	46.7	47.6	48.6	--		
6000011	SOURCE OF FUNDS FTA 5339	LOCAL	9.2	9.3	9.5	9.7					
		STATE	--	--	--	--					
		FEDERAL	36.7	37.4	38.1	38.9					
		TOTAL	45.9	46.7	47.6	48.6					
212 c	WASHINGTON COUNTY SHARED-RIDE TAXI PROGRAM CAPITAL COSTS: 1 MINIVAN IN 2015; 1 MINIVAN IN 2016; 1 MINIVAN IN 2017; AND 1 MINIVAN IN 2018	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
			(235)	CONST	--	--	--	--	--		
				OTHER	10.8	11.0	11.3	11.5	--		
				TOTAL	10.8	11.0	11.3	11.5	--		
6000012	SOURCE OF FUNDS FTA 5339	LOCAL	2.2	2.2	2.3	2.3					
		STATE	--	--	--	--					
		FEDERAL	8.6	8.8	9.0	9.2					
		TOTAL	10.8	11.0	11.3	11.5					
213	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR THE ELDERLY AND DISABLED IN WASHINGTON COUNTY (SEC 85.21)	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
			(232)	CONST	--	--	--	--	--		
				OTHER	362.6	369.8	377.3	384.8	--		
				TOTAL	362.6	369.8	377.3	384.8	--		
6000002	SOURCE OF FUNDS FTA 5307	LOCAL	60.4	61.6	62.9	64.1					
		STATE	302.2	308.2	314.4	320.7					
		FEDERAL	--	--	--	--					
		TOTAL	362.6	369.8	377.3	384.8					
214	DEVELOPMENT OF A BIKE AND PEDESTRIAN PLAN FOR WASHINGTON COUNTY	EE	DETAIL COSTS	PE	90.0	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
			(232)	CONST	--	--	--	--	--		
				OTHER	--	--	--	--	--		
				TOTAL	90.0	--	--	--	--		
6009968	2709-06-00	SOURCE OF FUNDS TAP	LOCAL	18.0	--	--	--				
			STATE	--	--	--	--				
			FEDERAL	72.0	--	--	--				
			TOTAL	90.0	--	--	--				
HARTFORD (CITY)	215	OPERATING ASSISTANCE FOR THE CITY OF HARTFORD TAXI SERVICE	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				--	--	--	--	--		
	(237)			CONST	--	--	--	--	--		
				OTHER	234.0	241.2	248.3	255.7	--		
				TOTAL	234.0	241.2	248.3	255.7	--		
6070006	SOURCE OF FUNDS FTA 5307	LOCAL	105.5	108.9	112.0	115.3					
		STATE	56.2	57.8	59.6	61.4					
		FEDERAL	72.3	74.5	76.7	79.0					
		TOTAL	234.0	241.2	248.3	255.7					
216	PURCHASE OF REPLACEMENT VEHICLES FOR THE CITY OF HARTFORD TAXI SERVICE	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
			(238)	CONST	--	--	--	--	--		
				OTHER	41.5	--	41.5	--	--		
				TOTAL	41.5	--	41.5	--	--		
6070005	SOURCE OF FUNDS FTA 5339	LOCAL	8.3	--	8.3	--					
		STATE	--	--	--	--					
		FEDERAL	33.2	--	33.2	--					
		TOTAL	41.5	--	41.5	--					
217	REPLACEMENT OF THE N WACKER DR BRIDGE OVER RUBICON RIVER (P-66-0709) IN THE CITY OF HARTFORD	OH	DETAIL COSTS	PE	101.0	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
			(518)	CONST	--	--	--	603.1	--		
				OTHER	--	--	--	--	--		
				TOTAL	101.0	--	--	603.1	--		
6079999	2706-00-01	SOURCE OF FUNDS STP-O	LOCAL	32.1	--	--	120.6				
			STATE	--	--	--	--				
			FEDERAL	68.9	--	--	482.5				
			TOTAL	101.0	--	--	603.1				

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WASHINGTON COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
KEWASKUM (TOWN)	218 (519)	REPLACEMENT OF THE KETTLE VIEW DR BRIDGE OVER KEWASKUM CREEK (P-66-0912) IN WASHINGTON COUNTY 61199994824-00-03	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	300.0	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	300.0	--	--		
				SOURCE OF FUNDS STP-B	LOCAL	--	--	60.0	--	--	
STATE	--	--	--		--	--					
FEDERAL	--	--	240.0		--	--					
TOTAL	--	--	300.0		--	--					
WEST BEND (CITY)	219 (239)	RECONSTRUCTION OF 18TH AVE FROM VOGT DR TO DECORAH RD IN THE CITY OF WEST BEND (0.5 MI) 61899992707-00-09	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	3,453.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	3,453.0	--	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	--	690.3	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	--	2,762.7	--		--	--					
TOTAL	--	3,453.0	--		--	--					
	220 (240)	OPERATING ASSISTANCE FOR THE CITY OF WEST BEND SHARED-RIDE TAXI SYSTEM 6180003	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	1,149.1	1,149.1	1,149.1	1,149.1	--	
				TOTAL	1,149.1	1,149.1	1,149.1	1,149.1	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	528.7	528.7	528.7	528.7	--	
STATE	310.2	310.2	310.2		310.2	--					
FEDERAL	310.2	310.2	310.2		310.2	--					
TOTAL	1,149.1	1,149.1	1,149.1		1,149.1	--					
	221 c (241)	PURCHASE OF REPLACEMENT VEHICLES FOR THE CITY OF WEST BEND TAXI SERVICE 6189998	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	142.0	142.0	71.0	48.0	--	
				TOTAL	142.0	142.0	71.0	48.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	28.4	28.4	14.2	9.6	--	
STATE	--	--	--		--	--					
FEDERAL	113.6	113.6	56.8		38.4	--					
TOTAL	142.0	142.0	71.0		48.0	--					
INTERFAITH OF WASHINGTON COUNTY	222	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN WASHINGTON COUNTY: 2017 6429995	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	8.4	--	--	--	--	
				TOTAL	8.4	--	--	--	--		
				SOURCE OF FUNDS FTA 5310	LOCAL	4.2	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	4.2	--	--		--	--					
TOTAL	8.4	--	--		--	--					
	223	PURCHASE OF 1 MINIVAN FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN WASHINGTON COUNTY: 2017 6429994	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	34.0	--	--	--	--	
				TOTAL	34.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5310	LOCAL	6.8	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	27.2	--	--		--	--					
TOTAL	34.0	--	--		--	--					
	224	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN WASHINGTON COUNTY: 2017 6429996	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	78.9	--	--	--	--	
				TOTAL	78.9	--	--	--	--		
				SOURCE OF FUNDS FTA 5310	LOCAL	40.2	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	38.7	--	--		--	--					
TOTAL	78.9	--	--		--	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	225	RESURFACING OF VARIOUS PARK AND RIDE LOTS IN SE WISCONSIN	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(245)	ROW			--	--	--	--	--		
		CONST			2,611.3	--	--	--	--		
		OTHER			25.0	--	--	--	--		
		TOTAL		2,636.3	--	--	--	--			
	80000081000-04-00	SOURCE OF FUNDS	LOCAL	--	--	--	--				
			STATE	2,636.3	--	--	--				
			FEDERAL	--	--	--					
			TOTAL	2,636.3	--	--	--				
	226	MAINTENANCE OVERLAY OF IH 94 FROM WEST WAUKESHA COUNTY LINE TO STH 16 (15.45 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(466)	ROW			--	--	--	--	--		
		CONST			2,550.0	--	--	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		2,550.0	--	--	--	--			
	80094061060-21-01	SOURCE OF FUNDS NHPP	LOCAL	--	--	--	--				
			STATE	510.0	--	--	--				
			FEDERAL	2,040.0	--	--	--				
			TOTAL	2,550.0	--	--	--				
	227	CONSTRUCTION OF EB AND WB AUXILIARY LANES ON IH 94 FROM MOORLAND RD TO UNDERWOOD PKWY AND THE REPLACEMENT OF THE SUNNYSLOPE RD AND ELM GROVE RD BRIDGES OVER IH 94 IN THE CITY OF BROOKFIELD (1.1 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(457)	ROW			--	--	--	--	--		
		CONST			18,262.8	--	--	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		18,262.8	--	--	--	--			
	80094121060-33-82	SOURCE OF FUNDS	LOCAL	--	--	--	--				
			STATE	18,262.8	--	--	--				
			FEDERAL	--	--	--	--				
			TOTAL	18,262.8	--	--	--				
	228	RESURFACING OF USH 41 FROM THE MILWAUKEE COUNTY LINE TO THE WASHINGTON COUNTY LINE IN WAUKESHA COUNTY (3.66 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(257)	ROW			--	--	--	--	--		
		CONST			5,705.0	--	--	--	22,550.0		
		OTHER			100.0	--	--	--	1,000.0		
		TOTAL		5,805.0	--	--	--	23,550.0			
	80097091100-36-70	SOURCE OF FUNDS	LOCAL	--	--	--	--				
			STATE	5,805.0	--	--	--				
			FEDERAL	--	--	--	--				
			TOTAL	5,805.0	--	--	--				
	229	RESURFACING OF STH 16 FROM CTH P TO CTH KE & STH 190 TO IH 94 IN WAUKESHA COUNTY (9.0 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(259)	ROW			--	--	--	--	--		
		CONST			14,036.0	--	--	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		14,036.0	--	--	--	--			
	80097401370-15-71	SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--				
			STATE	2,807.2	--	--	--				
			FEDERAL	11,228.8	--	--	--				
			TOTAL	14,036.0	--	--	--				
	230	BRIDGE DECK REPLACEMENT OF THE STH 16 AND STH 83 BRIDGE IN THE CITY OF DELAFIELD	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(552)	ROW			--	--	--	--	--		
		CONST			--	2,255.0	--	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		--	2,255.0	--	--	--			
	80001001330-10-72	SOURCE OF FUNDS NHPP	LOCAL	--	--	--	--				
			STATE	--	451.0	--	--				
			FEDERAL	--	1,804.0	--	--				
			TOTAL	--	2,255.0	--	--				
	231	RESURFACING OF STH 36 (LOOMIS RD) FROM CTH Y TO STH 100 IN WAUKESHA AND MILWAUKEE COUNTIES (7.40 MI)	HP	DETAIL COSTS	PE	--	--	750.0	--	--	EXEMPT
		ROW			--	--	--	--	--		
		CONST			--	--	--	--	--		
		OTHER			--	--	--	--	6,325.0		
		TOTAL		--	--	750.0	--	6,325.0			
	80001042240-00-06	SOURCE OF FUNDS NHPP	LOCAL	--	--	--	--				
			STATE	--	--	150.0	--				
			FEDERAL	--	--	600.0	--				
			TOTAL	--	--	750.0	--				
	232	MAINTENANCE OVERLAY OF STH 67 FROM 1000' N OF STH 59 TO 200' S OF USH 18 IN WAUKESHA COUNTY (9.61 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
		ROW			--	--	--	--	--		
		CONST			--	--	--	4,600.0	--		
		OTHER			--	--	--	--	--		
		TOTAL		--	--	--	4,600.0	--			
	80001113120-01-31	SOURCE OF FUNDS	LOCAL	--	--	--	--				
			STATE	--	--	--	4,600.0				
			FEDERAL	--	--	--	--				
			TOTAL	--	--	--	4,600.0				

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	233 (499)	BRIDGE REHABILITATION OF THE STH 67 BRIDGE OVER BARK RIVER, USH 18 BRIDGE OVER BARK RIVER, STH 59 BRIDGE OVER FOX RIVER, AND STH 83 BRIDGES OVER VETTELSON RD AND OCONOMOWOC RIVER IN WAUKESHA COUNTY 80089902715-03-03	HP	DETAIL COSTS	PE	401.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	3,266.0	
					OTHER	--	--	--	--	--	
				TOTAL	401.0	--	--	--	3,266.0		
				SOURCE OF FUNDS	LOCAL	401.0	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	--	--	--		--	--					
TOTAL	401.0	--	--	--	--	--					
	234 (499)	RESURFACING OF STH 83 FROM STH 59 TO PERKINS ROAD IN THE TOWN OF GENESEE (2.00 MI) 80001131330-32-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	2,070.0	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	2,070.0	--	--		
				SOURCE OF FUNDS NHPP	LOCAL	--	--	--	--	--	
STATE	--	--	414.0		--	--					
FEDERAL	--	--	1,656.0		--	--					
TOTAL	--	--	2,070.0	--	--	--					
	235 (535)	RESURFACING OF STH 164 FROM CTH ES (NATIONAL AVE) TO LES PAUL PKWY (STH 59) IN WAUKESHA COUNTY (4.56 MI) 80093972718-15-00	HP	DETAIL COSTS	PE	975.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	7,475.0	
					OTHER	--	--	--	--	--	
				TOTAL	975.0	--	--	--	7,475.0		
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
STATE	975.0	--	--		--	--					
FEDERAL	--	--	--		--	--					
TOTAL	975.0	--	--	--	--	--					
	236 (267)	RESURFACING OF STH 190 FROM FIVE FIELDS RD TO WETHERSFIELD RD IN THE CITY OF PEWAUKEE (0.71 MI) 80000392025-13-71	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	11,900.0	--	--	--	--	
					OTHER	50.0	--	--	--	--	
				TOTAL	11,950.0	--	--	--	--		
				SOURCE OF FUNDS NHPP	LOCAL	--	--	--	--	--	
STATE	2,430.0	--	--		--	--					
FEDERAL	9,520.0	--	--		--	--					
TOTAL	11,950.0	--	--	--	--	--					
	237 (499)	REPLACEMENT OF THE PILGRIM RD BRIDGE OVER CAPITOL DR (STH 190) IN THE CITY OF BROOKFIELD 80094772025-18-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	2,070.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	2,070.0	--	--	--		
				SOURCE OF FUNDS NHPP	LOCAL	--	--	--	--	--	
STATE	--	414.0	--		--	--					
FEDERAL	--	1,656.0	--		--	--					
TOTAL	--	2,070.0	--	--	--	--					
	238 (268)	RESURFACING OF STH 190 FROM CTH F TO BROOKFIELD RD IN WAUKESHA COUNTY (3.06 MI) 80000382025-14-71	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	8,030.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	8,030.0	--	--	--		
				SOURCE OF FUNDS NHPP	LOCAL	--	--	--	--	--	
STATE	--	1,606.0	--		--	--					
FEDERAL	--	6,424.0	--		--	--					
TOTAL	--	8,030.0	--	--	--	--					
	239 (269)	CONSTRUCTION OF A SALT SHED NEAR THE IH 94 INTERCHANGE AT GRANDVIEW BLVD (CTH T) IN WAUKESHA COUNTY 80094221060-62-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	2,800.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	2,800.0	--	--	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
STATE	--	2,800.0	--		--	--					
FEDERAL	--	--	--		--	--					
TOTAL	--	2,800.0	--	--	--	--					
	240 d (270)	CONSTRUCTION OF THE WEST WAUKESHA BYPASS WITH ADDITIONAL LANES FROM SUMMIT AVE TO GENESEE RD IN THE CITY AND TOWN OF WAUKESHA (3.80 MI) 80097812788-00-71	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	37,320.6	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	37,320.6	--	--	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	82.5	--	--	--	--	
STATE	7,534.0	--	--		--	--					
FEDERAL	29,704.1	--	--		--	--					
TOTAL	37,320.6	--	--	--	--	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	241 (545)	WARNING DEVICE WORK AT VARIOUS RR CROSSINGS ALONG THE CP RAIL LINE IN WAUKESHA COUNTY 80089821009-92-91	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	3,562.5	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	3,562.5	--	--	--	--		
SOURCE OF FUNDS FRA	LOCAL	--	--	--	--						
	STATE	712.5	--	--	--						
	FEDERAL	2,850.0	--	--	--						
	TOTAL	3,562.5	--	--	--						
	242 (458)	RETROFIT OF BARRIERS FOR PREVENTING CROSS-MEDIAN CRASHES ON IH 94 FROM STH 67 TO CTH SS IN WAUKESHA COUNTY (7.55 MI) 80094101060-49-00	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	3,534.1	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	3,534.1	--	--	--		
SOURCE OF FUNDS HSIP	LOCAL	--	--	--	--						
	STATE	--	353.4	--	--						
	FEDERAL	--	3,180.7	--	--						
	TOTAL	--	3,534.1	--	--						
	243 (536)	RETROFIT OF BARRIERS FOR PREVENTING CROSS-MEDIAN CRASHES ON STH 16 FROM CTH P TO CTH C AND FROM CAPITOL DR (STH 190) TO THE IH 94 SPLIT (3.64 MI) 80094021370-15-02	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	1,288.3	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	1,288.3	--	--	--	--		
SOURCE OF FUNDS HSIP	LOCAL	--	--	--	--						
	STATE	128.8	--	--	--						
	FEDERAL	1,159.5	--	--	--						
	TOTAL	1,288.3	--	--	--						
WAUKESHA COUNTY	244 (274)	RESURFACING OF VARIOUS COUNTY TRUNK HIGHWAYS IN WAUKESHA COUNTY 7000406	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	4,000.0	4,100.0	4,000.0	4,000.0	--	
				OTHER	--	--	--	--	--		
				TOTAL	4,000.0	4,100.0	4,000.0	4,000.0	--		
SOURCE OF FUNDS	LOCAL	4,000.0	4,100.0	4,000.0	4,000.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	4,000.0	4,100.0	4,000.0	4,000.0						
	245 (521)	RESURFACING OF CTH D (CLEVELAND AVE) FROM CALHOUN RD TO EAST COUNTY LINE IN WAUKESHA COUNTY (3.0 MI) 70099742773-05-01	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	50.0	--	--	--	
					CONST	--	--	--	2,533.0	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	50.0	--	2,533.0	--		
SOURCE OF FUNDS STP-M	LOCAL	--	50.0	--	506.6						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	2,026.4						
	TOTAL	--	50.0	--	2,533.0						
	246 (279)	REHABILITATION OF CTH ES (FOX ST) BRIDGE (B-67-0147) OVER THE FOX RIVER IN THE VILLAGE OF MUKWONAGO 70000082719-00-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	896.0	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	896.0	--	--	--		
SOURCE OF FUNDS STP-B	LOCAL	--	179.2	--	--						
	STATE	--	--	--	--						
	FEDERAL	--	716.8	--	--						
	TOTAL	--	896.0	--	--						
	247 (280)	RECONDITIONING OF BELOIT RD (CTH I) FROM NATIONAL AVE (CTH ES) TO MOORLAND RD (CTH O) IN THE CITY OF NEW BERLIN (1.80 MI) 70099892790-00-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	3,407.0	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	3,407.0	--	--	--	--		
SOURCE OF FUNDS STP-M	LOCAL	681.0	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	2,726.0	--	--	--						
	TOTAL	3,407.0	--	--	--						
	248	RECONSTRUCTION OF CTH O (MOORLAND RD) FROM IH 94 TO USH 18 7000016	HP	DETAIL COSTS	PE	--	--	500.0	--	--	EXEMPT
					ROW	--	--	--	500.0	--	
					CONST	--	--	--	--	5,575.0	
				OTHER	--	--	--	--	--		
				TOTAL	--	--	500.0	500.0	5,575.0		
SOURCE OF FUNDS	LOCAL	--	--	500.0	500.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	--	--	500.0	500.0						

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
WAUKESHA COUNTY	249	RECONSTRUCTION OF CTH O FROM CTH I TO CTH ES 7000013	HP	DETAIL COSTS	PE	--	--	--	923.0	--	EXEMPT
					ROW	--	--	--	--	961.0	
					CONST	--	--	--	--	10,179.0	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	923.0	11,140.0		
				SOURCE OF FUNDS	LOCAL	--	--	--	923.0		
STATE	--	--	--		--						
FEDERAL	--	--	--		--						
TOTAL	--	--	--		923.0						
(522)	RECONSTRUCTION OF CTH Q (MOORLAND RD) FROM IH 43 TO BELOIT RD IN WAUKESHA COUNTY (0.3 MI) 7009973 2782-03-06	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	50.0	--	--	--		
				CONST	--	--	--	2,169.0	--		
				OTHER	--	--	--	--	--		
			TOTAL	--	50.0	--	2,169.0	--			
			SOURCE OF FUNDS STP-M	LOCAL	--	50.0	--	434.0			
STATE	--	--		--	--						
FEDERAL	--	--		--	1,735.0						
TOTAL	--	50.0		--	2,169.0						
(283)	REHABILITATION OF CTH Q BRIDGE OVER THE OCONOMOWOC RIVER IN THE TOWN OF MERTON 7009987 2751-00-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	22.0	--	--	--	--		
				CONST	--	562.0	--	--	--		
				OTHER	--	--	--	--	--		
			TOTAL	22.0	562.0	--	--	--			
			SOURCE OF FUNDS STP-B	LOCAL	22.0	112.0	--	--			
STATE	--	--		--	--						
FEDERAL	--	450.0		--	--						
TOTAL	22.0	562.0		--	--						
252	REHABILITATION OF CTH VV FROM MAIN ST TO CTH F (0.5 MI) 7000019	HP	DETAIL COSTS	PE	--	--	582.0	--	--	EXEMPT	
				ROW	--	--	--	--	--		
				CONST	--	--	--	--	--		
				OTHER	--	--	--	--	--		
			TOTAL	--	--	582.0	--	--			
			SOURCE OF FUNDS LRIP	LOCAL	--	--	291.0	--			
STATE	--	--		291.0	--						
FEDERAL	--	--		--	--						
TOTAL	--	--		582.0	--						
(284)	REHABILITATION OF CTH XX BRIDGE OVER PEBBLE BROOK CREEK IN THE TOWN OF WAUKESHA 7000045	HP	DETAIL COSTS	PE	--	55.0	--	--	--	EXEMPT	
				ROW	--	--	11.0	--	--		
				CONST	--	--	--	235.0	--		
				OTHER	--	--	--	--	--		
			TOTAL	--	55.0	11.0	235.0	--			
			SOURCE OF FUNDS	LOCAL	--	55.0	11.0	235.0			
STATE	--	--		--	--						
FEDERAL	--	--		--	--						
TOTAL	--	55.0		11.0	235.0						
(285)	REPLACEMENT OF CTH Y STRUCTURE OVER PILAK CREEK IN THE CITY OF MUSKEGO 7000043	HP	DETAIL COSTS	PE	90.0	--	--	--	--	EXEMPT	
				ROW	--	24.0	--	--	--		
				CONST	--	--	520.0	--	--		
				OTHER	--	--	--	--	--		
			TOTAL	90.0	24.0	520.0	--	--			
			SOURCE OF FUNDS	LOCAL	90.0	24.0	520.0	--			
STATE	--	--		--	--						
FEDERAL	--	--		--	--						
TOTAL	90.0	24.0		520.0	--						
(286)	REPLACEMENT OF CTH YY STRUCTURE OVER UNDERWOOD CREEK IN THE CITY OF BROOKFIELD 7000042	HP	DETAIL COSTS	PE	179.0	--	--	--	--	EXEMPT	
				ROW	--	170.0	--	--	--		
				CONST	--	--	--	--	1,017.0		
				OTHER	--	--	--	--	--		
			TOTAL	179.0	170.0	--	--	1,017.0			
			SOURCE OF FUNDS	LOCAL	179.0	170.0	--	--			
STATE	--	--		--	--						
FEDERAL	--	--		--	--						
TOTAL	179.0	170.0		--	--						
(287)	RECONSTRUCTION OF WEST WAUKESHA BYPASS WITH ADDITIONAL LANES FROM USH 18 TO NORTHVIEW RD IN THE TOWN AND CITY OF WAUKESHA (1.0 MI) 7009991 2788-02-00	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT	
				ROW	--	--	--	--	--		
				CONST	6,660.6	--	--	--	--		
				OTHER	--	--	--	--	--		
			TOTAL	6,660.6	--	--	--	--			
			SOURCE OF FUNDS STP-M	LOCAL	3,460.6	--	--	--			
STATE	--	--		--	--						
FEDERAL	3,200.0	--		--	--						
TOTAL	6,660.6	--		--	--						

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
WAUKESHA COUNTY	257 (288)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH M (NORTH AVE) FROM CALHOUN RD TO PILGRIM RD IN THE CITY OF BROOKFIELD (1.0 MI) 70099882759-03-00	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	--	1,200.0	--	--	--	
					CONST	--	--	6,217.0	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	--	1,200.0	6,217.0	--	--		
SOURCE OF FUNDS STP-M	LOCAL	--	1,200.0	1,359.0	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	--	--	4,858.0	--	--					
	TOTAL	--	1,200.0	6,217.0	--	--					
	258 (289)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH M (NORTH AVE) FROM PILGRIM RD TO EAST COUNTY LINE IN THE CITY OF BROOKFIELD (2.0 MI) 70000122766-00-01	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
ROW					1,000.0	--	--	--	--		
CONST					--	--	13,468.0	--	--		
OTHER				--	--	--	--	--			
TOTAL				1,000.0	--	13,468.0	--	--			
SOURCE OF FUNDS STP-M	LOCAL	1,000.0	--	2,762.0	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	--	--	10,706.0	--	--					
	TOTAL	1,000.0	--	13,468.0	--	--					
	259 e (290)	CAPITAL COSTS OF THIRD PARTY CONTRACTING FOR WAUKESHA COUNTY TRANSIT SERVICE 7000036	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
ROW					--	--	--	--	--		
CONST					--	--	--	--	--		
OTHER				585.0	585.0	585.0	585.0	--			
TOTAL				585.0	585.0	585.0	585.0	--			
SOURCE OF FUNDS FTA 5307	LOCAL	117.0	117.0	117.0	117.0						
	STATE	--	--	--	--						
	FEDERAL	468.0	468.0	468.0	468.0						
	TOTAL	585.0	585.0	585.0	585.0						
	260 (291)	PROVIDE USER-SIDE SUBSIDY ADVANCE RESERVATION AND ELDERLY/DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PERSONS IN WAUKESHA COUNTY (SEC 85.21) 7000141	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
ROW					--	--	--	--	--		
CONST					--	--	--	--	--		
OTHER				1,075.2	1,092.1	1,109.5	1,127.4	--			
TOTAL				1,075.2	1,092.1	1,109.5	1,127.4	--			
SOURCE OF FUNDS	LOCAL	179.2	182.1	184.9	187.9						
	STATE	896.0	910.0	924.6	939.5						
	FEDERAL	--	--	--	--						
	TOTAL	1,075.2	1,092.1	1,109.5	1,127.4						
	261 										

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT	
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING		
WAUKESHA COUNTY	265 (454)	REALIGNMENT OF CTH I FROM EHR DR TO POINT DR IN WAUKESHA COUNTY (1.3 MI) 80095043773-01-00	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
					ROW	63.0	--	--	--	--		
					CONST	--	--	1,063.0	--	--		
					OTHER	--	--	--	--	--		
				TOTAL	63.0	--	1,063.0	--	--			
				SOURCE OF FUNDS HSIP	LOCAL	63.0	--	106.3	--	--		
STATE	--	--	--		--	--						
FEDERAL	--	--	956.7		--	--						
TOTAL	63.0	--	1,063.0		--	--						
	266 (296)	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH KF AND CTH JK IN THE TOWN OF LISBON 70099802762-00-00	HS	DETAIL COSTS	PE	--	--	--	--	--		EXEMPT
					ROW	105.0	--	--	--	--		
					CONST	--	839.0	--	--	--		
					OTHER	--	--	--	--	--		
				TOTAL	105.0	839.0	--	--	--			
				SOURCE OF FUNDS HSIP	LOCAL	105.0	83.9	--	--	--		
STATE	--	--	--		--	--						
FEDERAL	--	755.1	--		--	--						
TOTAL	105.0	839.0	--		--	--						
	267 (297)	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH VV AND LILLY RD IN WAUKESHA COUNTY 70099772753-01-00	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
					ROW	--	--	--	--	--		
					CONST	690.0	--	--	--	--		
					OTHER	--	--	--	--	--		
				TOTAL	690.0	--	--	--	--			
				SOURCE OF FUNDS HSIP	LOCAL	69.0	--	--	--	--		
STATE	--	--	--		--	--						
FEDERAL	621.0	--	--		--	--						
TOTAL	690.0	--	--		--	--						
	268 (298)	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH VV AND CTH E IN WAUKESHA COUNTY 70099782774-01-00	HS	DETAIL COSTS	PE	--	--	--	--	--		EXEMPT
					ROW	200.0	--	--	--	--		
					CONST	--	--	--	--	--		
					OTHER	--	1,019.0	--	--	--		
				TOTAL	200.0	1,019.0	--	--	--			
				SOURCE OF FUNDS HSIP	LOCAL	--	101.9	--	--	--		
STATE	200.0	--	--		--	--						
FEDERAL	--	917.1	--		--	--						
TOTAL	200.0	1,019.0	--		--	--						
	269 (300)	RECONSTRUCTION WITH TRAFFIC SIGNALS OF THE INTERSECTION OF CTH YY & BURLEIGH RD IN THE CITY OF BROOKFIELD (0.30 MI) 7000037	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
					ROW	--	--	--	--	--		
					CONST	1,602.0	--	--	--	--		
					OTHER	--	--	--	--	--		
				TOTAL	1,602.0	--	--	--	--			
				SOURCE OF FUNDS	LOCAL	1,602.0	--	--	--	--		
STATE	--	--	--		--	--						
FEDERAL	--	--	--		--	--						
TOTAL	1,602.0	--	--		--	--						
	270 (301)	DESIGN AND CONSTRUCTION OF THE BICYCLE PEDESTRIAN PAVED FACILITY FROM FRAME PARK IN THE CITY OF WAUKESHA TO MITCHELL PARK AND REDEVELOPMENT AREA ON BROOKFIELD ROAD IN THE CITY OF BROOKFIELD (5.5 MI) 70099842718-14-00	EE	DETAIL COSTS	PE	--	272.8	--	--	--		EXEMPT
					ROW	--	--	--	--	--		
					CONST	--	2,490.4	--	--	--		
					OTHER	--	--	--	--	--		
				TOTAL	--	2,763.2	--	--	--			
				SOURCE OF FUNDS TAP	LOCAL	--	560.6	--	--	--		
STATE	--	--	--		--	--						
FEDERAL	--	2,202.6	--		--	--						
TOTAL	--	2,763.2	--		--	--						
	271 (302)	CONSTRUCTION OF A BICYCLE PEDESTRIAN UNDERPASS ON STH 67 AND CTH B FOR THE LAKE COUNTRY TRAIL IN THE CITY OF OCONOMOWOC 70000013852-05-00	EE	DETAIL COSTS	PE	124.7	--	--	--	--	EXEMPT	
					ROW	--	--	--	--	--		
					CONST	--	--	872.7	--	--		
					OTHER	--	--	--	--	--		
				TOTAL	124.7	--	872.7	--	--			
				SOURCE OF FUNDS TAP	LOCAL	24.9	--	174.5	--	--		
STATE	--	--	--		--	--						
FEDERAL	99.8	--	698.2		--	--						
TOTAL	124.7	--	872.7		--	--						
	272 (303)	CONSTRUCTION OF A PAVED SEGMENT OF THE LAKE COUNTRY TRAIL TO CONNECT THE EXISTING TRAIL AT ROOSEVELT PARK IN THE CITY OF OCONOMOWOC WEST TO THE JEFFERSON COUNTY LINE IN THE TOWN OF OCONOMOWOC (2.5 MI) 7009983	EE	DETAIL COSTS	PE	--	--	60.0	--	--		EXEMPT
					ROW	--	--	--	--	--		
					CONST	--	--	--	--	--		
					OTHER	--	--	--	--	--		
				TOTAL	--	--	60.0	--	526.0			
				SOURCE OF FUNDS	LOCAL	--	--	60.0	--	--		
STATE	--	--	--		--	--						
FEDERAL	--	--	--		--	--						
TOTAL	--	--	60.0		--	--						

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
BROOKFIELD (CITY)	273 (524)	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN RD FROM CTH M TO STH 190 IN THE CITY OF BROOKFIELD (2.14 MI) 70299992783-05-00	HI	DETAIL COSTS	PE	1,020.0	--	--	--	--	NON-EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	11,220.0	
					OTHER	--	--	740.0	--	--	
				TOTAL	1,020.0	--	740.0	--	11,220.0		
				SOURCE OF FUNDS STP-M	LOCAL	204.0	--	148.0	--	--	
STATE	--	--	--		--	--					
FEDERAL	816.0	--	592.0		--	--					
TOTAL	1,020.0	--	740.0		--	--					
MUSKEGO (CITY)	274 (305)	RECONSTRUCTION OF MOORLAND RD FROM JANESVILLE RD (CTH L) TO MC SHANE DR IN THE CITY OF MUSKEGO (1.3 MI) 72299992723-00-01	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	2,956.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	2,956.0	--	--	--	--		
				SOURCE OF FUNDS STP-M	LOCAL	595.2	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	2,360.8	--	--		--	--					
TOTAL	2,956.0	--	--		--	--					
WAUKESHA (CITY)	275 (309)	RECONSTRUCTION OF N BARSTOW ST FROM WISCONSIN AVE TO ST. PAUL AVE IN THE CITY OF WAUKESHA (0.37 MI) 7378996	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	2,690.0	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	2,690.0	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	2,690.0	--	
STATE	--	--	--		--	--					
FEDERAL	--	--	--		--	--					
TOTAL	--	--	--		2,690.0	--					
	276 (309)	RESURFACING OF MADISON ST FROM GRANDVIEW BLVD TO UNIVERSITY DR IN THE CITY OF WAUKESHA (0.6 MI) 7379910	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	490.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	490.0	--	--	--	--		
				SOURCE OF FUNDS	LOCAL	353.0	--	--	--	--	
STATE	137.0	--	--		--	--					
FEDERAL	--	--	--		--	--					
TOTAL	490.0	--	--		--	--					
	277 (310)	RECONSTRUCTION OF NORTHVIEW RD FROM MEADOWBROOK RD TO PEBBLE VALLEY RD IN THE CITY OF WAUKESHA (1.35 MI) 7370019	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	2,500.0	2,750.0	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	2,500.0	2,750.0	--	--		
				SOURCE OF FUNDS	LOCAL	--	2,500.0	2,750.0	--	--	
STATE	--	--	--		--	--					
FEDERAL	--	--	--		--	--					
TOTAL	--	2,500.0	2,750.0		--	--					
	278 (311)	RECONSTRUCTION OF N PRAIRIE AVE FROM ST. PAUL AVE TO COLLEGE AVE IN THE CITY OF WAUKESHA (0.4 MI) 7378995	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	2,173.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	2,173.0	--	--	--	--		
				SOURCE OF FUNDS	LOCAL	2,173.0	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	--	--	--		--	--					
TOTAL	2,173.0	--	--		--	--					
	279 (311)	RECONSTRUCTION OF W ST PAUL AVE FROM WISCONSIN AVE/ W NORTH ST TO MADISON ST IN THE CITY OF WAUKESHA (0.25 MI) 7379949	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	2,800.0	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	2,800.0	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	2,800.0	--	
STATE	--	--	--		--	--					
FEDERAL	--	--	--		--	--					
TOTAL	--	--	--		2,800.0	--					
	280 (312)	RECONSTRUCTION WITH ADDITIONAL LANES OF MEADOWBROOK RD (WEST WAUKESHA BYPASS) FROM NORTHVIEW RD TO ROLLING RIDGE DR IN THE CITY OF WAUKESHA (0.53 MI) 7370015	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	--	--	--	--	--	
					CONST	3,125.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	3,125.0	--	--	--	--		
				SOURCE OF FUNDS	LOCAL	3,125.0	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	--	--	--		--	--					
TOTAL	3,125.0	--	--		--	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
WAUKESHA (CITY)	281 (313)	OPERATING ASSISTANCE FOR THE WAUKESHA METRO AND WAUKESHA COUNTY TRANSIT SYSTEMS (85.20) 7370016	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	6,837.5	6,731.1	6,798.7	6,866.9	--	
				TOTAL	6,837.5	6,731.1	6,798.7	6,866.9	--		
				SOURCE OF FUNDS	LOCAL	1,901.8	1,920.8	1,940.1	1,959.4		
STATE	4,935.7	4,810.3	4,858.6		4,907.5						
	FEDERAL	--	--	--	--						
	TOTAL	6,837.5	6,731.1	6,798.7	6,866.9						
	282 (314)	CAPITAL MAINTENANCE FOR WAUKESHA METRO TRANSIT 7370020	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	548.0	548.0	548.0	548.0	--	
				TOTAL	548.0	548.0	548.0	548.0	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	109.6	109.6	109.6	109.6		
STATE	--	--	--		--						
	FEDERAL	438.4	438.4	438.4	438.4						
	TOTAL	548.0	548.0	548.0	548.0						
	283 (315)	PURCHASE OF TWO 35 FOOT REPLACEMENT BUSES FOR WAUKESHA METRO TRANSIT 7370018	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	1,010.0	--	--	--	--	
				TOTAL	1,010.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	202.0	--	--	--		
STATE	--	--	--		--						
	FEDERAL	808.0	--	--	--						
	TOTAL	1,010.0	--	--	--						
	284 (318)	PURCHASE OF 2 REPLACEMENT BUSES FOR THE CITY OF WAUKESHA 7370055 1693-34-12	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,290.0	--	--	--	
				TOTAL	--	1,290.0	--	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	--	258.0	--	--		
STATE	--	--	--		--						
	FEDERAL	--	1,032.0	--	--						
	TOTAL	--	1,290.0	--	--						
	285 (321)	REPLACEMENT OF 5 PARATRANSIT VEHICLES FOR WAUKESHA METRO TRANSIT 7370001 1693-39-01	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,000.0	--	--	--	
				TOTAL	--	1,000.0	--	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	--	200.0	--	--		
STATE	--	--	--		--						
	FEDERAL	--	800.0	--	--						
	TOTAL	--	1,000.0	--	--						
	286 (322)	LOCAL MARKETING FOR WAUKESHA METRO TRANSIT SYSTEM 7379938 1693-34-19	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	40.0	--	--	--	--	
				TOTAL	40.0	--	--	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	8.0	--	--	--		
STATE	--	--	--		--						
	FEDERAL	32.0	--	--	--						
	TOTAL	40.0	--	--	--						
	287 (319)	SECURITY UPGRADES AT THE DOWNTOWN WAUKESHA TRANSIT CENTER 7370003	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	50.0	--	--	--	--	
				TOTAL	50.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	10.0	--	--	--		
STATE	--	--	--		--						
	FEDERAL	40.0	--	--	--						
	TOTAL	50.0	--	--	--						
	288 (317)	TIRE LEASE FOR THE WAUKESHA METRO TRANSIT SYSTEM 7370051	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	37.0	37.0	37.0	37.0	--	
				TOTAL	37.0	37.0	37.0	37.0	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	7.4	7.4	7.4	7.4		
STATE	--	--	--		--						
	FEDERAL	29.6	29.6	29.6	29.6						
	TOTAL	37.0	37.0	37.0	37.0						

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
WAUKESHA (CITY)	289 (323)	INSTALLATION OF SURVEILLANCE CAMERA SYSTEM AND SECURITY UPGRADES AT WAUKESHA METRO TRANSIT ADMINISTRATION & MAINTENANCE FACILITY 7370002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	50.0	--	--	--	--	
				TOTAL	50.0	--	--	--	--		
SOURCE OF FUNDS FTA 5339	LOCAL	10.0	--	--	--						
	STATE	--	--	--	--						
	FEDERAL	40.0	--	--	--						
	TOTAL	50.0	--	--	--						
	290 (324)	REPLACEMENT OF SERVICE VEHICLE FOR WAUKESHA METRO TRANSIT SYSTEM 7370021	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	70.0	--	--	--	
				TOTAL	--	70.0	--	--	--		
SOURCE OF FUNDS FTA 5339	LOCAL	--	14.0	--	--						
	STATE	--	--	--	--						
	FEDERAL	--	56.0	--	--						
	TOTAL	--	70.0	--	--						
	291	REPLACEMENT OF THE SUPERVISOR VAN 7370006	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	30.0	--	
				TOTAL	--	--	--	30.0	--		
SOURCE OF FUNDS FTA 5339	LOCAL	--	--	--	6.0						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	24.0						
	TOTAL	--	--	--	30.0						
	292	REPLACEMENT OF THE TIRE CHANGER 7370005	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	20.0	--	--	--	
				TOTAL	--	20.0	--	--	--		
SOURCE OF FUNDS FTA 5339	LOCAL	--	4.0	--	--						
	STATE	--	--	--	--						
	FEDERAL	--	16.0	--	--						
	TOTAL	--	20.0	--	--						
	293 (327)	RESURFACING OF UNIVERSITY DRIVE FROM 150 FEET SOUTH OF GLENDON WAY TO NORTHVIEW RD IN THE CITY OF WAUKESHA (0.60 MI) 7379925	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	350.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	350.0	--	--	--		
SOURCE OF FUNDS	LOCAL	--	350.0	--	--						
	STATE	--	--	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	--	350.0	--	--						
	294 (328)	SAFETY IMPROVEMENTS ALONG N GRANDVIEW BLVD FROM NORTHVIEW RD TO SUMMIT AVE IN THE CITY OF WAUKESHA (0.65 MI) 7379909									

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WAUKESHA COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
INTERFAITH SENIOR PROGRAMS	297	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN WAUKESHA COUNTY: 2017 7429990	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	169.2	--	--	--	--	
					TOTAL	169.2	--	--	--	--	
	298	PURCHASE OF DISPATCH SYSTEM AND COMPUTERS TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN WAUKESHA COUNTY: 2017 7429991	TP	SOURCE OF FUNDS	LOCAL	84.6	--	--	--	--	EXEMPT
				FTA 5310	STATE	--	--	--	--	--	
					FEDERAL	84.6	--	--	--	--	
					TOTAL	169.2	--	--	--	--	
				DETAIL COSTS	PE	--	--	--	--	--	
	298	PURCHASE OF DISPATCH SYSTEM AND COMPUTERS TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN WAUKESHA COUNTY: 2017 7429991	TP		ROW	--	--	--	--	--	EXEMPT
					CONST	--	--	--	--	--	
					OTHER	73.5	--	--	--	--	
					TOTAL	73.5	--	--	--	--	
				SOURCE OF FUNDS	LOCAL	14.7	--	--	--	--	
	298	PURCHASE OF DISPATCH SYSTEM AND COMPUTERS TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN WAUKESHA COUNTY: 2017 7429991	TP	FTA 5310	STATE	--	--	--	--	--	EXEMPT
					FEDERAL	58.8	--	--	--	--	
					TOTAL	73.5	--	--	--	--	
				DETAIL COSTS	PE	--	--	--	--	--	
					ROW	--	--	--	--	--	

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- KENOSHA COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	299	RESURFACING OF THE PARKING LOT FOR THE PLEASANT PRAIRIE WELCOME CENTER IN THE VILLAGE OF PLEASANT PRAIRIE	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(332)	ROW			--	--	--	--			
		CONST			1,460.5	--	--	--			
		OTHER			--	--	--	--			
		TOTAL		1,460.5	--	--	--				
		SOURCE OF FUNDS STP-O		LOCAL	--	--	--	--			
STATE	292.1		--	--	--						
FEDERAL	1,168.4		--	--	--						
	8009695	3738-08-70	TOTAL	1,460.5	--	--	--	--			
	300	BRIDGE DECK OVERLAY OF THE IH 94 BRIDGES BETWEEN STH 50 AND STH 158 IN KENOSHA COUNTY	HP	DETAIL COSTS	PE	--	88.0	--	--	--	EXEMPT
	(333)	ROW			--	--	--	--			
		CONST			--	--	--	1,265.0			
		OTHER			--	--	--	50.0			
		TOTAL		--	88.0	--	--	1,315.0			
		SOURCE OF FUNDS NHPP		LOCAL	--	--	--	--			
STATE	--		17.6	--	--						
FEDERAL	--		70.4	--	--						
	8000064	1030-36-00	TOTAL	--	88.0	--	--	--			
	301	BRIDGE DECK OVERLAY OF THE IH 94 BRIDGES BETWEEN THE ILLINOIS STATE LINE AND STH 50 IN KENOSHA COUNTY	HP	DETAIL COSTS	PE	--	150.0	--	--	--	EXEMPT
	(334)	ROW			--	--	--	--			
		CONST			--	--	--	1,725.0			
		OTHER			--	--	--	30.0			
		TOTAL		--	150.0	--	--	1,755.0			
		SOURCE OF FUNDS NHPP		LOCAL	--	--	--	--			
STATE	--		30.0	--	--						
FEDERAL	--		120.0	--	--						
	8000065	1030-35-00	TOTAL	--	150.0	--	--	--			
	302	RESURFACING OF USH 45 FROM STH 50 TO STH 11 IN KENOSHA AND RACINE COUNTY (7.83 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(335)	ROW			--	--	--	--			
		CONST			--	--	--	6,261.5			
		OTHER			--	--	--	--			
		TOTAL		--	--	--	6,261.5	--			
		SOURCE OF FUNDS STP-O		LOCAL	--	--	--	37.4			
STATE	--		--	--	1,244.8						
FEDERAL	--		--	--	4,979.3						
	8000042	3200-01-02	TOTAL	--	--	--	6,261.5	--			
	303	RESURFACING OF STH 32 (SHERIDAN RD) FROM 50TH ST TO 7TH AVE IN THE CITY OF KENOSHA (1.17 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(340)	ROW			--	200.0	--	--	--		
		CONST			--	--	--	--	3,080.0		
		OTHER			--	--	--	--	--		
		TOTAL		--	200.0	--	--	3,080.0			
		SOURCE OF FUNDS		LOCAL	--	--	--	--			
STATE	--		200.0	--	--	--					
FEDERAL	--		--	--	--						
	8000103	3240-09-00	TOTAL	--	200.0	--	--	--			
	304	RECONSTRUCT THE INTERSECTION OF STH 32 AND STH 165 IN THE VILLAGE OF PLEASANT PRAIRIE	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(340)	ROW			145.6	--	--	--	--		
		CONST			--	--	--	--	1,110.9		
		OTHER			--	--	--	--	--		
		TOTAL		145.6	--	--	--	1,110.9			
		SOURCE OF FUNDS		LOCAL	--	--	--	--			
STATE	145.6		--	--	--	--					
FEDERAL	--		--	--	--						
	8009467	3240-11-00	TOTAL	145.6	--	--	--	--			
	305	RECONSTRUCTION OF SHERIDAN RD (STH 32) FROM 91ST ST TO 85TH ST IN THE CITY OF KENOSHA (0.76 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(460)	ROW			--	26.8	--	--	--		
		CONST			--	--	--	2,746.0	--		
		OTHER			--	--	--	--	--		
		TOTAL		--	26.8	--	2,746.0	--			
		SOURCE OF FUNDS NHPP		LOCAL	--	--	--	--			
STATE	--		26.8	--	549.2						
FEDERAL	--		--	--	2,196.8						
	8009409	3240-14-00	TOTAL	--	26.8	--	2,746.0	--			
	306	RECONSTRUCTION OF STH 50 FROM CTH W TO 1750 FEET EAST OF CTH W AND BRIDGE OVERLAYS OF THE STH 50 AND SOO LINE BRIDGES B30-48/58 IN THE TOWN OF WHEATLAND (0.13 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(341)	ROW			73.0	--	--	--	--		
		CONST			--	--	--	--	3,710.0		
		OTHER			--	--	--	--	--		
		TOTAL		73.0	--	--	--	3,710.0			
		SOURCE OF FUNDS		LOCAL	--	--	--	--			
STATE	73.0		--	--	--	--					
FEDERAL	--		--	--	--						
	8000054	1310-14-00	TOTAL	73.0	--	--	--	--			

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- KENOSHA COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	307	RESURFACING OF STH 50 (75TH STREET) FROM 256TH AVENUE TO 236TH AVENUE IN THE VILLAGE OF PADDOCK LAKE (1.2 MI) 80098541310-04-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	ROW				535.0	--	--	--	--		
	CONST				--	--	--	--	3,304.0		
	SOURCE OF FUNDS			OTHER	--	--	--	--	--		
				TOTAL	535.0	--	--	--	3,304.0		
	(342)			SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	535.0	--	--	--		--
					FEDERAL	--	--	--	--		--
				TOTAL	535.0	--	--	--	--		
	308	RESURFACING OF STH 83 (PINE ST) FROM STH 50 TO CTH KD/JB IN KENOSHA COUNTY (2.16 MI) 80010231330-31-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	690.0	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	--	--	690.0	--	--	
	(505)			SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	--	--	690.0	--		--
					FEDERAL	--	--	--	--		--
				TOTAL	--	--	690.0	--	--		
	309	BRIDGE REHABILITATION OF THE STH 142 BRIDGE OVER DES PLAINES RIV (B30-654), STH 31 BRIDGES OVER PIKE RIV, AND THE STH 32 BRIDGE OVER PIKE RIV (B30-88) IN KENOSHA COUNTY 80089873330-06-00	HP	DETAIL COSTS	PE	250.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	510.3	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	250.0	--	--	510.3	--	
	(343)			SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	50.0	--	--	510.3		--
					FEDERAL	200.0	--	--	--		--
				TOTAL	250.0	--	--	510.3	--		
	310	REPLACEMENT OF STH 158 BRIDGES OVER THE CP RR AND UP RR LINES, INCLUDING RECONSTRUCTION OF THE ROADWAY BETWEEN THE BRIDGES, IN THE CITY OF KENOSHA (B-30-2 AND B-30-3) 80094573220-09-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	8,280.0	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	--	--	8,280.0	--	--	
	(345)			SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	--	--	1,656.0	--		--
					FEDERAL	--	--	6,624.0	--		--
				TOTAL	--	--	8,280.0	--	--		
	311	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 50 (75TH ST) FROM IH 94 TO 43RD AVE INCLUDING THE FRONTAGE ROADS ALONG STH 50 IN THE CITY OF KENOSHA AND VILLAGE OF PLEASANT PRAIRIE (4.45 MI) 80010261310-10-70	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	8,925.0	3,570.0	--	--	--	
					CONST	--	--	5,379.0	28,710.0	42,295.0	
				SOURCE OF FUNDS	OTHER	--	--	2,000.0	2,000.0	--	
					TOTAL	8,925.0	3,570.0	7,379.0	30,710.0	42,295.0	
	(349)			SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	8,925.0	3,570.0	3,167.8	30,710.0		--
					FEDERAL	--	--	4,211.2	--		--
				TOTAL	8,925.0	3,570.0	7,379.0	30,710.0	--		
	312	RECONSTRUCTION OF THE INTERSECTION OF USH 45 AND CTH K IN THE VILLAGE OF BRISTOL AND TOWN OF PARIS 80000033732-00-00	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	2,160.0	--	--	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	2,160.0	--	--	--	--	
	(350)			SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	--	--	--	--		--
					FEDERAL	1,035.0	--	--	--		--
				TOTAL	1,125.0	--	--	--	--		
	313	RECONSTRUCTION OF THE INTERSECTION OF STH 158 AND CTH H IN THE CITY OF KENOSHA 80094253220-10-00	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	3,933.0	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	--	--	3,933.0	--	--	
	(350)			SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	--	--	1,844.5	--		--
					FEDERAL	--	--	2,088.5	--		--
				TOTAL	--	--	3,933.0	--	--		
KENOSHA COUNTY	314	REPLACEMENT OF CTH E BRIDGE OVER PIKE RIVER IN KENOSHA COUNTY (B30-0670) 10099703766-00-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	903.9	--	--	--	--	
				SOURCE OF FUNDS	OTHER	--	--	--	--	--	
					TOTAL	903.9	--	--	--	--	
	(350)			SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	--	--	--	--		--
					FEDERAL	180.8	--	--	--		--
				TOTAL	723.1	--	--	--	--		

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- KENOSHA COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
KENOSHA COUNTY	315 (506)	IMPROVEMENTS AT INTERSECTIONS OF CTH S WITH CTH N AND CTH H IN KENOSHA COUNTY 10099573831-08-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	871.0	--	--	--	--	
				OTHER	--	--	--	--	--		
				TOTAL	871.0	--	--	--	--		
316 (351)	RECONSTRUCTION OF CTH W FROM CTH F TO CTH FR IN THE TOWN OF SALEM (1.55 MI) 10099683751-00-70	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
				CONST	875.1	--	--	--	--		
			OTHER	--	--	--	--	--			
			TOTAL	875.1	--	--	--	--			
317 (352)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH S FROM CTH H TO BRUMBACK BLVD IN KENOSHA COUNTY (1.79 MI) 10099603210-00-05	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT	
				ROW	--	--	--	--	--		
				CONST	--	--	8,988.0	--	--		
			OTHER	--	350.0	--	--	--			
			TOTAL	--	350.0	8,988.0	--	--			
318 (353)	REALIGNMENT OF CTH F FROM CTH O TO 352ND AVE IN THE TOWN OF RANDALL (0.95 MI) 10099593733-00-01	HE	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT	
				ROW	--	--	--	--	--		
				CONST	--	--	3,444.8	--	--		
			OTHER	--	--	--	--	--			
			TOTAL	--	--	3,444.8	--	--			
319 (354)	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	515.0	522.7	530.6	538.5	--			
			TOTAL	515.0	522.7	530.6	538.5	--			
320 (355)	PURCHASE REPLACEMENT VEHICLES FOR WESTERN KENOSHA COUNTY TRANSIT AT THE RATE OF 1 VEHICLE IN 2017 AND 4 VEHICLES IN 2018 1009966	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
				CONST	--	--	--	--	--		
			OTHER	45.1	198.8	--	--	--			
			TOTAL	45.1	198.8	--	--	--			
321 (356)	MOBILITY MANAGER POSITION TO PLAN AND COORDINATE TRANSPORTATION SERVICES FOR PERSONS WITH DISABILITIES IN KENOSHA COUNTY: 2017-2020 1009963	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
				CONST	--	--	--	--	--		
			OTHER	66.6	67.2	67.8	68.4	--			
			TOTAL	66.6	67.2	67.8	68.4	--			
322 (357)	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	16.0	--	--	--	--			
			TOTAL	16.0	--	--	--	--			
322 (358)	GPS LIVE FEED LINK TO PROVIDE REAL TIME DATA TO USERS OF WESTERN KENOSHA COUNTY TRANSIT SMARTPHONE APPLICATION 1000010	TP	SOURCE OF FUNDS FTA 5311	LOCAL	3.2	--	--	--	--	EXEMPT	
				STATE	--	--	--	--	--		
				FEDERAL	12.8	--	--	--	--		
			TOTAL	16.0	--	--	--	--			

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- KENOSHA COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
KENOSHA COUNTY	323	PURCHASE 2 BUS SHELTERS IN 2017 FOR PLACEMENT ALONG THE FIXED ROUTE OF WESTERN KENOSHA COUNTY TRANSIT AND INSTALL 1000005	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
				CONST	--	--	--	--	--		
				OTHER	11.3	--	--	--	--		
				TOTAL	11.3	--	--	--	--		
SOURCE OF FUNDS FTA 5311	LOCAL	2.3	--	--	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	9.0	--	--	--	--	--	--			
	TOTAL	11.3	--	--	--	--	--	--			
	324	INSTALLATION OF BIKEWAY ROUTE GUIDE SIGNING AND MARKING DEFINED IN THE COMPREHENSIVE BIKE PLAN FOR KENOSHA COUNTY 1000011 3830-02-00	EE	DETAIL COSTS	PE	51.5	--	--	--	--	EXEMPT
ROW					--	--	--	--	--		
CONST				--	--	268.7	--	--	--		
OTHER				--	--	--	--	--	--		
TOTAL				51.5	--	268.7	--	--	--		
SOURCE OF FUNDS TAP	LOCAL	10.3	--	53.7	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	41.2	--	215.0	--	--	--	--			
	TOTAL	51.5	--	268.7	--	--	--	--			
	325	CONSTRUCTION OF A SHARED-USE PATH ALONG CTH A (PETRIFYING SPRINGS PARK CROSSING) NORTHERLY ALONG STH 31 AND CONTINUING WEST ON CTH KR TO THE PLEASANT PIKE RIVER PATHWAY IN KENOSHA COUNTY (1.39 MI) (357) 1000009 3330-00-05	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
ROW					--	--	--	--	--		
CONST				955.1	--	--	--	--	--		
OTHER				--	--	--	--	--	--		
TOTAL				955.1	--	--	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	191.0	--	--	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	764.1	--	--	--	--	--	--			
	TOTAL	955.1	--	--	--	--	--	--			
	326	CONSTRUCTION OF A SHARED USE PATH ALONG CTH C FROM 114TH AVE (RIVER RD) TO BAIN STATION RD (PRAIRIE FARMS TRAIL) IN KENOSHA COUNTY (0.88 MI) (358) 1000008 3736-06-00	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
ROW					--	--	--	--	--		
CONST				718.5	--	--	--	--	--		
OTHER				--	--	--	--	--	--		
TOTAL				718.5	--	--	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	143.7	--	--	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	574.8	--	--	--	--	--	--			
	TOTAL	718.5	--	--	--	--	--	--			
	327	CONSTRUCTION OF A SHARED-USE PATH ALONG CTH E FROM 20TH ST TO STH 32 IN KENOSHA COUNTY (0.75 MI) (359) 1000007 3766-00-01	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
ROW					--	--	--	--	--		
CONST				--	453.3	--	--	--	--		
OTHER				--	--	--	--	--	--		
TOTAL				--	453.3	--	--	--	--		
SOURCE OF FUNDS CMAQ	LOCAL	--	138.7	--	--	--	--	--			
	STATE	--	--	--	--	--	--	--			
	FEDERAL	--	314.6	--	--	--	--	--			
	TOTAL	--	453.3	--	--	--	--	--			
	KENOSHA (CITY)	328 f	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM (360) 1030005	TP	DETAIL COSTS	PE	--	--	--	--	EXEMPT
ROW						--	--	--	--	--	
CONST					--	--	--	--	--		
OTHER					6,724.9	6,886.3	7,051.6	7,220.8	--		
TOTAL					6,724.9	6,886.3	7,051.6	7,220.8	--		
SOURCE OF FUNDS FTA 5307	LOCAL	3,032.9	3,105.7	3,180.3	3,256.6	--					
	STATE	1,614.0	1,652.7	1,692.4	1,733.0	--					
	FEDERAL	2,078.0	2,127.9	2,178.9	2,231.2	--					
	TOTAL	6,724.9	6,886.3	7,051.6	7,220.8	--					
	329	GARAGE PAYOFF AND FACILITY MAINTENANCE (361) 1039973	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
ROW					--	--	--	--	--		
CONST				--	--	--	--	--			
OTHER				287.5	--	--	--	--			
TOTAL				287.5	--	--	--	--			
SOURCE OF FUNDS FTA 5309	LOCAL	57.5	--	--	--	--					
	STATE	--	--	--	--	--					
	FEDERAL	230.0	--	--	--	--					
	TOTAL	287.5	--	--	--	--					
	330	MAINTENANCE OF STREET CAR SERVICE IN THE CITY OF KENOSHA: 2017-2020 (362) 1039972	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
ROW					--	--	--	--	--		
CONST				--	--	--	--	--			
OTHER				105.6	105.6	105.6	105.6	--			
TOTAL				105.6	105.6	105.6	105.6	--			
SOURCE OF FUNDS FTA 5337	LOCAL	17.6	17.6	17.6	17.6	--					
	STATE	--	--	--	--	--					
	FEDERAL	88.0	88.0	88.0	88.0	--					
	TOTAL	105.6	105.6	105.6	105.6	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- KENOSHA COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
KENOSHA (CITY)	331	EXPANSION OF THE CITY OF KENOSHA TRANSIT SYSTEM SERVICE TO INCLUDE 6 NEW ROUTES, EXPAND AND EXTEND SERVICE FOR 4 ROUTES, AND PURCHASE NEW BUSES 1030006	TE	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	3,416.6	3,416.6	3,301.8	--	--	
				TOTAL	3,416.6	3,416.6	3,301.8	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL STATE	683.3	683.3	660.4	--	--	
FEDERAL	2,733.3	2,733.3	2,641.4		--	--					
TOTAL	3,416.6	3,416.6	3,301.8		--	--					
SOMERS (TOWN)	332 (538)	REPLACEMENT OF THE 13TH AVE BRIDGE OVER PIKE RIVER (B30-0013) IN KENOSHA COUNTY 1109999 3831-00-01	OH	DETAIL COSTS	PE	86.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	457.5	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	86.0	--	457.5	--	--		
				SOURCE OF FUNDS STP-B	LOCAL STATE	28.2	--	91.5	--	--	
FEDERAL	57.8	--	366.0		--	--					
TOTAL	86.0	--	457.5		--	--					
KENOSHA ACHIEVEMENT CENTER, INC.	333 (448)	ELDERLY/DISABLED TRANSPORTATION SEC 5310 KENOSHA ACHIEVEMENT CENTER 1149983	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	120.0	120.0	120.0	120.0	--	
				TOTAL	120.0	120.0	120.0	120.0	--		
				SOURCE OF FUNDS FTA 5310	LOCAL STATE	20.0	20.0	20.0	20.0	--	
FEDERAL	--	--	--		--	--					
TOTAL	100.0	100.0	100.0		100.0	--					
				TOTAL	120.0	120.0	120.0	120.0			

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- RACINE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)						AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE		2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	334 (368)	BRIDGE REHABILITATION OF THE IH 94 BRIDGE AT CTH G B51-0138 IN THE TOWN OF RAYMOND 8000066 1030-06-02	HP	DETAIL COSTS	PE	20.0	--	--	--	EXEMPT
					ROW	--	--	--	--	
					CONST	--	--	--	--	
					OTHER	--	--	--	230.0	
					TOTAL	20.0	--	--	15.0	
									245.0	
	335 (369)	RECONSTRUCTION OF USH 45 FROM 7TH AVE IN THE VILLAGE OF UNION GROVE TO STH 20 IN RACINE COUNTY (3.5 MI) 8009968 2430-06-70	HP	DETAIL COSTS	PE	--	--	--	--	EXEMPT
					ROW	--	--	--	--	
					CONST	9,288.0	--	--	--	
					OTHER	--	--	--	--	
					TOTAL	9,288.0	--	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	
	336 (371)	RECONSTRUCTION OF DURAND AVE (STH 11) FROM STH 31 TO KENTUCKY ST IN THE CITY OF RACINE (1.27 MI) 8000099 2260-00-01	HP		STATE	4.0	--	--	--	EXEMPT
					FEDERAL	16.0	--	--	--	
					TOTAL	20.0	--	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	
					STATE	21.1	--	--	--	
					FEDERAL	1,836.5	--	--	--	
	337 (375)	CORRIDOR STUDY OF STH 11 FROM CTH H TO STH 31 AND STH 31 FROM STH 11 TO STH 38 IN RACINE COUNTY (7.2 MI) 8009732 2390-00-02	HP	DETAIL COSTS	PE	--	--	--	--	EXEMPT
					ROW	765.0	--	--	--	
					CONST	--	--	7,010.0	--	
					OTHER	--	--	--	--	
					TOTAL	--	--	7,010.0	--	
				SOURCE OF FUNDS	LOCAL	--	--	12.0	--	
	338 (376)	RECONSTRUCTION OF THE INTERSECTION OF STH 11 AND 84TH ST IN THE VILLAGE OF STURTEVANT 8009685 1320-21-00	HP		STATE	--	--	--	--	EXEMPT
					FEDERAL	--	--	1,400.0	--	
					TOTAL	--	--	5,598.0	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	
					STATE	--	--	300.0	--	
					FEDERAL	--	--	1,200.0	--	
	339 (377)	RECONSTRUCTION OF STH 11 (DURAND AVE) FROM KEARNEY AVE TO S MEMORIAL DR IN THE CITY OF RACINE (0.38 MI) 8009430 2260-08-70	HP	DETAIL COSTS	PE	--	--	--	--	EXEMPT
					ROW	--	--	--	--	
					CONST	--	--	--	--	
					OTHER	--	--	--	--	
					TOTAL	--	--	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- RACINE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	342 (507)	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 80089932340-03-03	HP	DETAIL COSTS	PE	314.5	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	--	3,013.0		
					OTHER	--	--	--	--		
				TOTAL	314.5	--	--	--	3,013.0		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	314.5	--	--	--		
					FEDERAL	--	--	--	--		
					TOTAL	314.5	--	--	--		
							HP	DETAIL COSTS	PE		--
ROW	--	--	--						--		
CONST	--	--	7,606.5						--		
OTHER	--	--	--						--		
TOTAL	--	--	7,606.5					--			
	343 (378)	RECONSTRUCTION OF STH 20 (WASHINGTON AVE) FROM WEST BLVD TO ROOSEVELT AVE IN THE CITY OF RACINE (1.23 MI) 80000192440-09-00	HP	SOURCE OF FUNDS	LOCAL	--	--	--	500.1		
					STATE	--	--	--	1,021.2		
					FEDERAL	--	--	--	6,085.2		
					TOTAL	--	--	--	7,606.5		
					344 (379)	MAINTENANCE OVERLAY ON STH 20 FROM WEST BLVD TO MARQUETTE ST IN THE CITY OF RACINE (1.64 MI) 80000912440-12-30	HP	DETAIL COSTS	PE		--
ROW	--	--	--						--		
CONST	1,792.0	--	--						--		
OTHER	--	--	--						--		
TOTAL	1,792.0	--	--					--	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	1,792.0	--	--	--		
					FEDERAL	--	--	--	--		
					TOTAL	1,792.0	--	--	--		
					345 (455)	IMPROVEMENTS AND CONSTRUCTION OF A ROUND-ABOUT AT INTERSECTION OF STH 20 AND CTH C IN THE TOWN OF YORKVILLE 80095022340-00-06	HP	DETAIL COSTS	PE		--
ROW	--	--	--						--		
CONST	3,540.0	--	--						--		
OTHER	--	--	--						--		
TOTAL	3,540.0	--	--					--	--		
				SOURCE OF FUNDS	LOCAL	4.0	--	--	--		
					STATE	3,536.0	--	--	--		
					FEDERAL	--	--	--	--		
					TOTAL	3,540.0	--	--	--		
					346 (508)	BRIDGE REHABILITATION OF THE STH 20 BRIDGE OVER THE ROOT RIVER CANAL (B51-58/59/60) IN RACINE COUNTY 80089863833-03-03	HP	DETAIL COSTS	PE		433.5
ROW	--	--	--						--		
CONST	--	--	2,910.0						--		
OTHER	--	--	--						--		
TOTAL	433.5	--	--					2,910.0	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	433.5	--	--	2,910.0		
					FEDERAL	--	--	--	--		
					TOTAL	433.5	--	--	2,910.0		
					347 (382)	RESURFACING OF GREEN BAY RD (STH 31) FROM STH 20 TO CTH MM IN THE VILLAGE OF MOUNT PLEASANT (1.6 MI) 80000182390-09-00	HP	DETAIL COSTS	PE		--
ROW	--	--	--						--		
CONST	7,227.0	--	--						--		
OTHER	--	--	--						--		
TOTAL	7,227.0	--	--					--	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	1,445.4	--	--	--		
					FEDERAL	5,781.6	--	--	--		
					TOTAL	7,227.0	--	--	--		
					348 (383)	RESURFACING OF STH 32 FROM FIVE MILE RD TO STH 31 IN THE VILLAGE OF CALDONIA (1.30 MI) 80000502350-09-01	HP	DETAIL COSTS	PE		--
ROW	--	--	--						--		
CONST	--	4,200.0	--						--		
OTHER	--	--	--						--		
TOTAL	--	4,200.0	--					--	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
					STATE	--	--	--	--		
					FEDERAL	--	840.0	--	--		
					TOTAL	--	3,360.0	--	--		
					349 (384)	RECONSTRUCTION OF STH 32 (HAMILTON ST AND DOUGLAS AVE) FROM MAIN ST TO GOOLD ST IN THE CITY OF RACINE (1.19 MI) 80010282350-00-70	HP	DETAIL COSTS	PE		--
ROW	--	--	--						--		
CONST	--	6,325.0	--						--		
OTHER	--	--	--						--		
TOTAL	--	6,325.0	--					--	--		
				SOURCE OF FUNDS	LOCAL	--	3,306.0	--	--		
					STATE	--	421.9	--	--		
					FEDERAL	--	2,597.1	--	--		
					TOTAL	--	6,325.0	--	--		

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MANAGEMENT AREA -- RACINE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	350	RESURFACING OF STH 36 FROM STH 20 TO CTH Y AND BRIDGE REHAB OF THE STH 36/83 BRIDGES OVER THE FOX RIVER AND THE WIND LAKE DRAIN CANAL (B 51-0056/57) IN RACINE COUNTY (5.95 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	15,915.0	--		
					OTHER	--	--	--	--		
				TOTAL	--	--	15,915.0	--			
SOURCE OF FUNDS NHPP	LOCAL	--	--	--	--	--	--				
	STATE	--	--	4,473.0	--						
	FEDERAL	--	--	11,442.0	--						
	TOTAL	--	--	15,915.0	--						
	351	INTERSECTION IMPROVEMENTS AT STH 38 (NORTHWESTERN AVE) AND CTH MM (GREEN BAY RD) IN THE VILLAGE OF MOUNT PLEASANT (0.03 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	690.0	--	--		
					OTHER	--	--	--	--		
				TOTAL	--	690.0	--	--	--		
SOURCE OF FUNDS	LOCAL	--	--	--	--	--					
	STATE	--	690.0	--	--						
	FEDERAL	--	--	--	--						
	TOTAL	--	690.0	--	--						
	352	RESURFACING OF STH 38 (NORTHWESTERN AVE) FROM CTH MM TO CTH K IN THE VILLAGE OF MOUNT PLEASANT (2.4 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	--	4,785.0	--	
					OTHER	--	--	--	--		
				TOTAL	--	--	--	4,785.0	--		
SOURCE OF FUNDS NHPP	LOCAL	--	--	--	--	--					
	STATE	--	--	--	957.0	--					
	FEDERAL	--	--	--	3,828.0	--					
	TOTAL	--	--	--	4,785.0	--					
	353	BRIDGE REPLACEMENT OF THE STH 38 BRIDGE OVER THE ROOT RIVER (B51-12) IN THE CITY OF RACINE	HP	DETAIL COSTS	PE	435.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	--	--	--	--	4,140.0	
					OTHER	--	--	--	--		
				TOTAL	435.0	--	--	--	4,140.0		
SOURCE OF FUNDS	LOCAL	--	--	--	--	--					
	STATE	435.0	--	--	--	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	435.0	--	--	--	--					
	354	RESURFACING OF STH 142 (BUSHNELL RD) FROM BURLINGTON CITY LIMITS TO KENOSHA COUNTY LINE AND REMOVE BRIDGE AT FORMER CPR RIGHT OF WAY (B51-0018)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	5,501.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	5,501.0	--	--	--	--		
SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--	--					
	STATE	1,100.2	--	--	--	--					
	FEDERAL	4,400.8	--	--	--	--					
	TOTAL	5,501.0	--	--	--	--					
	355 g	RECONSTRUCTION OF MAIN ST/1ST ST (STH 20/83) FROM BUENA PARK RD TO MILWAUKEE AVE (STH 36) IN THE VILLAGE OF WATERFORD (1.7 MI)	HI	DETAIL COSTS	PE	--	--	--	--	--	NON-EXEMPT
					ROW	--	--	--	--		
					CONST	--	13,126.3	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	13,126.3	--	--	--		
SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--	--					
	STATE	--	1,717.0	--	--	--					
	FEDERAL	--	2,552.8	--	--	--					
	TOTAL	--	8,856.5	--	--	--					
	356	IMPROVEMENTS AT INTERSECTION OF STH 36 AND CTH Y IN THE TOWN OF NORWAY	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--		
					CONST	1,032.1	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	1,032.1	--	--	--	--		
SOURCE OF FUNDS HSIP	LOCAL	--	--	--	--	--					
	STATE	103.2	--	--	--	--					
	FEDERAL	928.9	--	--	--	--					
	TOTAL	1,032.1	--	--	--	--					
	357	IMPROVEMENTS AT INTERSECTION OF STH 38 AND 5 MILE RD IN THE VILLAGE OF CALEDONIA	HS	DETAIL COSTS	PE	410.0	--	--	--	--	EXEMPT
					ROW	--	100.0	--	--	--	
					CONST	--	--	--	--	3,000.0	
					OTHER	--	--	--	--	--	
				TOTAL	410.0	100.0	--	--	3,000.0		
SOURCE OF FUNDS	LOCAL	--	--	--	--	--					
	STATE	410.0	100.0	--	--	--					
	FEDERAL	--	--	--	--	--					
	TOTAL	410.0	100.0	--	--	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- RACINE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	358 (541)	HIGH FRICTION SURFACE TREATMENT AT THE INTERSECTION OF STH 38 AND CTH K IN THE VILLAGE OF CALEDONIA 80093982290-08-01	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	490.2	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	490.2	--	--	--		
				SOURCE OF FUNDS HSIP	LOCAL	--	--	--	--	--	
STATE	--	49.0	--		--	--					
FEDERAL	--	441.2	--		--	--					
TOTAL	--	490.2	--		--	--					
RACINE COUNTY	359 (391)	RECONSTRUCTION OF CTH MM FROM STH 31 TO STH 38 IN RACINE COUNTY (0.9 MI) 30099752808-00-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	4,811.9	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	4,811.9	--	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	--	963.2	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	--	3,848.7	--		--	--					
TOTAL	--	4,811.9	--		--	--					
	360 (392)	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN RURAL RACINE COUNTY (SEC 85.21) 3000002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	555.7	555.7	567.7	567.7	--	
				TOTAL	555.7	555.7	567.7	567.7	--		
				SOURCE OF FUNDS	LOCAL	92.6	92.6	94.6	94.6	--	
STATE	463.1	463.1	473.1		473.1	--					
FEDERAL	--	--	--		--	--					
TOTAL	555.7	555.7	567.7		567.7	--					
	361 (449)	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR PERSONS WITH DISABILITIES IN RACINE COUNTY 3009973	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	89.1	90.0	90.6	91.2	--	
				TOTAL	89.1	90.0	90.6	91.2	--		
				SOURCE OF FUNDS FTA 5310	LOCAL	14.8	15.0	15.1	15.2	--	
STATE	--	--	--		--	--					
FEDERAL	74.3	75.0	75.5		76.0	--					
TOTAL	89.1	90.0	90.6		91.2	--					
MOUNT PLEASANT (VILLAGE)	362 (396)	CONSTRUCTION OF PIKE RIVER PATHWAY FROM CTH KR TO STH 11 IN THE VILLAGE OF MOUNT PLEASANT (1.60 MI) 30600012704-08-00	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	614.9	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	614.9	--	--	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	123.0	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	491.9	--	--		--	--					
TOTAL	614.9	--	--		--	--					
RACINE (CITY)	363 (398)	BRIDGE REHABILITATION OF THE MEMORIAL DR BRIDGE OVER ROOT RIVER (P51-0705) IN THE CITY OF RACINE 31099542703-00-01	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	876.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	876.0	--	--	--	--		
				SOURCE OF FUNDS NHPP	LOCAL	216.0	--	--	--	--	
STATE	--	--	--		--	--					
FEDERAL	660.0	--	--		--	--					
TOTAL	876.0	--	--		--	--					
	364 (543)	RECONSTRUCTION OF 16TH ST FROM STH 32 TO MAIN ST IN THE CITY OF RACINE (0.6 MI) 31099532703-00-04	HP	DETAIL COSTS	PE	221.3	--	--	--	--	EXEMPT
					ROW	--	10.0	--	--	--	
					CONST	--	--	--	1,637.3	--	
					OTHER	--	--	--	--	--	
				TOTAL	221.3	10.0	--	1,637.3	--		
				SOURCE OF FUNDS STP-O	LOCAL	44.3	2.0	--	347.3	--	
STATE	--	--	--		--	--					
FEDERAL	177.0	8.0	--		1,290.0	--					
TOTAL	221.3	10.0	--		1,637.3	--					
	365	REPLACE AGING TRANSIT MAINTENANCE EQUIPMENT AS IT WEARS OUT 3100003	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	42.0	42.0	42.0	--	
				TOTAL	--	42.0	42.0	42.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	8.4	8.4	8.4	--	
STATE	--	--	--		--	--					
FEDERAL	--	33.6	33.6		33.6	--					
TOTAL	--	42.0	42.0		42.0	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
MANAGEMENT AREA -- RACINE COUNTY 2017-2020**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
RACINE (CITY)	366	PURCHASE OF CAD/AVL (DISPATCHING AND LOCATOR) SOFTWARE FOR THE CITY OF RACINE TRANSIT SYSTEM 3100011	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	300.0	--	--	--	--	
				TOTAL	300.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	100.0	--	--	--	--	
STATE	--	--	--		--	--					
	367	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (399) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	368	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM (401) 3100121	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	6,679.0	6,746.5	6,815.6	6,885.7	--	
				TOTAL	6,679.0	6,746.5	6,815.6	6,885.7	--		
				SOURCE OF FUNDS FTA 5307	LOCAL	1,812.0	1,834.2	1,846.7	1,859.5	--	
STATE	2,187.0	2,203.8	2,233.4		2,263.3	--					
	369	PURCHASE OF 5 PARATRANSIT VEHICLES FOR THE CITY OF RACINE TRANSIT SYSTEM: 2017 (402) 3109958	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	325.0	--	--	--	--	
				TOTAL	325.0	--	--	--	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	65.0	--	--	--	--	
STATE	--	--	--		--	--					
	370	REPLACE SUPERVISORY VAN FOR THE CITY OF RACINE TRANSIT SYSTEM (403) 3100009	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	36.0	--	--	--	
				TOTAL	--	36.0	--	--	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	7.2	--	--	--	
STATE	--	--	--		--	--					
	371	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) (407) 3100036 1693-34-06	EE	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	240.0	--	--	--	--	
					CONST	--	599.9	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	240.0	599.9	--	--	--		
				SOURCE OF FUNDS CMAQ	LOCAL	48.0	212.3	--	--	--	
STATE	--	--	--		--	--					
	372	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (400) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	373	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (401) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	374	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (402) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	375	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (403) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	376	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (404) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	377	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (405) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	378	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (406) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	379	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (407) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	380	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (408) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	381	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (409) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	382	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (410) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	383	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (411) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	384	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (412) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	385	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (413) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	386	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (414) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	387	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (415) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	388	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (416) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	389	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (417) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	390	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (418) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	391	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (419) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	392	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (420) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	393	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (421) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--	--		--	--					
	394	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (422) 3100002	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	1,866.6	2,000.0	1,100.0	--	
				TOTAL	--	1,866.6	2,000.0	1,100.0	--		
				SOURCE OF FUNDS FTA 5339	LOCAL	--	373.3	400.0	220.0	--	
STATE	--	--</									

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	372	BRIDGE DECK OVERLAY OF THE IH 43 BRIDGE AT CTH D B64-0094 IN THE TOWN OF LYONS	HP	DETAIL COSTS	PE	15.0	--	--	--	--	EXEMPT
	(409)	ROW			--	--	--	--			
		CONST			--	--	--	172.5			
		OTHER			--	--	--	15.0			
		TOTAL		15.0	--	--	--	187.5			
	80000691090-36-00	SOURCE OF FUNDS NHPP	LOCAL	--	--	--	--				
			STATE	3.0	--	--	--				
			FEDERAL	12.0	--	--	--				
			TOTAL	15.0	--	--	--				
	373	RESURFACING OF IH 43 FROM ROCK COUNTY LINE TO USH 12	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(410)	ROW			--	--	--	--			
		CONST			--	--	--	55,240.0	--		
		OTHER			--	--	--	--	--		
		TOTAL		--	--	--	55,240.0	--			
	80000581090-16-00	SOURCE OF FUNDS NHPP	LOCAL	--	--	--	--				
			STATE	--	--	--	11,048.0				
			FEDERAL	--	--	--	44,192.0				
			TOTAL	--	--	--	55,240.0				
	374	RESURFACING OF USH 12 FROM STH 20 TO STH 12/67 SPLIT IN WALWORTH COUNTY (7.42 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(411)	ROW			650.0	--	--	--	--		
		CONST			--	--	--	--	4,480.0		
		OTHER			--	--	--	--	--		
		TOTAL		650.0	--	--	--	4,480.0			
	80000353120-10-00	SOURCE OF FUNDS	LOCAL	--	--	--	--				
			STATE	650.0	--	--	--				
			FEDERAL	--	--	--	--				
			TOTAL	650.0	--	--	--				
	375	RECONSTRUCTION OF THE INTERSECTION OF USH 12 AND CTH H IN THE TOWN OF LAGRANGE	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(414)	ROW			--	--	--	--	--		
		CONST			--	--	751.0	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		--	--	751.0	--	--			
	80094691080-17-00	SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--				
			STATE	--	--	150.2	--				
			FEDERAL	--	--	600.8	--				
			TOTAL	--	--	751.0	--				
	376 h	RECONSTRUCTION OF USH 14 FROM SOUTH OF IH 43 TO STH 11 AND THE BRIDGE REPLACEMENT OF THE IH 43 BRIDGE OVER TURTLE CREEK IN WALWORTH COUNTY (3.74 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(415)	ROW			--	--	--	--	--		
		CONST			--	3,800.0	--	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		--	3,800.0	--	--	--			
	80001453150-05-00	SOURCE OF FUNDS COMB	LOCAL	--	--	--	--				
			STATE	--	760.0	--	--				
			FEDERAL	--	3,040.0	--	--				
			TOTAL	--	3,800.0	--	--				
	377	MAINTENANCE OVERLAY OF USH 14 FROM CTH K TO PRAIRIE DR IN WALWORTH COUNTY (5.9 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(476)	ROW			--	--	--	--	--		
		CONST			1,840.0	--	--	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		1,840.0	--	--	--	--			
	80010543150-11-30	SOURCE OF FUNDS	LOCAL	--	--	--	--				
			STATE	1,840.0	--	--	--				
			FEDERAL	--	--	--	--				
			TOTAL	1,840.0	--	--	--				
	378	RECONSTRUCTION OF USH 14 FROM ILLINOIS STATE LINE TO SOUTH OF CTH K IN WALWORTH COUNTY (7.72 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(416)	ROW			--	2,385.0	--	--	--		
		CONST			--	--	--	--	7,150.0		
		OTHER			--	--	--	--	--		
		TOTAL		--	2,385.0	--	--	7,150.0			
	80098923150-06-70	SOURCE OF FUNDS NHPP	LOCAL	--	--	--	--				
			STATE	--	2,385.0	--	--				
			FEDERAL	--	--	--	--				
			TOTAL	--	2,385.0	--	--				
	379	REHABILITATION OF STH 11 FROM USH 14/STH 89 TO TURTLE CREEK DR IN THE CITY OF DELAVAN IN WALWORTH COUNTY	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
	(417)	ROW			--	--	--	--	--		
		CONST			--	5,500.0	--	--	--		
		OTHER			--	--	--	--	--		
		TOTAL		--	5,500.0	--	--	--			
	80098131320-17-70	SOURCE OF FUNDS NHPP	LOCAL	--	--	--	--				
			STATE	--	1,100.0	--	--				
			FEDERAL	--	4,400.0	--	--				
			TOTAL	--	5,500.0	--	--				

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	380	REPLACEMENT OF THE STH 11 CULVERT OVER INDIAN RUN CREEK (C64-065) IN WALWORTH COUNTY	HP	DETAIL COSTS	PE	75.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	560.0	
					OTHER	--	--	--	--	--	
				TOTAL	75.0	--	--	--	560.0		
				SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--		
STATE	15.0	--	--		--						
				FEDERAL	60.0	--	--	--	--		
				TOTAL	75.0	--	--	--	--		
	381	MAINTENANCE OVERLAY OF STH 20 FROM STH 67 TO TOWNLINE RD IN WALWORTH COUNTY (7.35 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	2,185.0	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	2,185.0	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
STATE	--	--	--		2,185.0						
				FEDERAL	--	--	--	--	--		
				TOTAL	--	--	--	2,185.0	--		
	382	MAINTENANCE OVERLAY OF STH 20 FROM THOMAS DR TO HONEY CREEK RD IN WALWORTH COUNTY (6.05 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	420.0	--	--	--	--	
					CONST	--	--	--	--	2,932.5	
					OTHER	--	--	--	--	--	
				TOTAL	420.0	--	--	--	2,932.5		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
STATE	420.0	--	--		--						
				FEDERAL	--	--	--	--	--		
				TOTAL	420.0	--	--	--	--		
	383	RESURFACING OF STH 50 (7TH ST AND GENEVA ST) FROM WISCONSIN ST TO WRIGHT ST IN THE CITY OF DELAVAN (0.85 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	6,031.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	6,031.0	--	--	--	--		
				SOURCE OF FUNDS NHPP	LOCAL	891.2	--	--	--		
STATE	1,032.8	--	--		--						
				FEDERAL	4,107.0	--	--	--	--		
				TOTAL	6,031.0	--	--	--	--		
	384	RECONSTRUCTION OF INTERSECTION STH 59 (MILWAUKEE ST) AND NEWCOMB ST IN THE CITY OF WHITEWATER	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	1,952.5	--	--	
					OTHER	250.0	--	--	--	--	
				TOTAL	250.0	--	1,952.5	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	90.0	--	536.8	--		
STATE	160.0	--	317.5		--						
				FEDERAL	--	--	1,098.2	--	--		
				TOTAL	250.0	--	1,952.5	--	--		
	385	RECONSTRUCTION OF STH 59 (ELKHORN RD) FROM NEWCOMB ST TO USH 12 IN THE CITY OF WHITEWATER (1.40 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	3,810.0	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	3,810.0	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	--	--	105.3	--		
STATE	--	--	684.4		--						
				FEDERAL	--	--	3,020.3	--	--		
				TOTAL	--	--	3,810.0	--	--		
	386	MAINTENANCE OVERLAY OF STH 67 FROM SALT BOX RD TO USH 14 IN WALWORTH COUNTY (7.57 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	4,032.0	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	--	4,032.0	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
STATE	--	--	--		4,032.0						
				FEDERAL	--	--	--	--	--		
				TOTAL	--	--	--	4,032.0	--		
	387	RESURFACING OF STH 67 FROM 1000FT N OF STH 50 TO COMMERCE CT IN WALWORTH COUNTY (3.8 MI)	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	3,640.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	3,640.0	--	--	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--		
STATE	728.0	--	--		--						
				FEDERAL	2,912.0	--	--	--	--		
				TOTAL	3,640.0	--	--	--	--		

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
STATE OF WISCONSIN	388	RESURFACING OF STH 120 FROM N SIDE OF COMO CREEK BRIDGE TO STH 36 IN WALWORTH COUNTY (1.40 MI) 80001183190-08-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	1,840.0	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	--	1,840.0	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--	--	
STATE	--	--	368.0		--	--					
	389	MAINTENANCE OVERLAY ON STH 120 FROM ILLINOIS STATE LINE TO WILLOW RD IN THE TOWN OF LINN (3.51 MI) (425)80000753180-07-30	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	1,436.7	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	1,436.7	--	--	--	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
STATE	1,436.7	--	--		--	--					
	390	RECONSTRUCTION OF STH 120 FROM USH 12 TO N SIDE OF COMO CREEK BRIDGE (1.00 MI) (426)80000413190-00-00	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	6,835.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	6,835.0	--	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	--	--	--	--	--	
STATE	--	1,367.0	--		--	--					
	391	BRIDGE REHABILITATION OF THE STH 120 BRIDGE OVER NIPPERSINK CREEK, THE USH 12 BRIDGES OVER CTH B, PELL LAKE DR, CLOVER RD, BLOOMFIELD RD, TOWN LINE RD, AND SUGAR CREEK IN WALWORTH COUNTY (511)80089853839-03-03	HP	DETAIL COSTS	PE	874.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	8,154.0	--	
					OTHER	--	--	--	--	--	
				TOTAL	874.0	--	--	8,154.0	--		
				SOURCE OF FUNDS	LOCAL	--	--	--	--	--	
STATE	874.0	--	--		8,154.0	--					
	392	HIGH FRICTION SURFACE TREATMENT TO THE IH 43 BRIDGE OVER STH 20 IN WALWORTH COUNTY (477)80010551090-02-04	HS	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	154.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	154.0	--	--	--	--		
				SOURCE OF FUNDS HSIP	LOCAL	--	--	--	--	--	
STATE	15.4	--	--		--	--					
	393	RECONDITIONING OF CTH H FROM VOSS RD TO CTH A IN WALWORTH COUNTY (4.1 MI) (429)50000113840-01-71	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	2,191.0	--	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	2,191.0	--	--	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	450.5	--	--	--	--	
STATE	--	--	--		--	--					
	394	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICES MEETING THE NEEDS OF SENIORS, INDIVIDUALS WITH DISABILITIES AS WELL AS ALL OTHER CITIZENS OF WALWORTH COUNTY (SEC 85.21, 85.20 AND 5311) (430)5000001	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	230.0	233.5	236.9	240.5	--	
				TOTAL	230.0	233.5	236.9	240.5	--		
				SOURCE OF FUNDS FTA 5311	LOCAL	28.0	31.5	36.9	40.5	--	
STATE	109.5	109.5	107.5		107.5	--					
	395	REPLACEMENT OF THE CTH DD BRIDGE OVER SUGAR CREEK (B-64-0006) IN THE TOWN OF SPRING PRAIRIE (525)50099993840-01-72	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	758.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	758.0	--	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	--	151.5	--	--	--	
STATE	--	34.5	--		--	--					
	395	REPLACEMENT OF THE CTH DD BRIDGE OVER SUGAR CREEK (B-64-0006) IN THE TOWN OF SPRING PRAIRIE (525)50099993840-01-72	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	758.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	758.0	--	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	--	151.5	--	--	--	
STATE	--	34.5	--		--	--					
	395	REPLACEMENT OF THE CTH DD BRIDGE OVER SUGAR CREEK (B-64-0006) IN THE TOWN OF SPRING PRAIRIE (525)50099993840-01-72	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	758.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	758.0	--	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	--	151.5	--	--	--	
STATE	--	34.5	--		--	--					
	395	REPLACEMENT OF THE CTH DD BRIDGE OVER SUGAR CREEK (B-64-0006) IN THE TOWN OF SPRING PRAIRIE (525)50099993840-01-72	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	758.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	758.0	--	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	--	151.5	--	--	--	
STATE	--	34.5	--		--	--					
	395	REPLACEMENT OF THE CTH DD BRIDGE OVER SUGAR CREEK (B-64-0006) IN THE TOWN OF SPRING PRAIRIE (525)50099993840-01-72	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	758.0	--	--	--	
					OTHER	--	--	--	--	--	
				TOTAL	--	758.0	--	--	--		
				SOURCE OF FUNDS STP-O	LOCAL	--	151.5	--	--	--	
STATE	--	34.5	--		--	--					

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION
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PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2017	2018	2019	2020	REMAINING	
LYONS (TOWN)	396	REPLACEMENT OF THE HOSPITAL RD BRIDGE OVER ORE CREEK (P-64-0907) IN WALWORTH COUNTY	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
	CONST			--	--	265.0	--	--			
	OTHER			--	--	--	--	--			
	TOTAL			--	--	265.0	--	--			
	SOURCE OF FUNDS STP-B			LOCAL	--	--	53.0	--	--		
STATE		--	--	--	--	--					
FEDERAL		--	--	212.0	--	--					
TOTAL		--	--	265.0	--	--					
	5179978	3849-00-03	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
	397	REPLACEMENT OF THE MILL ST BRIDGE OVER WHITE RIVER (B-64-0260) IN WALWORTH COUNTY	OH	DETAIL COSTS	CONST	--	--	--	--	--	
					OTHER	--	--	464.0	--	--	
	TOTAL			--	--	464.0	--	--			
	SOURCE OF FUNDS STP-O			LOCAL	--	--	92.8	--	--		
				STATE	--	--	--	--	--		
				FEDERAL	--	--	371.2	--	--		
TOTAL		--	--	464.0	--	--					
	5179979	3849-00-02	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
WHITEWATER (CITY) (PART)	398	OPERATING ASSISTANCE FOR THE CITY OF WHITEWATER TAXI BASED TRANSIT SYSTEM (SEC 85.20 & 5311)	TP	DETAIL COSTS	CONST	--	--	--	--	--	EXEMPT
					OTHER	235.0	238.5	242.1	245.7	--	
	TOTAL			235.0	238.5	242.1	245.7	--			
	SOURCE OF FUNDS FTA 5311			LOCAL	100.0	101.5	103.0	104.5	--		
				STATE	60.0	60.9	61.8	62.7	--		
				FEDERAL	75.0	76.1	77.3	78.5	--		
TOTAL		235.0	238.5	242.1	245.7	--					
	5260005	TP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT	
				ROW	--	--	--	--	--		
	399	RECONSTRUCTION OF CLAY ST FROM DANN ST TO RICE ST IN THE CITY OF WHITEWATER (0.5 MI)	OH	DETAIL COSTS	CONST	--	--	--	--	--	EXEMPT
					OTHER	--	--	1,688.6	--	--	
	TOTAL			--	--	--	1,688.6	--			
	SOURCE OF FUNDS STP-O			LOCAL	--	--	--	337.7	--		
				STATE	--	--	--	--	--		
				FEDERAL	--	--	--	1,350.9	--		
TOTAL		--	--	--	1,688.6	--					
	5269995	3835-00-03	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
	399	RECONSTRUCTION OF CLAY ST FROM DANN ST TO RICE ST IN THE CITY OF WHITEWATER (0.5 MI)	OH	DETAIL COSTS	CONST	--	--	--	--	--	EXEMPT
					OTHER	--	--	1,688.6	--	--	
	TOTAL			--	--	--	1,688.6	--			
	SOURCE OF FUNDS STP-O			LOCAL	--	--	--	337.7	--		
				STATE	--	--	--	--	--		
				FEDERAL	--	--	--	1,350.9	--		
TOTAL		--	--	--	1,688.6	--					
	5269995	3835-00-03	OH	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	

TABLE A
ENDNOTES

- 101^a Project is included for informational purposes, as it may potentially be funded with discretionary Federal Transit Administration (FTA) Section 5309-Small Starts funds, and is not included in the assessment of available funding. Milwaukee County has been approved by FTA to conduct project development and preliminary engineering for this project. When completed FTA will determine whether the project is approved for implementation of the project with Small Starts funds. The project will be added to the transportation improvement program should it be approved by FTA for Small Starts funds.
- 187^b Project is to be funded with \$60,000 in Federal Transit Administration - Bus and Bus Facilities Formula Program (FTA Section 5339), \$80,000 in Federal Transit Administration - Urban Area Formula Program (FTA Section 5307), and with local funds per year.
- 212^c
221^c 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.
- 240^d The West Waukesha bypass project includes reconstruction of Merrill Hills Road with additional traffic lanes between Summit Avenue and Sunset Drive, and the construction of a four-lane roadway on new alignment between Sunset Drive and Genesee Road.
- 259^e The City of Waukesha is the administrator.
- 328^f The creation of an RTA with dedicated local funding that would address local public transit in Kenosha County would increase the funding available to the Kenosha Area Transit System and enable the system to expand service in the later years of the period covered in this TIP.
- 355^g As part of this project, Main Street (STH 20/83) will be reconstructed with sufficient width to accommodate the eventual need of four traffic lanes in the future, but will be initially stripped for two lanes. 1st Street (STH 20/83) between Main Street and Milwaukee Avenue (STH 36) will be reconstructed to provide the same capacity.
- 376^h Project is to be funded with \$2,764,000 in Federal Highway Administration Surface Transportation Program - Other (STP-O) funds, \$276,000 in Federal Highway Administration National Highway Performance Program (NHPP) funds, and the remainder with State funds.

APPENDIX B

IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 THROUGH 2018 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN

Appendix B is the listing of the 605 projects, which were included in the 2015-2018 Transportation Improvement Program (TIP). Of these projects, 172 projects have been completed; 90 projects were not initiated during the period of the 2015-2018 TIP, but are either on schedule for implementation or have been delayed and subsequently retained in the 2017-2020 TIP; 243 projects have been initiated and are intended to continue or be completed within the time period of the 2017-2020 TIP; 57 projects have no work scheduled until beyond the last year of the 2017-2020 TIP; and 43 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 which have been completed listed first, followed by projects from the 2015-2018 TIP that are retained in the 2017-2020 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, 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 2017-2020 TIP, and projects that were not initiated as programmed during the 2015-2018 TIP and have been postponed until beyond the last year of the 2017-2020 TIP.
COMPLETED	Project has been completed, or all Federal funds for the project have been obligated during the period of the 2015-2018 TIP and are no longer required to be listed in the TIP.
DEFERRED	Implementation of the project was postponed, or deferred, from the 2015-2018 TIP to the 2017-2020 TIP.
DROPPED	Project not included in the 2017-2020 TIP due to being dropped from consideration, or combined with another project in the 2017-2020 TIP.

ON-SCHEDULE Work on the project is on-schedule to be initiated during the time period of the 2017-2020 TIP. (For example, PE for a project programmed for year 2017 in the 2015-2018 TIP, is programmed for year 2017 in the 2017-2020 TIP.)

UNDERWAY Work on the project has been initiated prior to or during the 2015-2018 TIP, and work on the project is intended to continue or be completed within the time period of the 2017-2020 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
EE	Environmental Enhancement
HS	Highway Safety
OH	Off Arterial Highway System

Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- MILWAUKEE COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	1	FUNDING FOR DIGITAL ORTHOPHOTOGRAPHY, ELEVATION DATA, AND DATUM CONSERVATION PILOT STUDY TO BE CONDUCTED BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION IN 2015	HP	STATE OF WISCONSIN
	16	BRIDGE DECK REPLACEMENT OF THE IH 94 BRIDGES AT UNDERWOOD CREEK PARKWAY (B-40-0143 & B-40-0144) AND 121ST ST (B-40-0113) IN MILWAUKEE COUNTY	HP	
	19	REHABILITATION OF THE HOAN BRIDGE (IH 794) FROM CAR FERRY DR TO LAKE INTERCHANGE, AND RECONSTRUCTION OF IH 794 FROM LAKE INTERCHANGE TO MILWAUKEE RIVER, INCLUDING LAKE INTERCHANGE IN THE CITY OF MILWAUKEE	HP	
	20	IH 794 LAKEFRONT GATEWAY PROJECT INCLUDING RECONFIGURING LINCOLN MEMORIAL DRIVE RAMPS AND SURFACE STREETS IN THE CITY OF MILWAUKEE (0.21 MI)	HP	
	24	RESURFACING OF HIGHLAND BLVD (USH 18) FROM 27TH ST TO 12TH ST IN THE CITY OF MILWAUKEE (1.06 MI)	HP	
	28	REHABILITATION OF USH 41 FROM STATE ST TO LISBON AVE IN THE CITY OF MILWAUKEE (3.8 MI)	HP	
	29	ROUTE REDESIGNATION FOR USH 41 TO IH 41 FROM THE WISCONSIN/ ILLINOIS STATE LINE (RUSSELL RD) TO THE WASHINGTON/DODGE COUNTY LINE WITHIN SOUTHEASTERN WISCONSIN (84.55 MI)	HP	
	35	REHABILITATION OF S HOWELL AVE (STH 38) FROM LAYTON AVE (CTH Y) TO E HOWARD AVE IN THE CITY OF MILWAUKEE (1.00 MI)	HP	
	40	RECONSTRUCTION OF STH 145 FROM W CAPITOL DR TO N 68TH ST IN THE CITY OF MILWAUKEE (1.50 MI)	HP	
	43	RESURFACING AND BRIDGE REHABILITATION OF 76TH ST (STH 181) FROM GRANTOSA DR TO FLORIST AVE IN THE CITY OF MILWAUKEE (1.14 MI)	HP	
	444	IMPROVEMENTS AT INTERSECTIONS OF STH 241 (S 27TH ST) WITH LAYTON AVE AND GRANGE AVE TO ACCOMMODATE OVERSIZE/OVERWEIGHT VEHICLES IN MILWAUKEE COUNTY	HP	
	450	CONSTRUCTION OF NB AND SB AUXILIARY LANES ON IH 894 FROM OKLAHOMA AVE TO NATIONAL AVE IN THE CITY OF WEST ALLIS (0.6 MI)	HP	
	452	ROADWAY MAINTENANCE ON IH 94 FROM RAWSON AVE TO S RACINE COUNTY LINE IN MILWAUKEE COUNTY (17.22 MI)	HP	
	478	RECONFIGURATION OF THE ENTRANCE TO THE ON-RAMPS AT USH 45 AND WATERTOWN PLANK RD IN MILWAUKEE COUNTY	HP	
	558	HIGH FRICTION TREATMENT ON IH 43 FROM 6TH ST TO HOWARD AVE IN MILWAUKEE COUNTY (0.65 MI)	HP	
	48	RECONSTRUCTION WITH ADDITIONAL LANES OF 27TH ST (STH 241) FROM W DREXEL AVE TO COLLEGE AVE (CTH ZZ) IN THE CITIES OF FRANKLIN AND OAK CREEK (2.0 MI)	HI	
	49	REDEVELOPMENT OF THE DOWNTOWN MILWAUKEE INTERMODAL STATION	TP	
	51	CONTINUATION AND IMPROVED OPERATION OF THE "HIAWATHA" INTERCITY FROM MILWAUKEE TO CHICAGO FOR CY 2013-2016	TP	
	436	BEAM GUARD END TREATMENT UPGRADES IN VARIOUS LOCATIONS IN SOUTHEASTERN WISCONSIN	HS	
	453	HIGH FRICTION SURFACE TREATMENT TO THE SOUTHBOUND OFF-RAMPS OF IH 43 AND STH 100 INTERCHANGE IN MILWAUKEE COUNTY	HS	

Source: SEWRPC.

Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- MILWAUKEE COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	533	MILWAUKEE COUNTY BUS RAPID TRANSIT IMPLEMENTATION STUDY	TP	SOUTHEASTERN WISCONSIN REGIONAL
	60	REHABILITATION OF W ST MARTINS RD (CTH MM) FROM S NORTH CAPE RD TO S LOVERS LANE IN THE CITY OF FRANKLIN (1.50 MI)	HP	MILWAUKEE COUNTY
	62	RECONSTRUCTION OF W MILL RD (CTH S) FROM N 43RD ST TO N SYDNEY PLACE IN THE CITY OF MILWAUKEE (1.15 MI)	HP	
	70	RECONDITIONING OF E LAYTON AVE (CTH Y) FROM S HOWELL AVE TO STH 794 IN THE CITY OF MILWAUKEE (1.30 MI)	HP	
	78	OPERATING ASSISTANCE FOR MCTS ROUTES 12, 27, AND 28 IN MILWAUKEE COUNTY: 2013	TP	
	79	OPERATING ASSISTANCE FOR MCTS ROUTE 17 TO SERVE BUSINESSES IN THE MENOMONEE VALLEY IN MILWAUKEE COUNTY: 2013	TP	
	80	CAPITAL COSTS OF CONTRACTING FOR PARATRANSIT OPERATIONS FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	83	REPLACE ROOF FLASHING AT MCTS FLEET MAINTENANCE FACILITY	TP	
	85	INSTALLATION OF 20 MCARD REVALUING STATIONS AT LOCATIONS TO TARGET ELDERLY/PERSONS WITH DISABILITIES FOR THE MCTS: 2015	TP	
	91	PURCHASE OF A REPLACEMENT ON-BUS VIDEO SYSTEM FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	484	PURCHASE OF 8 BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	485	MODIFICATION OF 50 BUS STOPS (CURB CUTS, PADS, SIDEWALKS) TO REMOVE PHYSICAL BARRIERS IN MILWAUKEE COUNTY: 2016	TP	
	95	REHABILITATION OF S NORTH CAPE RD (CTH J) FROM HI-VIEW DR TO S CARROLL CIR IN THE CITY OF FRANKLIN (2.0 MI)	OH	
	98	REPLACEMENT OF THE WHITNALL PARK DR BRIDGE OVER WHITNALL PARK CREEK (P40-0713) IN MILWAUKEE COUNTY	OH	
	99	REHABILITATION OF THE WHITNALL PARK DR BRIDGE OVER TESS CORNERS CREEK (P40-0721) IN MILWAUKEE COUNTY	OH	
	102	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH S AND CTH G IN THE CITY OF MILWAUKEE	HS	
	105	INTERSECTION IMPROVEMENTS AT CTH Y AND S 60TH ST IN THE CITY OF GREENFIELD	HS	
	106	SAFETY IMPROVEMENTS ALONG CTH Y FROM PENNSYLVANIA AVE TO WHITNALL AVE IN MILWAUKEE COUNTY (0.03 MI)	HS	
	110	PAVEMENT REPLACEMENT OF N 60TH ST FROM W FAIRY CHASM RD TO W COUNTY LINE RD IN THE VILLAGE OF BROWN DEER (0.52 MI)	HP	BROWN DEER (Village)
	113	CROSSWALK ENHANCEMENTS, INCREASED SIGNAGE, SIDEWALK IMPROVEMENTS AND EDUCATIONAL ACTIVITIES FOR SIX GREENFIELD SCHOOLS THROUGH SAFE ROUTES TO SCHOOL	EE	GREENFIELD (City)

Source: SEWRPC.

Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- MILWAUKEE COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	119	RECONSTRUCTION OF W LLOYD ST FROM W LISBON AVE TO N 60TH ST IN THE CITY OF MILWAUKEE (1.05 MILES)	HP	MILWAUKEE (City)
	121	RECONSTRUCTION OF THE W NORTH AVE BRIDGE (P-40-0810) OVER CANADIAN PACIFIC RAILROAD IN THE CITY OF MILWAUKEE (0.02 MI)	HP	
	123	RECONSTRUCTION OF N TEUTONIA AVE FROM W CAPITOL DR (STH 190) TO W RUBY AVE IN THE CITY OF MILWAUKEE (0.70 MI)	HP	
	127	REPLACEMENT OF S WHITNALL AVE BRIDGE OVER UNION PACIFIC RAILROAD (P-40-0644) IN THE CITY OF MILWAUKEE (0.04 MI)	HP	
	129	PAVEMENT REPLACEMENT OF S 13TH ST FROM W FOREST HOME AVE TO W WINDLAKE AVE IN THE CITY OF MILWAUKEE (0.50 MILES)	HP	
	130	RESURFACING OF N 27TH ST FROM W HIGHLAND BLVD (USH 18) TO W LISBON AVE IN THE CITY OF MILWAUKEE (0.70 MI)	HP	
	131	RECONSTRUCTION OF S 35TH ST FROM W BURNHAM TO W GREENFIELD AVE IN THE CITY OF MILWAUKEE (0.47 MI)	HP	
	133	RESURFACING OF N 60TH ST FROM W FLORIST AVE TO W MILL ROAD (CTH S) IN THE CITY OF MILWAUKEE (0.50 MI)	HP	
	143	INSTALLATION OF MAST ARMS AT 6 LOCAL INTERSECTIONS IN THE CITY OF MILWAUKEE	HS	
	145	INSTALLATION OF MONOTUBE MAST ARMS AT 10 LOCAL STREET LOCATIONS IN THE CITY OF MILWAUKEE	HS	
	152	SIGNAL OPTIMIZATION FOR 34 TRAFFIC SIGNALS IN THE BAY VIEW NEIGHBORHOOD IN THE CITY OF MILWAUKEE	EE	
	153	SIGNAL OPTIMIZATION FOR 103 TRAFFIC SIGNALS ALONG E/W CAPITOL DR (STH 190) AND W FOND DU LAC (STH 145) IN THE CITY OF MILWAUKEE	EE	
	155	CONSTRUCTION OF A COMPRESSED NATURAL GAS (CNG) FUELING STATION AT 3025 W RUBY AVE AND INCREMENTAL COSTS OF CONVERTING 20 REFUSE TRUCKS TO CNG IN THE CITY OF MILWAUKEE	EE	
	158	DEVELOPMENT OF A SAFE ROUTES TO SCHOOL POLICY AND SCHOOL-SPECIFIC PLANS IN THE CITY OF MILWAUKEE	EE	
	164	IMPLEMENTATION OF AN ADVANCED PARKING GUIDANCE SYSTEM FOR GUIDING MOTORISTS TO PARKING FACILITIES WITHIN ONE BLOCK OF THE SUMMERFEST SHUTTLE BUS ROUTE (PHASE II)	EE	
	439	CONSTRUCTION OF THE NORTH BANK TRAIL IN THE MENOMONEE RIVER VALLEY FROM CANAL ST TO 33RD CT IN THE CITY OF MILWAUKEE (0.27 MI)	EE	
	169	RECONSTRUCTION/REALIGNMENT OF S 5TH AVE FROM STH 100/STH 32 TO E RYAN RD IN THE CITY OF OAK CREEK (0.4 MI)	HP	OAK CREEK (City)
	170	BRIDGE REPLACEMENT OF THE MARQUETTE AVE BRIDGE OVER THE OAK CREEK (P40-0557) IN THE CITY OF OAK CREEK	OH	
	171	BRIDGE REPLACEMENT OF THE S NICHOLSON RD BRIDGE OVER OAK CREEK (P40-0018) IN THE CITY OF OAK CREEK	OH	
	172	DEVELOPMENT OF A SAFE ROUTES TO SCHOOL PLAN FOR THE CITY OF OAK CREEK	EE	

Source: SEWRPC.

Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- MILWAUKEE COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	173	INTERCONNECTION OF TRAFFIC SIGNALS WITH RAILROAD WARNING DEVICES ON E DENTON AVE AND S KINNICKINNIC AVE IN THE CITY OF ST FRANCIS	HS	ST FRANCIS (City)
	175	CROSSWALK ENHANCEMENTS, INCREASED SIGNAGE, BICYCLE RACK INSTALLATION AND EDUCATIONAL ACTIVITIES FOR FOUR WAUWATOSA SCHOOLS THROUGH SAFE ROUTES TO SCHOOL	HS	WAUWATOSA (City)
	176	DEVELOPMENT OF A SAFE ROUTES TO SCHOOL PLAN FOR WHITMAN MIDDLE SCHOOL IN THE CITY OF WAUWATOSA	HS	
	445	PROVIDE A PUBLIC BIKE SHARING SYSTEM WITH 8 STATIONS AT VARIOUS LOCATIONS IN THE CITY OF WAUWATOSA	EE	
	186	PURCHASE OF 2 MINIBUSES AND 2 MINIVANS (NON-ADA) FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE COUNTY: 2015	TP	GOODWILL INDUSTRIES OF SOUTHEASTERN
	487	PURCHASE OF 1 MEDIUM BUS FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE COUNTY: 2016	TP	COMMUNITY CARE, INC.
	488	PURCHASE OF 2 MEDIUM BUSES FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE COUNTY: 2016	TP	UNITED COMMUNITY CENTER
	489	OPERATING COSTS TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN MILWAUKEE COUNTY: 2016	TP	
	187	PURCHASE OF 4 MEDIUM-SIZE BUSES FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE COUNTY: 2015	TP	MILWAUKEE CENTER FOR INDEPENDENCE
	188	PROCUREMENT OF 6 MOBILE DEVICES AND VEHICLE TRACKING SOFTWARE FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE COUNTY	TP	
	490	PURCHASE OF 4 MEDIUM BUSES FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE COUNTY: 2016	TP	
	189	PURCHASE OF 2 MINIVANS FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE COUNTY: 2015	TP	COMMUNITY CARE, INC.
DEFERRED	480	BRIDGE REHABILITATION OF THE LEON TERR BRIDGE OVER THE MENOMONEE RIVER (B40-273), STH 145 BRIDGE OVER FLAGG AVE (B40-278 & B40-279), AND GRANTOSA DR BRIDGE OVER STH 145 (B40-280 & B40-281) IN THE CITY OF MILWAUKEE	HP	STATE OF WISCONSIN
	481	REHABILITATION OF THE STH 175 BRIDGE OVER STATE ST (B-40-63 & B-40-64) IN THE CITY OF MILWAUKEE	HP	
	482	BRIDGE REHABILITATION OF THE STH 181/76TH ST BRIDGE OVER THE UP RR (B40-380/381), THE STH 175 BRIDGE OVER MENOMONEE RIVER (B40-402), AND THE STH 100 BRIDGE OVER MILWAUKEE RIVER (B40-504/505) IN MILWAUKEE COUNTY	HP	
	57	CONSTRUCTION OF CONNECTIONS TO THE HANK AARON STATE TRAIL (ALONG HWY 100, BLUEMOUND RD, AND 72ND ST)	EE	WISCONSIN DNR
	61	RECONSTRUCTION OF S 92ND ST (CTH N) FROM W FOREST HOME AVE (STH 24) TO W HOWARD AVE IN THE CITY OF GREENFIELD (1.5 MI)	HP	MILWAUKEE COUNTY
	64	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	
	65	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	
	66	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	

Source: SEWRPC.

Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- MILWAUKEE COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
DEFERRED	67	REHABILITATION OF W LAYTON AVE (CTH Y) FROM S 76TH ST TO S 60TH ST IN THE CITY OF GREENFIELD (1.0 MI)	HP	MILWAUKEE COUNTY
	68	REHABILITATION OF W LAYTON AVE (CTH Y) FROM S 60TH ST TO W LOOMIS RD IN THE CITY OF GREENFIELD (1.0 MI)	HP	
	69	RECONSTRUCTION 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	RECONSTRUCTION OF S 13TH ST (CTH V) FROM PUETZ RD TO DREXEL AVE IN THE CITY OF OAK CREEK (1.00 MI)	HP	
	84	LIGHTING UPGRADES AT MCTS ADMINISTRATION BUILDING	TP	
	86	REPLACE FIRE SUPPRESSION SYSTEM AT MCTS ADMINISTRATION BUILDING	TP	
	87	LIGHTING UPGRADES AT THE MCTS FIEBRANTZ GARAGE	TP	
	88	REPLACE/REPAIR STEEL COLUMNS AT THE MCTS FIEBRANTZ GARAGE	TP	
	97	BRIDGE REHABILITATION OF W VIENNA AVE OVER THE MENOMONEE RIVER AT GRANTOSA PKWY IN MILWAUKEE COUNTY (P-40-0771)	OH	
	149	PURCHASE AND INSTALLATION OF CNG DISPENSING SYSTEM AT THE NORTHWEST GARAGE IN THE CITY OF MILWAUKEE	EE	MILWAUKEE (City)
	160	INSTALLATION OF TRANSIT PRIORITY SYSTEM AT 100 SIGNALIZED INTERSECTIONS ON PROPOSED EXPRESS BUS AND TROLLEY CIRCULATOR ROUTES IN THE CITY OF MILWAUKEE	EE	
ON SCHEDULE	12	BRIDGE DECK OVERLAY OF THE IH 43 BRIDGE AT VIRGINIA ST (B40-285) IN THE CITY OF MILWAUKEE (0.28 MI)	HP	STATE OF WISCONSIN
	17	REHABILITATION OF BRIDGES ALONG IH 94 IN THE MARQUETTE INTERCHANGE	HP	
	23	BRIDGE REHABILITATION OF THE WELLS ST (USH 18) BRIDGE AT THE MILWAUKEE RIVER B40-544 (0.09 MI)	HP	
	26	RESURFACING OF WELLS ST (USH 18) FROM 6TH ST TO BROADWAY IN THE CITY OF MILWAUKEE (0.56 MI)	HP	
	31	RECONSTRUCTION OF USH 45/STH 100 (108TH ST) FROM W COLLEGE AVE TO LAYTON AVE IN THE VILLAGE OF HALES CORNERS (2.0 MI)	HP	
	36	RECONSTRUCTION OF S HOWELL AVE (STH 38) FROM LAYTON AVE (CTH Y) TO W GRANGE AVE IN THE CITY OF MILWAUKEE (0.80 MI)	HP	
	37	RECONSTRUCTION OF STH 38 (S CHASE AVE) FROM OHIO AVE TO LINCOLN AVE IN THE CITY OF MILWAUKEE (1.37 MI)	HP	
	529	REPLACEMENT OF THE CHASE AVE (STH 38) BRIDGE OVER THE UNION PACIFIC RAILROAD (B40-571) IN THE CITY OF MILWAUKEE	HP	
	530	MAINTENANCE OVERLAY OF STH 100 FROM LAYTON AVE TO IH 94 IN THE CITIES OF WEST ALLIS AND GREENFIELD (4.76 MI)	HP	

Source: SEWRPC.

Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- MILWAUKEE COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
ON SCHEDULE	532	IMPROVEMENTS AT INTERSECTION OF STH 24 (FOREST HOME AVE) AND 92ND ST IN THE CITY OF GREENFIELD	HS	STATE OF WISCONSIN
	92	PURCHASE OF 7 FORTY FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM IN 2019	TP	MILWAUKEE COUNTY
	548	ROOF REPLACEMENT FOR MCTS KINNICKINNIC BUS STORAGE GARAGE	TP	
	549	HVAC REPLACEMENT FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING	TP	
	550	ROOF REPLACEMENT FOR MCTS FOND DU LAC BUS STORAGE GARAGE	TP	
	446	IMPLEMENTATION OF THE LAKEFRONT EXTENSION OF THE MILWAUKEE STREETCAR BETWEEN N BROADWAY AND LINCOLN MEMORIAL DRIVE	TE	MILWAUKEE (City)
	544	SAFETY IMPROVEMENTS AT THE INTERSECTION OF SILVER SPRING DR AND BAY RIDGE AVE IN THE VILLAGE OF WHITEFISH BAY	HS	WHITEFISH BAY (Village)
UNDERWAY	2	CONTINUATION OF THE REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION	HP	STATE OF WISCONSIN
	3	INSTALLATION OF NEW AND REPLACEMENT SIGNALS AT VARIOUS LOCATIONS IN SE WISCONSIN	HP	
	4	INSPECTION OF VARIOUS BRIDGES IN MILWAUKEE, WAUKESHA, KENOSHA, RACINE, WALWORTH AND WASHINGTON COUNTIES	HP	
	5	CRACK REPAIR AND SEALING ALONG VARIOUS LOCATIONS IN SOUTHEASTERN WISCONSIN	HP	
	6	REPLACEMENT AND REPAIR OF SIGN BRIDGES WITHIN SOUTHEASTERN WISCONSIN	HP	
	7	PAVEMENT MARKING WITHIN SOUTHEASTERN WISCONSIN	HP	
	11	REHABILITATION OF BRIDGES ALONG IH 43 FROM FOREST HOME AVE TO 68TH ST IN THE CITY OF GREENFIELD (0.72 MI)	HP	
	13	REHABILITATION OF BRIDGES ALONG IH 43 FROM W WISCONSIN AVE TO W WALNUT ST IN THE CITY OF MILWAUKEE (0.97 MI)	HP	
	25	RECONSTRUCTION OF W WISCONSIN AVE (USH 18) FROM N 38TH ST TO N 35TH ST IN THE CITY OF MILWAUKEE (0.3 MI)	HP	
	42	RECONSTRUCTION OF STH 181 (GLENVIEW AVE) FROM DANA ST TO BLUEMOUND RD IN THE CITY OF MILWAUKEE (0.38 MI)	HP	
	45	REDECKING OF WATERTOWN PLANK ROAD BRIDGE OVER UNDERWOOD CREEK IN THE CITY OF WAUWATOSA (0.1 MI)	HP	
	435	RAILROAD SURFACE CROSSING REPAIRS AT VARIOUS LOCATIONS IN SOUTHEASTERN WISCONSIN	HP	
	467	BRIDGE REPLACEMENT OF THE STH 190 AND PORT WASHINGTON RD BRIDGE (B40-0219) IN THE CITY OF MILWAUKEE	HP	

Source: SEWRPC.

Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- MILWAUKEE COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	479	BRIDGE REHABILITATION OF THE STH 119 BRIDGES AT STH 38 (B40-484/B40-485), 14TH ST (B40-838/B40-839), 13TH ST (B40-840/B40-841), 6TH ST (B40-844/B40-845), AND THE HIAWATHA RR (B40-842/B40-843) IN THE CITY OF MILWAUKEE	HP	STATE OF WISCONSIN
	46	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF IH 94 FROM THE ILLINOIS STATE LINE TO THE MITCHELL INTERCHANGE IN MILWAUKEE, RACINE, AND KENOSHA COUNTIES (32.50 MI)	HI	
	47	RECONSTRUCTION OF THE ZOO INTERCHANGE AND APPROACHES ON IH 94, IH 894 AND USH 45 IN MILWAUKEE COUNTY	HI	
	50	MARKETING AMTRAK'S HIAWATHA SERVICES FROM MILWAUKEE AND CHICAGO (INCLUDING SOCIAL MEDIA AND TRADITIONAL ADVERTISING IN MILWAUKEE AND CHICAGO)-PHASE V	TP	
	52	OCR RAILROAD SAFETY IMPROVEMENT PROJECTS IN SE REGION (LIST AVAILABLE UPON REQUEST)	HS	
	53	IMPROVEMENT AND MAINTENANCE OF LIGHTING SYSTEMS ON VARIOUS INTERSTATE HIGHWAYS WITHIN SOUTHEASTERN WISCONSIN	HS	
	54	ELIMINATION OF RAILROAD CROSSINGS AT HAZARDOUS LOCATIONS WITHIN THE SE REGION	HS	
	55	SHOULDER IMPROVEMENTS ON STH 32 (CHICAGO RD) FROM FOREST HILL AVE TO PUETZ RD IN THE CITY OF OAK CREEK (0.5 MI)	HS	
	56	SAFETY IMPROVEMENTS ALONG STH 100 FROM HOWARD AVE TO БЕЛОIT RD IN THE CITY OF GREENFIELD (0.11 MI)	HS	
	468	HIGH FRICTION SURFACE TREATMENT TO THE IH 94 BRIDGES IN THE STADIUM INTERCHANGE, AT THE MINERAL ST/STH 59/WALKER ST INTERCHANGE, AND OVER KRAUT RD IN MILWAUKEE AND RACINE COUNTIES	HS	
	469	HIGH FRICTION SURFACE TREATMENT TO THE USH 45 BRIDGES AT W BURLEIGH ST IN MILWAUKEE COUNTY	HS	
	483	REPLACE WARNING DEVICE EQUIPMENT AT VARIOUS RR CROSSINGS IN SOUTHEASTERN WISCONSIN (LIST AVAILABLE UPON REQUEST)	HS	
	531	SAFETY IMPROVEMENTS ON STH 190 AT IH 41/USH 45 IN MILWAUKEE COUNTY	HS	
	58	RECONDITIONING OF N TEUTONIA AVE (CTH D) FROM W GOOD HOPE RD TO W BRADLEY RD IN THE CITY OF MILWAUKEE AND VILLAGE OF BROWN DEER (1.10 MI)	HP	MILWAUKEE COUNTY
	59	RECONDITIONING OF W RYAN RD (CTH H) FROM S 96TH ST TO S 112TH ST IN THE CITY OF FRANKLIN (1.00 MI)	HP	
	74	RECONSTRUCTION OF S 13TH ST (CTH V) FROM W RAWSON AVE (CTH BB) TO W DREXEL AVE IN THE CITY OF OAK CREEK (1.00 MI)	HP	
	76	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR THE ELDERLY AND DISABLED IN MILWAUKEE COUNTY (SEC 85.21)	TP	
	77	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	81	PURCHASE OF 24 40-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (6 IN EACH YEAR)	TP	
	82	CAPITALIZATION OF TRANSIT VEHICLE MAINTENANCE ACTIVITIES	TP	

Source: SEWRPC.

Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- MILWAUKEE COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	89	PURCHASE OF MISCELLANEOUS SUPPORT SERVICE AND MAINTENANCE EQUIPMENT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	MILWAUKEE COUNTY
	90	TRANSIT VEHICLE TIRE LEASING SERVICES	TP	
	463	MILWAUKEE COUNTY ADMINISTRATION OF THE SECTION 5310 PROGRAM FOR THE MILWAUKEE URBANIZED AREA	TP	
	465	REPLACEMENT OF THE CONCRETE YARD AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FOND DU LAC OPERATING GARAGE	TP	
	93	IMPLEMENTATION OF A NEW MCTS LIMITED STOP EXPRESS BUS ROUTE ALONG 27TH ST IN MILWAUKEE COUNTY	TI	
	94	IMPLEMENTATION OF TWO NEW MCTS EXPRESS BUS ROUTES ALONG WISCONSIN AVE, UW-MILWAUKEE AND SHERMAN BLVD IN MILWAUKEE COUNTY	TI	
	100	REHABILITATION OF THE WHITNALL PARK DR BRIDGE OVER THE ROOT RIVER (P40-0564) EAST OF HWY 100 IN MILWAUKEE COUNTY	OH	
	101	REHABILITATION OF THE WHITNALL PARK DR BRIDGE OVER THE ROOT RIVER (P40-0565) IN MILWAUKEE COUNTY	OH	
	103	SAFETY IMPROVEMENTS AT THE INTERSECTIONS OF CTH U (76TH ST) WITH EDGERTON AVE AND LAYTON AVE IN THE CITY OF GREENFIELD	HS	
	104	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH U (76TH ST) AND CTH BB (RAWSON AVE) IN THE CITY OF FRANKLIN	HS	
	437	INSTALLATION OF MONOTUBES AND OFFSET TURN LANES ON CTH BB (RAWSON AVE) AT THE INTERSECTIONS OF 10TH ST AND 6TH ST IN THE CITY OF OAK CREEK	HS	
	107	INSTALLATION OF AN ADAPTIVE TRAFFIC SIGNAL SYSTEM ON W GOOD HOPE RD (CTH PP) IN MILWAUKEE COUNTY	EE	
	108	INSTALLATION OF AN ADAPTIVE TRAFFIC SIGNAL SYSTEM AT THE INTERSECTION OF S 76TH ST (CTH U) & W LAYTON AVE IN MILWAUKEE COUNTY	EE	
	111	RECONSTRUCTION OF EDGERTON AVE FROM W LOOMIS RD (STH 36) TO S 27TH ST (STH 241) IN THE CITY OF GREENFIELD (1.4 MI)	HP	GREENFIELD (City)
	112	RECONSTRUCTION OF W MORGAN AVE FROM W FOREST HOME AVE (STH 24) TO S 43RD ST IN THE CITY OF GREENFIELD (0.6 MI)	HP	
	114	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	HP	MILWAUKEE (City)
	115	INSTALLATION OF TRAFFIC SIGNING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HP	
	116	INSTALLATION OR MODIFICATION OF STREET LIGHTING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HP	
	117	BRIDGE REPLACEMENT OF THE BROWN ST BRIDGE OVER THE CP RR (P40-0859) IN THE CITY OF MILWAUKEE (0.07 MI)	HP	
	118	RECONSTRUCTION OF W GREENFIELD AVE FROM S 35TH ST TO S CESAR CHAVEZ DR IN THE CITY OF MILWAUKEE (1.20 MI)	HP	

Source: SEWRPC.

Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- MILWAUKEE COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	122	RECONSTRUCTION OF W OKLAHOMA AVE FROM S 49TH ST TO S 60TH ST IN THE CITY OF MILWAUKEE (0.60 MI)	HP	MILWAUKEE (City)
	124	RECONSTRUCTION OF TEUTONIA AVE FROM W GROELING AVE TO W CAPITOL DR (STH 190) IN THE CITY OF MILWAUKEE (1.30 MI)	HP	
	125	RECONSTRUCTION OF TEUTONIA AVE FROM W GROELING AVE TO W GARFIELD AVE IN THE CITY OF MILWAUKEE (0.90 MI)	HP	
	126	RECONSTRUCTION OF W VLIET ST FROM N 12TH ST TO N 27TH ST (STH 57) IN THE CITY OF MILWAUKEE (1.00 MI)	HP	
	128	RECONSTRUCTION OF W WISCONSIN AVE FROM N 20TH TO N 35TH ST IN THE CITY OF MILWAUKEE (0.9 MI)	HP	
	132	BRIDGE REPLACEMENT OF THE N 51ST BLVD BRIDGE OVER LINCOLN CREEK (P-40-0632) IN THE CITY OF MILWAUKEE	HP	
	134	RECONSTRUCTION OF S 60TH ST FROM W MORGAN AVE TO KINNICKINNIC RIVER PKWY IN THE CITY OF MILWAUKEE (1.20 MI)	HP	
	135	RECONSTRUCTION OF S 60TH STREET FROM W COLD SPRING RD TO W MORGAN AVE IN THE CITY OF MILWAUKEE (1.00 MI)	HP	
	136	RECONSTRUCTION OF N 91ST ST FROM W MILL ROAD (CTH S) TO W GOOD HOPE ROAD IN THE CITY OF MILWAUKEE (1.00 MI)	HP	
	137	RECONSTRUCTION OF N 92ND ST FROM W CAPITOL DR (STH 190) TO W HAMPTON AVE IN THE CITY OF MILWAUKEE (1.00 MI)	HP	
	512	RECONSTRUCTION OF N HUMBOLDT BLVD FROM NORTH AVE TO KEEFE AVE IN THE CITY OF MILWAUKEE (1.5 MI)	HP	
	513	RESURFACING OF W LAYTON AVE FROM S 27TH ST TO S HOWELL AVE IN THE CITY OF MILWAUKEE (1.98 MI)	HP	
	514	RECONSTRUCTION OF N 60TH ST FROM CAPITOL DR TO HAMPTON AVE IN THE CITY OF MILWAUKEE (1.02 MI)	HP	
	139	IMPLEMENTATION OF THE MILWAUKEE STREETCAR BETWEEN THE MILWAUKEE INTERMODAL STATION AND AN AREA NORTH OF THE CENTRAL BUSINESS DISTRICT: PHASE I	TE	
	140	LOCAL STREET IMPROVEMENT AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	OH	
	142	SPOT TRAFFIC SIGNAL IMPROVEMENTS AT VARIOUS HIGH HAZARD LOCATIONS IN THE CITY OF MILWAUKEE	HS	
	144	INSTALLATION OF MAST ARMS AT 3 CONNECTING HIGHWAY INTERSECTIONS IN THE CITY OF MILWAUKEE	HS	
	146	INSTALLATION OF MAST ARMS AT 11 LOCAL STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	HS	
	147	INSTALLATION OF MAST ARMS AT 6 CONNECTING HIGHWAY INTERSECTIONS IN THE CITY OF MILWAUKEE	HS	
	148	SAFETY IMPROVEMENTS AT 12 LOCATIONS ALONG STH 190 IN THE CITY OF MILWAUKEE	HS	

Source: SEWRPC.

Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- MILWAUKEE COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	470	MEDIAN AND PAVEMENT MARKING CHANGES ON W CAPITOL DR (STH 190) BETWEEN SOO LINE OVERPASS AND N 36TH ST IN THE CITY OF MILWAUKEE (0.2 MI)	HS	MILWAUKEE (City)
	471	INSTALLATION OF MAST ARMS AT 6 CONNECTING INTERSECTIONS ON FOND DU LAC AVE IN THE CITY OF MILWAUKEE	HS	
	486	INSTALLATION OF MONOTUBE MAST ARMS ON W LINCOLN AVE AT MILLER PKWY/43RD ST AND LAYTON BLVD/27TH ST IN THE CITY OF MILWAUKEE	HS	
	150	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 73 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #1)	EE	
	151	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 74 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #2)	EE	
	154	REIMBURSEMENT OF THE MARGINAL COST DIFFERENCE BETWEEN A NEW CNG TRUCK AND A NEW DIESEL TRUCK ESTIMATED AT 30 TRUCKS	EE	
	156	PROVIDE A PUBLIC BIKE SHARING SYSTEM AT A MINIMUM OF 24 LOCATIONS THROUGH DOWNTOWN AND NEAR DOWNTOWN IN THE CITY OF MILWAUKEE-PHASE 1	EE	
	157	MILWAUKEE PUBLIC SCHOOL DISTRICT SAFE ROUTES EDUCATION PROGRAM IN THE CITY OF MILWAUKEE	EE	
	159	CONSTRUCTION OF BICYCLE FACILITIES ON VARIOUS ROADWAYS IN THE CITY OF MILWAUKEE	EE	
	161	DEVELOP AN INTERACTIVE BICYCLE MAPPING APPLICATION FOR THE CITY OF MILWAUKEE	EE	
	162	DEVELOP A CITYWIDE BICYCLE PARKING PROGRAM AND INSTALL BICYCLE PARKING RACKS, CORRALS, AND LOCKERS THROUGHOUT THE CITY OF MILWAUKEE	EE	
	163	DEVELOP A COORDINATED SIGNAGE PLAN FOR BOTH ON-STREET FACILITIES AND OFF-STREET TRAILS IN THE CITY OF MILWAUKEE AND IN MILWAUKEE COUNTY PARKS	EE	
	165	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 73 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #4)	EE	
	166	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 88 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #5)	EE	
	168	INSTALLATION OF ANTI-SLIP TREATMENTS FOR BICYCLISTS ON LIFT BRIDGES AT PLANKINGTON AVE AND EMMER LN IN THE CITY OF MILWAUKEE	EE	
	438	MILWAUKEE PUBLIC SCHOOL DISTRICT SAFE ROUTES YOUTH EDUCATION AND LEADERSHIP PROGRAM IN THE CITY OF MILWAUKEE	EE	
	174	PROVIDE A PUBLIC BIKE SHARING SYSTEM AT VARIOUS LOCATIONS IN THE VILLAGE OF SHOREWOOD	EE	SHOREWOOD (Village)
	177	NEIGHBORHOOD SAFE ROUTES COLLABORATION PROGRAM FOR THE WAUWATOSA SCHOOL DISTRICT	EE	WAUWATOSA (City)
	178	PROVIDE A PUBLIC BIKE SHARING SYSTEM AT VARIOUS LOCATIONS IN THE CITY OF WAUWATOSA	EE	
	179	RECONSTRUCTION OF W NATIONAL AVE FROM S 92ND ST TO S 95TH ST IN THE CITY OF WEST ALLIS (0.25 MI)	HP	WEST ALLIS (City)

Source: SEWRPC.

Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- MILWAUKEE COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	180	RECONSTRUCTION OF W NATIONAL AVE FROM S 70TH ST TO S 76TH ST IN THE CITY OF WEST ALLIS (0.4 MI)	HP	WEST ALLIS (City)
	515	RECONSTRUCTION OF W NATIONAL AVE FROM 82ND ST TO 76TH ST IN THE CITY OF WEST ALLIS (0.32 MI)	HP	
	182	CONSTRUCTION OF A CROSS-TOWN CONNECTOR BIKE/PEDESTRIAN BRIDGE OVER STH 100 IN THE CITY OF WEST ALLIS	EE	
	183	CONSTRUCTION OF THE WEST ALLIS CROSS TOWN CONNECTOR BICYCLE/PEDESTRIAN TRAIL FROM THE UNION PACIFIC RAILROAD TO S 56TH ST ALONG THE WE ENERGIES ROW IN THE CITY OF WEST ALLIS (4.70 MI)	EE	
	184	PROVIDE A PUBLIC BIKE SHARING SYSTEM AT VARIOUS LOCATIONS IN THE CITY OF WEST ALLIS	EE	
	472	CONSTRUCTION OF THE WEST ALLIS CROSS TOWN CONNECTOR BICYCLE/PEDESTRIAN TRAIL FROM S 108TH ST TO UNION PACIFIC RR ALONG THE WE ENERGIES ROW IN THE CITY OF WEST ALLIS (0.3 MI)	EE	
BEYOND TIP	8	RESURFACING OF IH 43 FROM NORTH AVE TO BENDER RD IN MILWAUKEE COUNTY (4.95 MI)	HP	STATE OF WISCONSIN
	9	RESURFACING OF IH 43 (EASTBOUND) FROM 84TH ST TO 35TH ST IN MILWAUKEE COUNTY (3.08 MI)	HP	
	10	RESURFACING OF IH 43 (WESTBOUND) FROM 84TH ST TO 35TH ST IN MILWAUKEE COUNTY (3.08 MI)	HP	
	14	REHABILITATION OF THE IH 43 BRIDGES AT 124TH ST AND 116TH ST B40-376 & B40-377 IN THE VILLAGE OF HALES CORNERS	HP	
	15	BRIDGE DECK OVERLAY OF THE MITCHELL INTERCHANGE BRIDGES (IH 43, IH 94 & IH 894) IN MILWAUKEE COUNTY	HP	
	18	BRIDGE DECK POLYMER OVERLAY OF THE IH 94 BRIDGES BETWEEN PUETZ RD AND CTH BB/RAWSON AVE IN MILWAUKEE COUNTY	HP	
	21	BRIDGE DECK OVERLAY OF THE IH 794 BRIDGE FROM THE MARQUETTE INTERCHANGE TO WATER ST IN THE CITY OF MILWAUKEE	HP	
	22	REHABILITATION OF THE HALE INTERCHANGE BRIDGES IN MILWAUKEE COUNTY	HP	
	30	DECK OVERLAY OF THE BRIDGES ALONG USH 45 BETWEEN HAMPTON AVE AND GOOD HOPE ROAD (3.41 MI)	HP	
	33	RECONSTRUCTION OF W LOOMIS RD (STH 36) FROM S 51ST ST IN THE CITY OF GREENFIELD TO W FARDALE AVE IN THE CITY OF MILWAUKEE (2.00 MI)	HP	
	38	RESURFACING 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	
	464	BRIDGE REHABILITATION OF THE HALYARD ST AND NORTH AVE BRIDGES OVER IH 43 IN MILWAUKEE COUNTY	HP	
	559	REHABILITATION OF THE BROWN DEER RD (STH 100) BRIDGE OVER THE MILWAUKEE RIVER IN MILWAUKEE COUNTY	HP	
	560	REHABILITATION OF THE GREEN TREE RD BRIDGE OVER IH 43 (B40-0149) IN MILWAUKEE COUNTY	HP	

Source: SEWRPC.

Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- MILWAUKEE COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
BEYOND TIP	63	RECONSTRUCTION OF W BELOIT RD (CTH T) FROM S 124TH ST TO STH 100 IN MILWAUKEE COUNTY (1.10 MI)	HP	MILWAUKEE COUNTY
	71	REHABILITATION OF THE W HAMPTON AVE BRIDGE OVER THE MILWAUKEE RIVER (LINCOLN PARK) (B-40-0750) IN MILWAUKEE COUNTY	HP	
	72	REHABILITATION OF THE SWAN BLVD BRIDGE OVER MENOMONEE RIVER (B-40-0511) IN MILWAUKEE COUNTY	HP	
	73	REHABILITATION OF THE N TEUTONIA AVE BRIDGE OVER BRANCH OF MILWAUKEE RIVER (B-40-0516) IN MILWAUKEE COUNTY	HP	
	96	REHABILITATION OF THE OAK CREEK PARKWAY BRIDGE OVER OAK CREEK (P-40-0740) EAST OF MILL RD IN MILWAUKEE COUNTY	OH	
DROPPED	27	CORRIDOR STUDY OF USH 41 FROM STH 181 TO MILWAUKEE COUNTY LINE IN MILWAUKEE (5.71 MI)	HP	STATE OF WISCONSIN
	32	CORRIDOR STUDY OF STH 24 FROM STH 100 TO OKLAHOMA AVE IN MILWAUKEE COUNTY (5.4 MI)	HP	
	34	CORRIDOR STUDY OF STH 38 FROM MILWAUKEE COUNTY LINE TO STH 119 IN MILWAUKEE COUNTY (7.25 MI)	HP	
	39	MAINTENANCE OVERLAY ON STH 100 FROM 60TH ST TO LOOMIS RD IN THE CITY OF FRANKLIN (3.00 MI)	HP	
	41	CORRIDOR STUDY OF STH 181 FROM W HAMPTON AVE TO MILWAUKEE COUNTY LINE IN MILWAUKEE COUNTY (6.05 MI)	HP	
	44	CONSTRUCT A SALT SHED AT ST PAUL AVE AND IH 94 IN THE CITY OF MILWAUKEE	HP	
	563	ADMINISTRATION COSTS FOR THE COORDINATION OF THE SECTION 5310 PROGRAM IN THE MILWAUKEE URBANIZED AREA: 2016	TP	MILWAUKEE COUNTY
	120	RECONSTRUCTION OF THE INTERSECTION OF W LISBON AVE AND N 27TH ST IN THE CITY OF MILWAUKEE	HP	MILWAUKEE (City)
	141	IMPROVEMENTS AT INTERSECTIONS OF E WARD ST WITH S ALLIS ST AND E BAY ST IN THE CITY OF MILWAUKEE	OH	
	167	INSTALLATION OF ANTI-SLIP TREATMENTS FOR BICYCLISTS ON LIFT BRIDGES AT WATER ST, PLEASANT ST, WISCONSIN AVE, AND JUNEAU AVE IN THE CITY OF MILWAUKEE	EE	
	181	CROSSWALK ENHANCEMENTS, INCREASED SIGNAGE, BICYCLE RACK INSTALLATION AND EDUCATIONAL ACTIVITIES FOR FIVE WEST ALLIS SCHOOLS THROUGH SAFE ROUTES TO SCHOOL	HS	WEST ALLIS (City)
	185	CROSSWALK ENHANCEMENTS, INCREASED SIGNAGE, BICYCLE RACK INSTALLATION AND EDUCATIONAL ACTIVITIES AT WEST MILWAUKEE MIDDLE SCHOOL THROUGH SAFE ROUTES TO SCHOOL IN THE VILLAGE OF WEST MILWAUKEE	HS	WEST MILWAUKEE (Village)

Table B -2

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- OZAUKEE COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	194	MOBILE DATA COMPUTER SYSTEM (TABLETS) FOR THE OZAUKEE COUNTY TRANSIT SYSTEM	TP	OZAUKEE COUNTY
	195	INSTALL SOLAR ELECTRIC (PV) SYSTEM ON TRANSIT SERVICES BUILDING	TP	
	197	PURCHASE OF MOBILE DATA COMPUTER SYSTEMS (TABLETS) FOR THE OZAUKEE COUNTY TRANSIT SYSTEM	TP	
	201	INSTALLATION OF A SOLAR ELECTRIC (PV) SYSTEM AT THE TRANSIT SERVICES BUILDING IN OZAUKEE COUNTY	TP	
	202	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH V AND CTH W IN OZAUKEE COUNTY	HS	
	203	REPAIR OF THE HISTORIC DONGES BAY GORGE BRIDGE IN THE CITY OF MEQUON	EE	MEQUON (City)
	204	RESURFACING OF MAIN ST FROM DIVISION ST TO CONCORD PL IN THE VILLAGE OF THIENSVILLE (1.3 MI)	HP	THIENSVILLE (Village)
	491	PURCHASE OF 1 MEDIUM BUS FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN OZAUKEE, MILWAUKEE, RACINE, AND KENOSHA COUNTIES: 2016	TP	AWAY WE GO TRANSPORT
	492	PURCHASE OF 1 MINIVAN FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN OZAUKEE, MILWAUKEE, RACINE, AND KENOSHA COUNTIES: 2016	TP	
	493	PURCHASE OF 3 MINIVANS FOR PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN OZAUKEE COUNTY: 2016	TP	BALANCE, INC.
	494	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN OZAUKEE COUNTY: 2016	TP	INTERFAITH OF OZAUKEE COUNTY
	495	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN OZAUKEE COUNTY: 2016	TP	
	556	PURCHASE OF 1 MINIVAN FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN OZAUKEE COUNTY: 2016	TP	
ON SCHEDULE	516	REPLACEMENT OF THE COVERED BRIDGE RD BRIDGE OVER CEDAR CREEK (B-45-0013) IN OZAUKEE COUNTY	OH	CEDARBURG (Town)
UNDERWAY	190	REHABILITATION OF BRIDGES ALONG IH 43 FROM STH 60 TO N OZAUKEE COUNTY LINE (18.7 MI)	HP	STATE OF WISCONSIN
	191	RECONSTRUCTION OF THE INTERSECTION OF STH 60 AND CTH Y IN THE TOWN OF CEDARBURG	HP	
	192	RECONSTRUCTION OF CTH C FROM CTH CC TO PIONEER RD IN OZAUKEE COUNTY (7.06 MI)	HP	OZAUKEE COUNTY
	193	RECONSTRUCTION OF CTH D FROM THE WEST VILLAGE OF BELGIUM LIMITS TO CTH LL IN OZAUKEE COUNTY (1.40 MI)	HP	
	196	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	
	198	OPERATING ASSISTANCE FOR OZAUKEE COUNTY EXPRESS BUS AND SHARED-RIDE TAXI (FTA 5307 AND SEC 85.20)	TP	

Source: SEWRPC.

Table B -2

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- OZAUKEE COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	199	CAPITAL COSTS OF MAINTENANCE FOR THE OZAUKEE COUNTY EXPRESS BUS AND SHARED-RIDE TAXI SERVICE	TP	OZAUKEE COUNTY
	200	PURCHASE OF REPLACEMENT VEHICLES FOR THE OZAUKEE COUNTY SHARED-RIDE TAXI PROGRAM	TP	

Table B -3

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- WASHINGTON COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	205	RESURFACING AT VARIOUS LOCATIONS IN WASHINGTON, WAUKESHA, AND MILWAUKEE COUNTIES	HP	STATE OF WISCONSIN
	207	BRIDGE REPLACEMENT OF THE USH 41 BRIDGE (B-66-0003) OVER KOHLVILLE RIVER IN THE TOWN OF WAYNE	HP	
	209	RESURFACING OF USH 41 FROM WAUKESHA COUNTY LINE TO USH 41/45 SPLIT IN WASHINGTON COUNTY (6.56 MI)	HP	
	210	RESURFACING OF THE USH 45 AND STH 33 INTERCHANGE IN THE CITY OF WEST BEND (0.42 MI)	HP	
	212	RESURFACING OF SUMNER ST (STH 60) FROM MAIN ST (STH 83) TO KETTLE MORAIN RD IN THE CITY OF HARTFORD (3.10 MI)	HP	
	214	RECONSTRUCTION OF STH 83 FROM MONROE AVE TO SUMMER ST (STH 60) IN THE CITY OF HARTFORD	HP	
	216	MAINTENANCE OVERLAY ON STH 145 FROM PILGRIM RD TO CTH P IN THE VILLAGE OF GERMANTOWN (5.72 MI)	HP	
	217	RECONSTRUCTION OF THE INTERSECTION OF ORCHARD RD (STH 145) AND DONGES BAY ROAD IN THE VILLAGE OF GERMANTOWN	HP	
	220	MAINTENANCE OVERLAY OF STH 175 FROM MAPLE AVE TO W COUNTY LINE (11.63 MI)	HP	
	222	RESURFACING OF STH 175 FROM MAPLE RD TO BEECHWOOD INDUSTRIAL CT AND POLK ST TO STH 60 IN WASHINGTON COUNTY (11.6 MI)	HP	
	223	RECONSTRUCTION OF STH 175 FROM BEECHWOOD INDUSTRIAL CT TO POLK ST IN THE VILLAGE OF RICHFIELD (1.80 MI)	HP	
	440	REPLACEMENT OF THE BOX CULVERT ON USH 41 (B-66-195) IN WASHINGTON COUNTY	HP	
	224	HIGH FRICTION SURFACE TREATMENT TO USH 41/45 FROM CTH F TO STH 167 IN THE VILLAGE OF GERMANTOWN (1.87 MI)	HS	
	225	SAFETY IMPROVEMENTS ALONG STH 167 FROM FREISS LAKE RD TO 0.55 MI EAST OF FREISS LAKE RD IN THE VILLAGE OF RICHFIELD (0.55 MI)	HS	
	226	BRIDGE REPLACEMENT OF THE CTH D BRIDGE OVER THE KOHLVILLE RIVER (P66-0909) IN WASHINGTON COUNTY	HP	WASHINGTON COUNTY
	227	RECONSTRUCTION AND REALIGNMENT OF CTH N (STATE ST) FROM CTH NP IN DODGE COUNTY TO AIRPORT DRIVE IN THE CITY OF HARTFORD (1.8 MI)	HP	
	233	ELDERLY/DISABLED TRANSPORTATION SEC 5310 CAPITAL ASSISTANCE PROGRAM WASHINGTON CO AND/OR VARIOUS WASHINGTON COUNTY PRIVATE, NON PROFIT ORGANIZATIONS	TP	
	242	DEVELOPMENT OF A SAFE ROUTES TO SCHOOL PLAN FOR WEST BEND JOINT SCHOOL DISTRICT #1 IN THE CITY OF WEST BEND AND THE VILLAGE OF JACKSON	HS	WEST BEND (City)
	243	CONSTRUCTION OF A PEDESTRIAN BRIDGE OVER THE MILWAUKEE RIVER AND VETERANS AVE IN THE CITY OF WEST BEND	EE	
	497	PURCHASE OF 2 MINIVANS FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN WASHINGTON COUNTY: 2016	TP	INTERFAITH OF WASHINGTON COUNTY

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- WASHINGTON COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	498	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN WASHINGTON COUNTY: 2016	TP	INTERFAITH OF WASHINGTON COUNTY
DEFERRED	206	REHABILITATION OF USH 41 FROM THE USH 41/45 SPLIT TO THE DODGE COUNTY LINE (22.0 MI)	HP	STATE OF WISCONSIN
	213	RECONSTRUCTION OF THE INTERSECTION OF MAIN ST (STH 60) AND CTH P IN THE VILLAGE OF JACKSON	HP	
	496	BRIDGE REHABILITATION OF THE STH 60 BRIDGE OVER CEDAR CREEK (B45-084), STH 167 OVER WI CENTRAL RR (B66-100/B66-101), STH 33 OVER SHERMAN RD (B66-106), AND STH 164 OVER SHERMAN RD AND STH 175 (B66-126/B66-127)	HP	
ON SCHEDULE	517	REPLACEMENT OF THE CTH M BRIDGE OVER MILWAUKEE RIVER (B-66-0945) IN WASHINGTON COUNTY	HP	WASHINGTON COUNTY
	518	REPLACEMENT OF THE N WACKER DR BRIDGE OVER RUBICON RIVER (P-66-0709) IN THE CITY OF HARTFORD	OH	HARTFORD (City)
UNDERWAY	208	REHABILITATION OF BRIDGES ALONG USH 41 FROM CTH K TO N WASHINGTON COUNTY LINE (EXCLUDING THE BRIDGES AT STH 33)	HP	STATE OF WISCONSIN
	211	RESURFACING OF STH 60 FROM EAGLE DR IN WASHINGTON COUNTY TO STH 181 IN OZAUKEE COUNTY (7.18 MI)	HP	
	218	RECONDITIONING OF STH 164 FROM CTH Q TO CTH E IN WASHINGTON COUNTY (7.1 MI)	HP	
	219	RECONSTRUCTION OF THE INTERSECTION OF MEQUON RD (STH 167) AND COUNTRY AIRE DR IN THE VILLAGE OF GERMANTOWN	HP	
	534	HIGH FRICTION SURFACE TREATMENT TO THE IH 41 NB LOOP RAMP AT STH 60 IN THE VILLAGE OF SLINGER	HS	
	229	OPERATING ASSISTANCE FOR WASHINGTON COUNTY SHARED RIDE TAXI SERVICE (SEC 85.20 AND FTA 5307)	TP	WASHINGTON COUNTY
	230	OPERATING ASSISTANCE FOR WASHINGTON COUNTY COMMUTER EXPRESS BUS SERVICE (SEC 85.20 & 5307)	TP	
	231	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM CAPITAL COSTS: 3 MINIVANS AND 3 MINIBUSES IN 2017; 3 MINIVANS AND 3 MINIBUSES IN 2018; 3 MINIVAN AND 3 MINIBUSES IN 2019; 3 MINIVANS AND 3 MINIBUSES IN 2020. (5307/5339).	TP	
	232	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR THE ELDERLY AND DISABLED IN WASHINGTON COUNTY (SEC 85.21)	TP	
	237	OPERATING ASSISTANCE FOR THE CITY OF HARTFORD TAXI SERVICE	TP	HARTFORD (City)
	238	PURCHASE OF REPLACEMENT VEHICLES FOR THE CITY OF HARTFORD TAXI SERVICE	TP	
	519	REPLACEMENT OF THE KETTLE VIEW DR BRIDGE OVER KEWASKUM CREEK (P-66-0912) IN WASHINGTON COUNTY	OH	KEWASKUM (Town)
	239	RECONSTRUCTION OF 18TH AVE FROM VOGT DR TO DECORAH RD IN THE CITY OF WEST BEND (0.5 MI)	HP	WEST BEND (City)
	240	OPERATING ASSISTANCE FOR THE CITY OF WEST BEND SHARED-RIDE TAXI SYSTEM	TP	

Source: SEWRPC.

Table B -3

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- WASHINGTON COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	241	PURCHASE OF REPLACEMENT VEHICLES FOR THE CITY OF WEST BEND TAXI SERVICE	TP	WEST BEND (City)
BEYOND TIP	221	PAVEMENT REPLACEMENT OF STH 175 FROM MAPLE AVE IN THE VILLAGE OF SLINGER TO THE WEST WASHINGTON COUNTY LINE IN WASHINGTON COUNTY (10.40 MI)	HP	STATE OF WISCONSIN
DROPPED	215	CORRIDOR STUDY OF STH 144 FROM SKYLINE DR TO THE NORTH WASHINGTON COUNTY LINE (8.5 MI)	HP	
	236	SAFETY IMPROVEMENTS ON CTH XX FROM CTH H TO VALLEY VIEW DR IN WASHINGTON COUNTY	HS	WASHINGTON COUNTY
	244	PURCHASE OF 1 CONVENTIONAL BUSES FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN WASHINGTON COUNTY: 2015	TP	THE THRESHOLD

Table B -4

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- WAUKESHA COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	247	INSTALLATION OF PERMANENT PIER PROTECTION ON IH 43 BRIDGES CROSSING EVERGREEN RD IN WAUKESHA COUNTY (B67-0120 AND B67-0121)	HP	STATE OF WISCONSIN
	250	REHABILITATION OF THE BRIDGES ALONG IH 94 FROM CTH F TO CTH P IN WAUKESHA COUNTY (12.0 MI)	HP	
	251	REPLACEMENT OF IH 94 BRIDGES AT DOUSMAN RD AND GOLDEN LAKE RD (CTH BB) IN WAUKESHA COUNTY (B-67-0081; B-67-0082; B-67-0079; AND B-67-0080)	HP	
	252	BRIDGE REHABILITATION OF THE IH 94 AND NEMAHBIN LAKE BRIDGE (B67-0069) IN WAUKESHA COUNTY	HP	
	255	RESURFACING OF USH 18 (MORELAND BLVD) FROM MANHATTAN DR TO IH 94 IN THE CITY OF WAUKESHA AND TOWN OF BROOKFIELD (1.8 MI)	HP	
	256	GEOMETRIC IMPROVEMENTS AND INSTALLATION OF SIGNALS AT MAIN ST AND PILGRIM RD INTERSECTION AND RECONSTRUCTION OF PILGRIM RD FROM CLEVELAND AVE TO MEGAL DR IN WAUKESHA COUNTY THROUGH THE USH 41/45 INTERCHANGE	HP	
	258	DECK REPLACEMENT OF THE PILGRIM RD BRIDGES (B67-0035 & B67-0198) OVER USH 41/USH 45 IN THE VILLAGE OF MENOMONEE FALLS	HP	
	260	MAINTENANCE OVERLAY ON STH 36 FROM CTH Y TO STH 100 IN THE CITY OF MUSKEGO (7.42 MI)	HP	
	262	MAINTENANCE OVERLAY ON STH 67 FROM USH 18 TO CTH DR IN THE VILLAGE OF SUMMIT (2.89 MI)	HP	
	263	CORRIDOR STUDY OF STH 67 FROM STH 59 TO IH 94 IN WAUKESHA COUNTY (13.82 MI)	HP	
	264	REHABILITATION OF THE NORTHBOUND AND SOUTHBOUND STH 67 BRIDGE OVER IH 94 IN WAUKESHA COUNTY (B-67-0188)	HP	
	441	MODIFICATION OF THE INTERSECTION OF CTH K AND BEAVER LAKE RD IN THE VILLAGE OF CHENEQUA	HP	
	473	MAINTENANCE OVERLAY OF STH 164 FROM CTH ES TO WOODLAND LN IN WAUKESHA COUNTY (0.44 MI)	HP	
	271	RECONSTRUCTION WITH ADDITIONAL LANES OF SUMMIT AVE (STH 67) FROM CTH DR (DELAFIELD RD) TO SUMMIT AVE IN THE CITY OF OCONOMOWOC (2.49 MI)	HI	
	272	HIGH FRICTION TREATMENT AT THE IH 43 AND CTH Y ROUNDABOUT RAMP TERMINALS	HS	
	273	CONSTRUCTION OF A PARK AND RIDE LOT OF IH 94 AT CTH P IN WAUKESHA COUNTY	EE	
	275	RECONSTRUCTION OF CTH C FROM MILL ST TO OAKWOOD DR IN THE CITY OF DELAFIELD (0.5 MI)	HP	WAUKESHA COUNTY
	276	REPLACEMENT OF CTH CW BRIDGE OVER ASHIPUN RIVER IN THE TOWN OF OCONOMOWOC (P-67-0046)	HP	
	277	RECONSTRUCTION WITH TRAFFIC SIGNALS OF THE INTERSECTION OF CTH D (CLEVELAND AVE) AND CALHOUN RD IN THE CITY OF NEW BERLIN	HP	
	281	REHABILITATION OF CTH NN FROM STH 83 TO CTH ES IN THE VILLAGE OF MUKWONAGO (1.1 MI)	HP	

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- WAUKESHA COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	282	REPLACEMENT OF THE CTH P (SAWYER RD) BRIDGE OVER THE BARK RIVER IN THE TOWN OF SUMMIT (B-67-0959)	HP	WAUKESHA COUNTY
	293	SAFETY IMPROVEMENTS ALONG CTH CW FROM AMBER LN TO 1000' E OF AMBER LN IN WAUKESHA COUNTY (0.40 MI)	HS	
	294	SAFETY IMPROVEMENTS AT THE INTERSECTIONS OF CTH JJ AND CTH J, AND CTH SR IN THE CITY OF WAUKESHA	HS	
	295	IMPROVEMENTS AT INTERSECTION OF CTH JJ AND SILVERNAIL RD IN THE CITY OF WAUKESHA	HS	
	299	RECONSTRUCTION WITH TRAFFIC SIGNALS & ADDITIONAL TURN LANES OF THE INTERSECTION OF CTH Y (RACINE AVE) & CTH I (LAWNSDALE RD) IN THE CITY OF NEW BERLIN (0.30 MI)	HS	
	304	RECONSTRUCTION OF PILGRIM RD FROM 300 FT SOUTH OF MAIN ST TO USH 41/45 AND THE CONSTRUCTION OF MEGAL CT FROM PILGRIM RD TO CUL DE SAC IN THE VILLAGE OF MENOMONEE FALLS (0.40 MI)	HP	MENOMONEE FALLS (Village)
	306	PAVEMENT REPLACEMENT OF SUMMIT AVE FROM ARMOUR ROAD TO MAPLE LANE IN THE CITY OF OCONOMOWOC	HP	OCONOMOWOC (City)
	307	RESURFACING OF S MORELAND BLVD FROM DOPP ST TO MADISON ST IN THE CITY OF WAUKESHA (0.3 MI)	HP	WAUKESHA (City)
	308	RESURFACING OF N MORELAND BLVD FROM MADISON ST TO MICHIGAN AVE IN THE CITY OF WAUKESHA (0.2 MI)	HP	
	316	REPLACE PARATRANSIT SOFTWARE FOR WAUKESHA METRO TRANSIT SYSTEM	TP	
	325	HVAC UPGRADES FOR BUILDINGS AT WAUKESHA METRO TRANSIT	TP	
	326	REPLACE BACK-UP GENERATOR AT THE BADGER DR FACILITY IN WAUKESHA COUNTY	TP	
	474	PURCHASE OF THREE 35 FOOT REPLACEMENT BUSES FOR WAUKESHA METRO TRANSIT	TP	
	553	REPLACEMENT OF PASSENGER INFORMATION SIGNAGE AT THE WAUKESHA TRANSIT CENTER	TP	
	554	FALL PROTECTION SYSTEM FOR MAINTENANCE FACILITY FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	
	555	REPLACEMENT ONBOARD SURVEILLANCE CAMERA SYSTEMS ON 5 BUSES FOR WAUKESHA METRO TRANSIT	TP	
	331	MOBILITY MANAGEMENT AND TRAVEL COORDINATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN WAUKESHA COUNTY: 2015	TP	INTERFAITH SENIOR PROGRAMS
	501	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES (BUS TRAVEL ASSISTANCE) IN WAUKESHA COUNTY: 2016	TP	
	502	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES (GROCERY TRAVEL ASSISTANCE PROGRAM) IN WAUKESHA COUNTY: 2016	TP	
	503	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES (HOSPITAL DRIVER PROGRAM) IN WAUKESHA COUNTY: 2016	TP	

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- WAUKESHA COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	504	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN WAUKESHA COUNTY: 2016	TP	INTERFAITH SENIOR PROGRAMS
	557	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR PERSONS WITH DISABILITIES (ONE CALL-ONE CLICK PROGRAM) IN WAUKESHA COUNTY: 2016	TP	
DEFERRED	499	BRIDGE REHABILITATION OF THE STH 67 BRIDGE OVER BARK RIVER, USH 18 BRIDGE OVER BARK RIVER, STH 59 BRIDGE OVER FOX RIVER, AND STH 83 BRIDGES OVER VETTELSON RD AND OCONOMOWOC RIVER IN WAUKESHA COUNTY	HP	STATE OF WISCONSIN
	303	CONSTRUCTION OF A PAVED SEGMENT OF THE LAKE COUNTRY TRAIL TO CONNECT THE EXISTING TRAIL AT ROOSEVELT PARK IN THE CITY OF OCONOMOWOC WEST TO THE JEFFERSON COUNTY LINE IN THE TOWN OF OCONOMOWOC (2.5 MI)	EE	WAUKESHA COUNTY
	310	RECONSTRUCTION OF NORTHVIEW RD FROM MEADOWBROOK RD TO PEBBLE VALLEY RD IN THE CITY OF WAUKESHA (1.35 MI)	HP	WAUKESHA (City)
	312	RECONSTRUCTION WITH ADDITIONAL LANES OF MEADOWBROOK RD (WEST WAUKESHA BYPASS) FROM NORTHVIEW RD TO ROLLING RIDGE DR IN THE CITY OF WAUKESHA (0.53 MI)	HI	
	321	REPLACEMENT OF 5 PARATRANSIT VEHICLES FOR WAUKESHA METRO TRANSIT	TP	
	323	INSTALLATION OF SURVEILLANCE CAMERA SYSTEM AND SECURITY UPGRADES AT WAUKESHA METRO TRANSIT ADMINISTRATION & MAINTENANCE FACILITY	TP	
	324	REPLACEMENT OF SERVICE VEHICLE FOR WAUKESHA METRO TRANSIT SYSTEM	TP	
	327	RESURFACING OF UNIVERSITY DRIVE FROM 150 FEET SOUTH OF GLENDON WAY TO NORTHVIEW RD IN THE CITY OF WAUKESHA (0.60 MI)	OH	
ON SCHEDULE	535	RESURFACING OF STH 164 FROM CTH ES (NATIONAL AVE) TO LES PAUL PKWY (STH 59) IN WAUKESHA COUNTY (4.56 MI)	HP	STATE OF WISCONSIN
	279	REHABILITATION OF CTH ES (FOX ST) BRIDGE (B-67-0147) OVER THE FOX RIVER IN THE VILLAGE OF MUKWONAGO	HP	WAUKESHA COUNTY
	280	RECONDITIONING OF BELOIT RD (CTH I) FROM NATIONAL AVE (CTH ES) TO MOORLAND RD (CTH O) IN THE CITY OF NEW BERLIN (1.80 MI)	HP	
	283	REHABILITATION OF CTH Q BRIDGE OVER THE OCONOMOWOC RIVER IN THE TOWN OF MERTON	HP	
	289	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH M (NORTH AVE) FROM PILGRIM RD TO EAST COUNTY LINE IN THE CITY OF BROOKFIELD (2.0 MI)	HI	
	301	DESIGN AND CONSTRUCTION OF THE BICYCLE PEDESTRIAN PAVED FACILITY FROM FRAME PARK IN THE CITY OF WAUKESHA TO MITCHELL PARK AND REDEVELOPMENT AREA ON BROOKFIELD ROAD IN THE CITY OF BROOKFIELD (5.5 MI)	EE	
	302	CONSTRUCTION OF A BICYCLE PEDESTRIAN UNDERPASS ON STH 67 AND CTH B FOR THE LAKE COUNTRY TRAIL IN THE CITY OF OCONOMOWOC	EE	
	524	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN RD FROM CTH M TO STH 190 IN THE CITY OF BROOKFIELD (2.14 MI)	HI	BROOKFIELD (City)
	311	RECONSTRUCTION OF W ST PAUL AVE FROM WISCONSIN AVE/ W NORTH ST TO MADISON ST IN THE CITY OF WAUKESHA (0.25 MI)	HP	WAUKESHA (City)
UNDERWAY	245	RESURFACING OF VARIOUS PARK AND RIDE LOTS IN SE WISCONSIN	HP	STATE OF WISCONSIN

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- WAUKESHA COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	257	RESURFACING OF USH 41 FROM THE MILWAUKEE COUNTY LINE TO THE WASHINGTON COUNTY LINE IN WAUKESHA COUNTY (3.66 MI)	HP	STATE OF WISCONSIN
	259	RESURFACING OF STH 16 FROM CTH P TO CTH KE & STH 190 TO IH 94 IN WAUKESHA COUNTY (9.0 MI)	HP	
	267	RESURFACING OF STH 190 FROM FIVE FIELDS RD TO WETHERSFIELD RD IN THE CITY OF PEWAUKEE (0.71 MI)	HP	
	268	RESURFACING OF STH 190 FROM CTH F TO BROOKFIELD RD IN WAUKESHA COUNTY (3.06 MI)	HP	
	269	CONSTRUCTION OF A SALT SHED NEAR THE IH 94 INTERCHANGE AT GRANDVIEW BLVD (CTH T) IN WAUKESHA COUNTY	HP	
	457	CONSTRUCTION OF EB AND WB AUXILIARY LANES ON IH 94 FROM MOORLAND RD TO UNDERWOOD PKWY AND THE REPLACEMENT OF THE SUNNYSLOPE RD AND ELM GROVE RD BRIDGES OVER IH 94 IN THE CITY OF BROOKFIELD (1.1 MI)	HP	
	466	MAINTENANCE OVERLAY OF IH 94 FROM WEST WAUKESHA COUNTY LINE TO STH 16 (15.45 MI)	HP	
	552	BRIDGE DECK REPLACEMENT OF THE STH 16 AND STH 83 BRIDGE IN THE CITY OF DELAFIELD	HP	
	270	CONSTRUCTION OF THE WEST WAUKESHA BYPASS WITH ADDITIONAL LANES FROM SUMMIT AVE TO GENESEE RD IN THE CITY AND TOWN OF WAUKESHA (3.80 MI)	HI	
	458	RETROFIT OF BARRIERS FOR PREVENTING CROSS-MEDIAN CRASHES ON IH 94 FROM STH 67 TO CTH SS IN WAUKESHA COUNTY (7.55 MI)	HS	
	536	RETROFIT OF BARRIERS FOR PREVENTING CROSS-MEDIAN CRASHES ON STH 16 FROM CTH P TO CTH C AND FROM CAPITOL DR (STH 190) TO THE IH 94 SPLIT (3.64 MI)	HS	
	545	WARNING DEVICE WORK AT VARIOUS RR CROSSINGS ALONG THE CP RAIL LINE IN WAUKESHA COUNTY	HS	
	274	RESURFACING OF VARIOUS COUNTY TRUNK HIGHWAYS IN WAUKESHA COUNTY	HP	WAUKESHA COUNTY
	287	RECONSTRUCTION OF WEST WAUKESHA BYPASS WITH ADDITIONAL LANES FROM USH 18 TO NORTHVIEW RD IN THE TOWN AND CITY OF WAUKESHA (1.0 MI)	HI	
	288	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH M (NORTH AVE) FROM CALHOUN RD TO PILGRIM RD IN THE CITY OF BROOKFIELD (1.0 MI)	HI	
	290	CAPITAL COSTS OF THIRD PARTY CONTRACTING FOR WAUKESHA COUNTY TRANSIT SERVICE	TP	
	291	PROVIDE USER-SIDE SUBSIDY ADVANCE RESERVATION AND ELDERLY/DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PERSONS IN WAUKESHA COUNTY (SEC 85.21)	TP	
	296	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH KF AND CTH JK IN THE TOWN OF LISBON	HS	
	297	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH VV AND LILLY RD IN WAUKESHA COUNTY	HS	
	298	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH VV AND CTH E IN WAUKESHA COUNTY	HS	

Source: SEWRPC.

Table B -4

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- WAUKESHA COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	300	RECONSTRUCTION WITH TRAFFIC SIGNALS OF THE INTERSECTION OF CTH YY & BURLEIGH RD IN THE CITY OF BROOKFIELD (0.30 MI)	HS	WAUKESHA COUNTY
	459	SAFETY IMPROVEMENTS ON CTH CI FROM WAUKESHA COUNTY LINE TO STH 67 IN WAUKESHA COUNTY (4.25 MI)	HS	
	305	RECONSTRUCTION OF MOORLAND RD FROM JANESVILLE RD (CTH L) TO MC SHANE DR IN THE CITY OF MUSKEGO (1.3 MI)	HP	MUSKEGO (City)
	309	RESURFACING OF MADISON ST FROM GRANDVIEW BLVD TO UNIVERSITY DR IN THE CITY OF WAUKESHA (0.6 MI)	HP	WAUKESHA (City)
	313	OPERATING ASSISTANCE FOR THE WAUKESHA METRO AND WAUKESHA COUNTY TRANSIT SYSTEMS (85.20)	TP	
	314	CAPITAL MAINTENANCE FOR WAUKESHA METRO TRANSIT	TP	
	315	PURCHASE OF TWO 35 FOOT REPLACEMENT BUSES FOR WAUKESHA METRO TRANSIT	TP	
	317	TIRE LEASE FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	
	318	PURCHASE OF 2 REPLACEMENT BUSES FOR THE CITY OF WAUKESHA	TP	
	319	SECURITY UPGRADES AT THE DOWNTOWN WAUKESHA TRANSIT CENTER	TP	
	322	LOCAL MARKETING FOR WAUKESHA METRO TRANSIT SYSTEM	TP	
	328	SAFETY IMPROVEMENTS ALONG N GRANDVIEW BLVD FROM NORTHVIEW RD TO SUMMIT AVE IN THE CITY OF WAUKESHA (0.65 MI)	HS	
BEYOND TIP	246	REHABILITATION OF IH 43 AND STH 164 INTERCHANGE IN WAUKESHA COUNTY	HP	STATE OF WISCONSIN
	248	BRIDGE REHABILITATION OF THE IH 43 BRIDGES FROM STH 164 TO BELOIT ROAD IN WAUKESHA COUNTY	HP	
	249	BRIDGE DECK REPLACEMENT OF THE IH 94 BRIDGES AT CTH C AND CTH P B67-274/275 & B67-0064 IN THE CITY OF DELAFIELD AND IN THE VILLAGE OF SUMMIT	HP	
	253	RESURFACING OF IH 94 (EASTBOUND) FROM W WAUKESHA COUNTY LINE TO STH 16 IN WAUKESHA COUNTY (15.04 MI)	HP	
	254	RESURFACING OF IH 94 (WESTBOUND) FROM W WAUKESHA COUNTY LINE TO STH 16 IN WAUKESHA COUNTY (15.04 MI)	HP	
	261	RESURFACING OF STH 67 FROM 1000' N OF STH 59 TO 200' S OF USH 18 IN WAUKESHA COUNTY (9.40 MI)	HP	
	265	RECONSTRUCTION OF STH 83 FROM STH 20 TO IH 43 IN RACINE AND WAUKESHA COUNTY (7.19 MI)	HP	
	266	RECONSTRUCTION OF THE STH 83 AND STH 16 INTERCHANGE TO ACCOMMODATE THE WIDENING OF STH 83 IN WAUKESHA COUNTY	HP	

Source: SEWRPC.

Table B -4

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION
MANAGEMENT AREA -- WAUKESHA COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
BEYOND TIP	520	REHABILITATION OF THE IH 94 BRIDGES OVER MOORLAND RD IN WAUKESHA COUNTY (1.08 MI)	HP	STATE OF WISCONSIN
DROPPED	278	REHABILITATION OF CTH D STRUCTURE OVER DEER CREEK IN THE CITY OF NEW BERLIN	HP	WAUKESHA COUNTY
	523	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH M (NORTH AVE) FROM CALHOUN RD TO PILGRIM RD IN WAUKESHA COUNTY (1.06 MI)	HI	
	292	ENHANCEMENT PROJECTS FOR WAUKESHA COUNTY TRANSIT WHICH MAY INCLUDE ENHANCED ACCESS FOR PERSONS WITH DISABILITIES OR BICYCLISTS AND PEDESTRIANS, LANDSCAPING, PUBLIC ART, OR HISTORIC PRESERVATION	TP	
	320	ENHANCEMENT PROJECTS FOR WAUKESHA METRO TRANSIT WHICH MAY INCLUDE ENHANCED ACCESS FOR PERSONS WITH DISABILITIES OR BICYCLISTS AND PEDESTRIANS, LANDSCAPING, PUBLIC ART, OR HISTORIC PRESERVATION	TP	WAUKESHA (City)
	475	PURCHASE OF TWO 35 FOOT REPLACEMENT BUSES FOR WAUKESHA METRO TRANSIT	TP	
	500	PURCHASE OF ONE 35FT BUS FOR WAUKESHA METRO TRANSIT	TP	
	329	IMPROVEMENTS AT INTERSECTION OF PERKINS AVE AND ARCADIAN AVE IN THE CITY OF WAUKESHA	HS	
	330	INSTALLATION OF BICYCLE LANES ON S GRAND AVE FROM RIVERA DR TO COLLEGE AVE IN THE CITY OF WAUKESHA (1.3 MI)	EE	

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH
TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	338	RESURFACING OF USH 45 FROM THE ILLINOIS STATE LINE TO STH 50 IN KENOSHA COUNTY (5.50 MI)	HP	STATE OF WISCONSIN
	344	RESURFACING OF STH 165 (104TH ST) FROM IH 94 TO STH 31 IN THE VILLAGE OF PLEASANT PRAIRIE (3.1 MI)	HP	
	461	CORRIDOR STUDY OF STH 32 FROM 91ST ST TO ILLINOIS STATE LINE IN KENOSHA COUNTY (3.25 MI)	HP	
	346	RECONSTRUCTION OF STH 165 (104TH ST) FROM IH 94 TO STH 31 (INCLUDING RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES FROM 114TH AVE TO TERWALL TER) IN THE VILLAGE OF PLEASANT PRAIRIE (3.70 MI)	HI	
	537	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR PERSONS WITH DISABILITIES IN KENOSHA COUNTY: 2016	TP	KENOSHA COUNTY
	443	WIDEN SHOULDERS TO ACCOMMODATE THE INSTALLATION OF BIKE LANES ON CTH H FROM STH 50 TO THE ILLINOIS STATE LINE IN KENOSHA COUNTY (5.0 MI)	HS	
	366	RECONSTRUCTION OF 39TH AVE FROM STH 165 TO 97TH ST IN THE VILLAGE OF PLEASANT PRAIRIE (0.60 MI)	HP	PLEASANT PRAIRIE (Village)
	367	OPERATING ASSISTANCE FOR SHUTTLE SERVICE, SHORT-TERM WORK TRAINING, AND JUMP START TRANS SERVICES FOR LOW-INCOME PERSONS IN KENOSHA, RACINE, AND WALWORTH COUNTIES: 2014	TP	KENOSHA ACHIEVEMENT CENTER, INC.
DEFERRED	505	BRIDGE REHABILITATION OF THE STH 142 BRIDGE OVER DES PLAINES RIV (B30-654), STH 31 BRIDGES OVER PIKE RIV, AND THE STH 32 BRIDGE OVER PIKE RIV (B30-88) IN KENOSHA COUNTY	HP	STATE OF WISCONSIN
	355	PURCHASE REPLACEMENT VEHICLES FOR WESTERN KENOSHA COUNTY TRANSIT AT THE RATE OF 1 VEHICLE IN 2017 AND 4 VEHICLES IN 2018	TP	KENOSHA COUNTY
	361	GARAGE PAYOFF AND FACILITY MAINTENANCE	TP	KENOSHA (City)
ON SCHEDULE	333	BRIDGE DECK OVERLAY OF THE IH 94 BRIDGES BETWEEN STH 50 AND STH 158 IN KENOSHA COUNTY	HP	STATE OF WISCONSIN
	334	BRIDGE DECK OVERLAY OF THE IH 94 BRIDGES BETWEEN THE ILLINOIS STATE LINE AND STH 50 IN KENOSHA COUNTY	HP	
	506	IMPROVEMENTS AT INTERSECTIONS OF CTH S WITH CTH N AND CTH H IN KENOSHA COUNTY	HP	KENOSHA COUNTY
	362	MAINTENANCE OF STREET CAR SERVICE IN THE CITY OF KENOSHA: 2017-2020	TP	KENOSHA (City)
	538	REPLACEMENT OF THE 13TH AVE BRIDGE OVER PIKE RIVER (B30-0013) IN KENOSHA COUNTY	OH	SOMERS (Town)
UNDERWAY	332	RESURFACING OF THE PARKING LOT FOR THE PLEASANT PRAIRIE WELCOME CENTER IN THE VILLAGE OF PLEASANT PRAIRIE	HP	STATE OF WISCONSIN
	335	RESURFACING OF USH 45 FROM STH 50 TO STH 11 IN KENOSHA AND RACINE COUNTY (7.83 MI)	HP	
	340	RECONSTRUCT THE INTERSECTION OF STH 32 AND STH 165 IN THE VILLAGE OF PLEASANT PRAIRIE	HP	
	341	RECONSTRUCTION OF STH 50 FROM CTH W TO 1750 FEET EAST OF CTH W AND BRIDGE OVERLAYS OF THE STH 50 AND SOO LINE BRIDGES B30-48/58 IN THE TOWN OF WHEATLAND (0.13 MI)	HP	

Source: SEWRPC.

Table B -5

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH
TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	342	RESURFACING OF STH 50 (75TH STREET) FROM 256TH AVENUE TO 236TH AVENUE IN THE VILLAGE OF PADDOCK LAKE (1.2 MI)	HP	STATE OF WISCONSIN
	343	REPLACEMENT OF STH 158 BRIDGES OVER THE CP RR AND UP RR LINES, INCLUDING RECONSTRUCTION OF THE ROADWAY BETWEEN THE BRIDGES, IN THE CITY OF KENOSHA (B-30-2 AND B-30-3)	HP	
	460	RECONSTRUCTION OF SHERIDAN RD (STH 32) FROM 91ST ST TO 85TH ST IN THE CITY OF KENOSHA (0.76 MI)	HP	
	345	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 50 (75TH ST) FROM IH 94 TO 43RD AVE INCLUDING THE FRONTAGE ROADS ALONG STH 50 IN THE CITY OF KENOSHA AND VILLAGE OF PLEASANT PRAIRIE (4.45 MI)	HI	
	337	RECONSTRUCTION OF THE INTERSECTION OF USH 45 AND CTH K IN THE VILLAGE OF BRISTOL AND TOWN OF PARIS	HS	
	349	RECONSTRUCTION OF THE INTERSECTION OF STH 158 AND CTH H IN THE CITY OF KENOSHA	HS	
	350	REPLACEMENT OF CTH E BRIDGE OVER PIKE RIVER IN KENOSHA COUNTY (B30-0670)	HP	KENOSHA COUNTY
	351	RECONSTRUCTION OF CTH W FROM CTH F TO CTH FR IN THE TOWN OF SALEM (1.55 MI)	HP	
	352	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH S FROM CTH H TO BRUMBACK BLVD IN KENOSHA COUNTY (1.79 MI)	HI	
	353	REALIGNMENT OF CTH F FROM CTH O TO 352ND AVE IN THE TOWN OF RANDALL (0.95 MI)	HE	
	354	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	
	356	MOBILITY MANAGER POSITION TO PLAN AND COORDINATE TRANSPORTATION SERVICES FOR PERSONS WITH DISABILITIES IN KENOSHA COUNTY: 2017-2020	TP	
	357	CONSTRUCTION OF A SHARED-USE PATH ALONG CTH A (PETRIFYING SPRINGS PARK CROSSING) NORTHERLY ALONG STH 31 AND CONTINUING WEST ON CTH KR TO THE PLEASANT PIKE RIVER PATHWAY IN KENOSHA COUNTY (1.39 MI)	EE	
	358	CONSTRUCTION OF A SHARED USE PATH ALONG CTH C FROM 114TH AVE (RIVER RD) TO BAIN STATION RD (PRAIRIE FARMS TRAIL) IN KENOSHA COUNTY (0.88 MI)	EE	
	359	CONSTRUCTION OF A SHARED-USE PATH ALONG CTH E FROM 20TH ST TO STH 32 IN KENOSHA COUNTY (0.75 MI)	EE	
	360	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	KENOSHA (City)
	448	ELDERLY/DISABLED TRANSPORTATION SEC 5310 KENOSHA ACHIEVEMENT CENTER	TP	KENOSHA ACHIEVEMENT CENTER, INC.
DROPPED	336	CORRIDOR STUDY OF USH 45 FROM STATE LINE TO STH 50 IN KENOSHA COUNTY (5.47 MI)	HP	STATE OF WISCONSIN
	339	CORRIDOR STUDY OF STH 31 FROM STATE LINE TO RACINE COUNTY LINE IN KENOSHA COUNTY (12.33 MI)	HP	
	347	SAFETY IMPROVEMENTS AT THE INTERSECTION OF STH 50 AND CTH D IN THE VILLAGE OF BRISTOL	HS	

Source: SEWRPC.

Table B -5

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH
TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
DROPPED	348	IMPROVEMENTS AT INTERSECTION OF STH 83 AND CTH C IN THE TOWN OF SALEM & STH 83 AND STH 50/75 IN THE VILLAGE OF PADDOCK LAKE	HS	STATE OF WISCONSIN
	447	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR PERSONS WITH DISABILITIES IN KENOSHA COUNTY: 2015	TP	KENOSHA COUNTY
	363	EXPANSION OF ELECTRIC STREETCAR SYSTEM IN THE CITY OF KENOSHA-DOWNTOWN LINE EXTENSION	TE	KENOSHA (City)
	364	CONSTRUCTION OF OFF-ROAD BICYCLE PATHS (1.4 MI) AND 17.9 MILES OF ON-ROAD BICYCLE ROUTES AT VARIOUS LOCATIONS IN THE CITY OF KENOSHA	EE	
	365	CONSTRUCTION OF NEW SECTIONS OF A 10-FT WIDTH ASPHALT BICYCLE ROUTE INCLUDING A TRANSIT CENTER SECTION AND A NASH PARK-INDIAN TRAILS SECTION (9.83 MI)	EE	
	539	PURCHASE OF 2 MEDIUM BUSES FOR ELDERLY/DISABLED TRANSPORTATION SERVICES IN KENOSHA COUNTY: 2016	TP	KENOSHA ACHIEVEMENT CENTER, INC.

Table B -6

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH
TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	370	MAINTENANCE OVERLAY ON STH 11 FROM CTH C TO 71ST DR IN THE VILLAGE OF UNION GROVE (2.37 MI)	HP	STATE OF WISCONSIN
	372	MAINTENANCE OVERLAY ON STH 11 FROM 92ND ST TO 1500 FT W OF STH 31 IN THE VILLAGE OF STURTEVANT AND MT PLEASANT (1.91 MI)	HP	
	386	RECONSTRUCTION OF NORTHWESTERN AVE (STH 38) FROM GOLF AVE TO MEMORIAL DR IN THE CITY OF RACINE (1.30 MI)	HP	
	462	INSTALLATION OF CENTERLINE AND SHOULDER RUMBLE STRIPS ON STH 38 FROM COUNTY LINE RD TO CTH K IN RACINE COUNTY (7.8 MI)	HS	
	390	REPLACEMENT OF THE CTH D BRIDGE OVER THE FOX RIVER IN RACINE COUNTY (B51-0578)	HP	RACINE COUNTY
	393	SAFETY IMPROVEMENTS ON CTH FF FROM CTH DD TO WEST ST IN RACINE COUNTY (4.45 MI)	HS	
	395	RECONSTRUCTION OF NICHOLSON RD FROM CTH K TO INDUSTRIAL DR AND INDUSTRIAL DR FROM NICHOLSON RD TO QUICK DR IN THE VILLAGE OF CALEDONIA (1.4 MI)	HP	CALEDONIA (Village)
	397	REPLACEMENT OF MALCHINE RD BRIDGE OVER WIND LAKE DRAINAGE CANAL IN TOWN OF NORWAY (B-51-11)	OH	NORWAY (Town)
	400	LOCAL MARKETING FOR THE BELLE URBAN SYSTEM IN THE CITY OF RACINE	TP	RACINE (City)
	404	REPLACE ASPHALT PAVING FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	
	406	CONSTRUCTION OF NEW SEGMENT OF THE LAKE MICHIGAN PATHWAY PROJECT FROM AUGUSTA ST TO MELVIN AVE AND DEKOVEN AVE TO 24TH ST IN THE CITY OF RACINE	EE	
DEFERRED	375	CORRIDOR STUDY OF STH 11 FROM CTH H TO STH 31 AND STH 31 FROM STH 11 TO STH 38 IN RACINE COUNTY (7.2 MI)	HP	STATE OF WISCONSIN
	507	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	
	508	BRIDGE REHABILITATION OF THE STH 20 BRIDGE OVER THE ROOT RIVER CANAL (B51-58/59/60) IN RACINE COUNTY	HP	
	509	BRIDGE REPLACEMENT OF THE STH 38 BRIDGE OVER THE ROOT RIVER (B51-12) IN THE CITY OF RACINE	HP	
	399	REPLACEMENT OF 10 2004 LOW FLOOR BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	RACINE (City)
	403	REPLACE SUPERVISORY VAN FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	
ON SCHEDULE	368	BRIDGE REHABILITATION OF THE IH 94 BRIDGE AT CTH G B51-0138 IN THE TOWN OF RAYMOND	HP	STATE OF WISCONSIN
UNDERWAY	369	RECONSTRUCTION OF USH 45 FROM 7TH AVE IN THE VILLAGE OF UNION GROVE TO STH 20 IN RACINE COUNTY (3.5 MI)	HP	
	371	RECONSTRUCTION OF STH 11 (DURAND AVE) FROM KENTUCKY ST TO KEARNEY AVE IN THE CITY OF RACINE (1.18 MI)	HP	

Source: SEWRPC.

Table B -6

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH
TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	376	RECONSTRUCTION OF THE INTERSECTION OF STH 11 AND 84TH ST IN THE VILLAGE OF STURTEVANT	HP	STATE OF WISCONSIN
	377	RECONSTRUCTION OF STH 11 (DURAND AVE) FROM KEARNEY AVE TO S MEMORIAL DR IN THE CITY OF RACINE (0.38 MI)	HP	
	378	RECONSTRUCTION OF STH 20 (WASHINGTON AVE) FROM WEST BLVD TO ROOSEVELT AVE IN THE CITY OF RACINE (1.23 MI)	HP	
	379	MAINTENANCE OVERLAY ON STH 20 FROM WEST BLVD TO MARQUETTE ST IN THE CITY OF RACINE (1.64 MI)	HP	
	382	RESURFACING OF GREEN BAY RD (STH 31) FROM STH 20 TO CTH MM IN THE VILLAGE OF MOUNT PLEASANT (1.6 MI)	HP	
	383	RESURFACING OF STH 32 FROM FIVE MILE RD TO STH 31 IN THE VILLAGE OF CALDONIA (1.30 MI)	HP	
	384	RECONSTRUCTION OF STH 32 (HAMILTON ST AND DOUGLAS AVE) FROM MAIN ST TO GOOLD ST IN THE CITY OF RACINE (1.19 MI)	HP	
	388	RESURFACING OF STH 142 (BUSHNELL RD) FROM BURLINGTON CITY LIMITS TO KENOSHA COUNTY LINE AND REMOVE BRIDGE AT FORMER CPR RIGHT OF WAY (B51-0018)	HP	
	455	IMPROVEMENTS AND CONSTRUCTION OF A ROUND-ABOUT AT INTERSECTION OF STH 20 AND CTH C IN THE TOWN OF YORKVILLE	HP	
	540	PAVEMENT REPLACEMENT OF STH 11 FROM WEST RACINE COUNTY LINE TO STH 83 IN RACINE COUNTY (2.38 MI)	HP	
	381	RECONSTRUCTION OF MAIN ST/1ST ST (STH 20/83) FROM BUENA PARK RD TO MILWAUKEE AVE (STH 36) IN THE VILLAGE OF WATERFORD (1.7 MI)	HI	
	389	IMPROVEMENTS AT INTERSECTION OF STH 36 AND CTH Y IN THE TOWN OF NORWAY	HS	
	541	HIGH FRICTION SURFACE TREATMENT AT THE INTERSECTION OF STH 38 AND CTH K IN THE VILLAGE OF CALEDONIA	HS	
	391	RECONSTRUCTION OF CTH MM FROM STH 31 TO STH 38 IN RACINE COUNTY (0.9 MI)	HP	RACINE COUNTY
	392	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN RURAL RACINE COUNTY (SEC 85.21)	TP	
	449	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR PERSONS WITH DISABILITIES IN RACINE COUNTY	TP	
	396	CONSTRUCTION OF PIKE RIVER PATHWAY FROM CTH KR TO STH 11 IN THE VILLAGE OF MOUNT PLEASANT (1.60 MI)	EE	MOUNT PLEASANT (Village)
	398	BRIDGE REHABILITATION OF THE MEMORIAL DR BRIDGE OVER ROOT RIVER (P51-0705) IN THE CITY OF RACINE	HP	RACINE (City)
	543	RECONSTRUCTION OF 16TH ST FROM STH 32 TO MAIN ST IN THE CITY OF RACINE (0.6 MI)	HP	
	401	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	

Source: SEWRPC.

Table B -6

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH
TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	402	PURCHASE OF 5 PARATRANSIT VEHICLES FOR THE CITY OF RACINE TRANSIT SYSTEM: 2017	TP	RACINE (City)
	407	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)	EE	
BEYOND TIP	374	REPLACEMENT OF THE UP RAILWAY BRIDGE OVER STH 11 (DURAND AVE) AT EAST LIMITS OF THE VILLAGE OF STURTEVANT (B-51-0644)	HP	STATE OF WISCONSIN
DROPPED	373	CORRIDOR STUDY OF STH 11 FROM CTH W TO IH 94 IN RACINE COUNTY (16.33 MI)	HP	
	380	RECONSTRUCTION OF STH 20 FROM LATHROP AVE TO WEST BLVD IN THE CITY OF RACINE (0.49 MI)	HP	
	385	PRELIMINARY ENGINEERING OF STH 32 FROM 4 MILE RD TO STH 100 IN RACINE COUNTY (8.58 MI)	HP	
	387	CORRIDOR STUDY OF STH 83 FROM KENOSHA COUNTY LINE TO THE BURLINGTON BYPASS IN RACINE COUNTY (16.35 MI)	HP	
	542	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR PERSONS WITH DISABILITIES IN RACINE COUNTY: 2016	TP	RACINE COUNTY
	394	CONSTRUCTION OF A BICYCLE/PEDESTRIAN FACILITY ON BROWNS LAKE DR (CTH W) FROM STH 11 TO BEAR ARBOR DR IN THE CITY OF BURLINGTON (0.90 MI)	EE	BURLINGTON (City)
	405	PURCHASE OF SCHEDULING SOFTWARE FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	RACINE (City)

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH
TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	423	ROADWAY MAINTENANCE OF STH 67 FROM THEATRE ROAD TO ELKHORN RD IN THE VILLAGE OF WILLIAMS BAY (1.06 MI)	HP	STATE OF WISCONSIN
	427	BRIDGE DECK REPLACEMENT OF THE IH 43 BRIDGE (B-64-0122) OVER ELM RIDGE RD IN THE TOWN OF DELAVAN	HP	
	428	BRIDGE DECK REPLACEMENT OF THE IH 43 BRIDGE (B-64-0123) OVER ELM RIDGE RD IN THE TOWN OF DELAVAN	HP	
	431	CONSTRUCTION OF THE CTH NN SHARED USE PATH FROM THE CITY OF ELKHORN TO WHITE RIVER TRAIL IN WALWORTH COUNTY (3.0 MI)	EE	WALWORTH COUNTY
	432	REHABILITATION OF THE BORG RD BRIDGE OVER THE SWAN CREEK IN THE CITY OF DELAVAN (P64-0084)	OH	DELAVAN (City)
DEFERRED	511	BRIDGE REHABILITATION OF THE STH 120 BRIDGE OVER NIPPERSINK CREEK, THE USH 12 BRIDGES OVER CTH B, PELL LAKE DR, CLOVER RD, BLOOMFIELD RD, TOWN LINE RD, AND SUGAR CREEK IN WALWORTH COUNTY	HP	STATE OF WISCONSIN
ON SCHEDULE	409	BRIDGE DECK OVERLAY OF THE IH 43 BRIDGE AT CTH D B64-0094 IN THE TOWN OF LYONS	HP	
	526	REPLACEMENT OF THE HOSPITAL RD BRIDGE OVER ORE CREEK (P-64-0907) IN WALWORTH COUNTY	OH	LYONS (Town)
	527	REPLACEMENT OF THE MILL ST BRIDGE OVER WHITE RIVER (B-64-0260) IN WALWORTH COUNTY	OH	
UNDERWAY	410	RESURFACING OF IH 43 FROM ROCK COUNTY LINE TO USH 12	HP	STATE OF WISCONSIN
	411	RESURFACING OF USH 12 FROM STH 20 TO STH 12/67 SPLIT IN WALWORTH COUNTY (7.42 MI)	HP	
	414	RECONSTRUCTION OF THE INTERSECTION OF USH 12 AND CTH H IN THE TOWN OF LAGRANGE	HP	
	415	RECONSTRUCTION OF USH 14 FROM SOUTH OF IH 43 TO STH 11 AND THE BRIDGE REPLACEMENT OF THE IH 43 BRIDGE OVER TURTLE CREEK IN WALWORTH COUNTY (3.74 MI)	HP	
	416	RECONSTRUCTION OF USH 14 FROM ILLINOIS STATE LINE TO SOUTH OF CTH K IN WALWORTH COUNTY (7.72 MI)	HP	
	417	REHABILITATION OF STH 11 FROM USH 14/STH 89 TO TURTLE CREEK DR IN THE CITY OF DELAVAN IN WALWORTH COUNTY	HP	
	420	RESURFACING OF STH 50 (7TH ST AND GENEVA ST) FROM WISCONSIN ST TO WRIGHT ST IN THE CITY OF DELAVAN (0.85 MI)	HP	
	421	RECONSTRUCTION OF INTERSECTION STH 59 (MILWAUKEE ST) AND NEWCOMB ST IN THE CITY OF WHITEWATER	HP	
	422	RECONSTRUCTION OF STH 59 (ELKHORN RD) FROM NEWCOMB ST TO USH 12 IN THE CITY OF WHITEWATER (1.40 MI)	HP	
	424	RESURFACING OF STH 67 FROM 1000FT N OF STH 50 TO COMMERCE CT IN WALWORTH COUNTY (3.8 MI)	HP	
	425	MAINTENANCE OVERLAY ON STH 120 FROM ILLINOIS STATE LINE TO WILLOW RD IN THE TOWN OF LINN (3.51 MI)	HP	

Source: SEWRPC.

Table B -7

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2015 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH
TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY 2017-2020**

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	426	RECONSTRUCTION OF STH 120 FROM USH 12 TO N SIDE OF COMO CREEK BRIDGE (1.00 MI)	HP	STATE OF WISCONSIN
	476	MAINTENANCE OVERLAY OF USH 14 FROM CTH K TO PRAIRIE DR IN WALWORTH COUNTY (5.9 MI)	HP	
	477	HIGH FRICTION SURFACE TREATMENT TO THE IH 43 BRIDGE OVER STH 20 IN WALWORTH COUNTY	HS	
	429	RECONDITIONING OF CTH H FROM VOSS RD TO CTH A IN WALWORTH COUNTY (4.1 MI)	HP	WALWORTH COUNTY
	430	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICES MEETING THE NEEDS OF SENIORS, INDIVIDUALS WITH DISABILITIES AS WELL AS ALL OTHER CITIZENS OF WALWORTH COUNTY (SEC 85.21, 85.20 AND 5311)	TP	
	525	REPLACEMENT OF THE CTH DD BRIDGE OVER SUGAR CREEK (B-64-0006) IN THE TOWN OF SPRING PRAIRIE	OH	
	433	OPERATING ASSISTANCE FOR THE CITY OF WHITEWATER TAXI BASED TRANSIT SYSTEM (SEC 85.20 & 5311)	TP	WHITEWATER (City) (PART)
	528	RECONSTRUCTION OF CLAY ST FROM DANN ST TO RICE ST IN THE CITY OF WHITEWATER (0.5 MI)	OH	
BEYOND TIP	408	PAVEMENT REHABILITATION AND BUILDING RENOVATIONS OF REST AREAS 35 AND 36 ON IH 43 IN WALWORTH COUNTY	HP	STATE OF WISCONSIN
	413	RESURFACING OF USH 12 FROM STH 50 TO STH 67 AND BRIDGE REHABILITATION OF THE USH 12 AND STH 50 INTERCHANGE (B64-0028 & 29), AND BRIDGE REPLACEMENT OF CTH NN OVERPASS (B64-0035 & 36) IN WALWORTH COUNTY (10.40 MI)	HP	
	418	RECONSTRUCTION OF STH 20 FROM THOMAS DR TO HONEY CREEK RD IN WALWORTH COUNTY (5.89 MI)	HP	
	419	RECONSTRUCTION OF STH 20 FROM STH 67 TO TOWNLINE RD IN WALWORTH COUNTY (7.35 MI)	HP	
	456	RESURFACING OF STH 67 (ELKHORN RD) FROM NORTH LAKESHORE DR TO GLENWOOD RD IN THE VILLAGE OF WILLIAMS BAY AND WALWORTH COUNTY (2.27 MI)	HP	
DROPPED	412	CORRIDOR STUDY OF USH 12 FROM STH 59 IN THE CITY OF WHITEWATER TO STH 67 IN THE CITY OF ELKHORN (14.73 MI)	HP	
	510	MAINTENANCE OVERLAY OF USH 12 FROM STH 20 TO USH 12/67 SPLIT IN WALWORTH COUNTY (7.4 MI)	HP	
	434	CONSTRUCTION OF THE WATERS EDGE SOUTH TRAIL FROM SOUTHERN EDGE OF WHITEWATER OVER HWY 12: PHASE II	EE	WHITEWATER (City) (PART)

APPENDIX C

ASSESSMENT OF CONFORMITY OF THE YEAR 2050 FISCALLY CONSTRAINED TRANSPORTATION PLAN AND THE YEAR 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE 2008 EIGHT-HOUR OZONE AND 2006 24-HOUR FINE PARTICULATE (PM_{2.5}) NATIONAL AMBIENT AIR QUALITY STANDARDS (NAAQS)

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 2017, 2020, 2025, 2030, 2040, and 2050 under the regional transportation plan and improvement program for the three county fine particulate (PM_{2.5}) maintenance area (Milwaukee, Racine, and Waukesha Counties), and the Wisconsin portion of the Chicago-Naperville, IL-IN-WI moderate 2008 ozone nonattainment area (Kenosha County east of IH 94) do not exceed the applicable emission budgets in the State maintenance plans or applicable interim emission/tests when emission budgets are not applicable.

On July 28, 2016, the U.S. Department of Transportation Federal Highway and Transit Administrations, determined that the year 2050 fiscally constrained transportation plan¹ (FCTP) and also the year 2015-2018 transportation improvement program (TIP) are in conformity with the 2008 eight-hour ozone national ambient air quality standards (NAAQS) for the Wisconsin portion of the Chicago-Naperville, IL-IN-WI moderate maintenance area, and the maintenance plan for the 2006 24-hour PM_{2.5} NAAQS for the three-county maintenance area consisting of Milwaukee, Racine, and Waukesha Counties. The basis for the determination is fully documented in SEWRPC Memorandum Report No. 223, *Assessment of Conformity of the Recommended Year 2050 Fiscally Constrained Transportation Plan and the Year 2015-2018 Transportation Improvement Program*.

The 2017-2020 transportation improvement program is fully consistent with the year 2050 FCTP. The 2017-2020 transportation improvement program includes projects which should be initiated to implement the year 2050 FCTP, and no project is programmed in the transportation improvement program which is not included in the year 2050 FCTP. The 2017-2020 transportation improvement program is an update and extension of the 2015-2018 transportation improvement program as amended to date. The regional emissions analysis prepared for the year 2050 FCTP, which was approved on July 28, 2016, by the U.S. Department of Transportation Federal Highway and Transit Administrations, therefore applies to, and is consistent with, the proposed year 2017-2020 transportation improvement program. On November 16, 2016, U.S. Department of Transportation Federal Highway and Transit Administrations jointly reviewed and determined that the 2017-2020 transportation improvement program and the regional transportation

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 Plan (FCTP)*. The FCTP includes all the transportation elements of VISION 2050 except for the public transit element, which cannot be implemented within expected funds due to a gap in funding. Therefore, transit service under the FCTP would be expected to decline rather than significantly improve as proposed under VISION 2050. The FCTP is used in the determination of conformity and in the development of the transportation improvement program.

system plan satisfy the provisions under 40 CFR 93.122 (g) related to the reliance on a previous regional emissions analysis, and are in conformity with the 2008 eight-hour ozone NAAQS for the Wisconsin portion of the Chicago-Naperville, IL-IN-WI nonattainment area, and the 2006 24-hour PM_{2.5} NAAQS and maintenance plan for the Southeastern Wisconsin three-county PM_{2.5} maintenance area.

* * *

APPENDIX D

ASSESSMENT OF AVAILABLE FUNDING FOR THE 2017 THROUGH 2020 TRANSPORTATION IMPROVEMENT PROGRAM

The 2017 through 2020 Transportation Improvement Program (TIP) project costs are compared in Table D-1 to estimates of available Federal and State funding. The estimate of available funding is based upon appropriated Federal funding levels and historic State and local funding levels. It was assumed that Federal, State, and local funding levels estimated for the year 2017 would be maintained for the years 2018 through 2020 at an inflation rate of 2.0 percent¹ based on the historical average increase in available funding. The estimate of costs shown in Table D-1 utilized the estimated costs provided by project sponsors. For the years 2018 through 2020, the provided estimated costs were adjusted by an annual inflation rate of 2.0 percent¹ to provide an estimate of year of expenditure dollars in those years. The programmed highway system expenditures included in the TIP and shown on Table D-1 are for capital projects. Arterial system annual operating and maintenance costs would represent annually an additional \$79 million in 2017 constant dollars—\$41 million for State maintained facilities and \$38 million for local and county facilities—based on historic local, county, and State funding levels. The results of the comparison of 2017-2020 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 is 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 are specifically allocated to the Milwaukee urbanized area. The Federal funding level estimated for the FHWA Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are based on the amount of such funding that are 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 30 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 are 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 suballocated to the urbanized area. The amount of available Federal transit funding shown for the remaining FTA funding programs are based on the amount of Federal transit funding appropriated to the State and are available statewide. 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 levels. With respect to State funds, the estimate of available funding is based on historic funding levels that are generally received by the Region for highway capital and transit operating projects. The amount of available local funds shown are based on historic 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.

¹ The inflation used to adjust the estimated projects costs and available funding levels in the TIP from constant dollar to year of expenditures for the years 2018 through 2020 is provided by WisDOT staff for the preparation of TIP's and regional transportation plans statewide, and is periodically reviewed and updated by WisDOT.

There are a few instances where programmed funding appears to exceed estimated available funding. With respect to Surface Transportation Program-Milwaukee Urbanized Area (STP-M) funds, Congestion Mitigation/Air Quality (CMAQ) funds and Federal Transit Administration Section 5307 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 STP-M and CMAQ projects, well-established procedures exist to select and program CMAQ and STP-M 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 Surface Transportation Program-Other, National Highway System, programmed funding does exceed historic Region shares 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 reconstruction project, and is continuing with the reconstruction of IH 94 between the Mitchell Interchange and the Illinois state line and the Zoo Interchange reconstruction programmed in this TIP. As well, the programmed local funding does exceed the historic levels for transit and capital and operating projects and arterial street and highway projects in some years within Milwaukee and Waukesha Counties. However, this would be expected as the County or communities within a particular county implement larger projects, such as the Milwaukee streetcar projects in the City of Milwaukee. In order for such projects to be implemented, the local funding for these projects would likely be specifically enumerated through action by the local elected officials of the community or county implementing the project.

D-3
Table D-1

**REVISED ASSESSMENT OF AVAILABLE FUNDING FOR THE
2017 through 2020 TRANSPORTATION IMPROVEMENT PROGRAM**

Funding Source		Programmed Expenditures (\$1,000,000) ^a				Estimated Funding Available (\$1,000,000) ^b			
Agency	Program	2017	2018	2019	2020	2017	2018	2019	2020
Federal Highway Administration	National Highway Performance Program (NHPP)	115	53	113	133	441	450	459	468
	Interstate Highway Combination/Substitution	44	0	0	0	44	0	0	0
	Surface Transportation Program (STP)-Milwaukee Urbanized Area	37	18	32	10	24	25	25	26
	Surface Transportation Program (STP)-Other	74	44	19	39	181	184	188	192
	Surface Transportation Program (STP)-Bridge	4	4	4	1	24	25	25	26
	Highway Safety Improvement Program (HSIP)	12	10	6	2	43	43	44	45
	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	16	20	15	1	11	11	11	11
	Metropolitan Planning Funds	3	3	3	3	3	3	3	3
	Transportation Investment Generating Economic Recovery (TIGER)	14	0	0	0	14	0	0	0
	Transportation Alternatives Program (TAP)-Milwaukee Urbanized Area	2	1	1	1	2	2	2	2
	Transportation Alternatives Program (TAP)-Other	<0.5	2	1	1	4	4	4	4
Federal Transit Administration	Urbanized Area Formula Grants (5307)-Milwaukee Urbanized Area	29	23	21	21	20	21	21	21
	Urbanized Area Formula Grants (5307)-Kenosha/Racine/West Bend Urbanized Area	6	7	7	7	6	6	6	6
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310) – Milwaukee UA	1	<0.5	<0.5	<0.5	1	1	1	1
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310) – Other	<0.5	<0.5	<0.5	<0.5	3	3	3	3
	Rural Area Formula Grants (5311)	<0.5	<0.5	<0.5	<0.5	16	16	17	17
	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	3	3	3	3	3	3	3	3
	Bus and Bus Facilities Program (5339) – Other	1	2	2	1	1	1	1	1
	Fixed Guideway Capital Investment Grants (5309)	<0.5	0	0	0	0	0	0	0
State of Wisconsin	Highway	354	229	163	234	347	299	305	311
	Transit	76	77	79	81	75	76	78	79
County and Local	Kenosha	5	4	10	4	7	7	7	7
	Milwaukee	108	59	59	61	54	55	56	57
	Ozaukee	5	2	2	1	4	4	4	5
	Racine	3	9	3	3	5	5	5	5
	Walworth	2	<0.5	1	1	4	4	4	4
	Washington	2	2	2	2	4	4	4	4
	Waukesha	21	13	16	16	14	15	15	15

Source: SEWRPC.

^a Inflation was applied to years 2018 through 2020 estimates of programmed expenditures at a rate of 2.0 percent.

^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 2018 through 2020. 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 30 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 levels. For State funds, the estimate of available funding is based on historic funding levels that are generally received by the Region. Local funds are based on historic funding levels within each county in Southeastern Wisconsin.

APPENDIX E

Advisory Committee Memberships

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

Gary Sipsma, ChairDirector, Division of Highways, and Highway Commissioner,
Department of Public Works, Kenosha County

Kenneth R. Yunker, SecretaryExecutive Director, SEWRPC

Cathy Austin..... Assistant Director of Public Works, City of Kenosha

Shelly Billingsley Director of Public Works, City of Kenosha

Donna Brown-Martin..... Director, Bureau of Planning and Economic Development,
Division of Transportation Investment Management,
Wisconsin Department of Transportation

Michael Davies..... Wisconsin Division Administrator,
Federal Highway Administration,
U.S. Department of Transportation

Tom Dieckelman..... President, Wisconsin Coach Lines, Inc.

Matthew Fineour Village Engineer, Village of Pleasant Prairie

Virgil Gentz..... Chairman, Town of Paris

Ron Iwen Director, Department of Transportation, City of Kenosha

Randall Kerkman Village Administrator, Village of Bristol

Jeffery B. Labahn Director, Department of City Development, City of Kenosha

Peter T. McMullen Program and Planning Analyst, Bureau of Air Management,
Wisconsin Department of Natural Resources

William Morris..... Town Administrator, Town of Somers

Cheryl L. Newton..... Environmental Protection Specialist,
U.S. Environmental Protection Agency, Region V

Brett Wallace..... Director, Southeast Region,
Wisconsin Department of Transportation

William WheelerCommunity 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

Brian Dranzik, Chairman Director, Department of Transportation, Milwaukee County
 Fred Abadi Director of Public Works, City of Waukesha
 Chris Abele Milwaukee County Executive
 Robert J. Bauman Alderman, City of Milwaukee
 Scott Brandmeier Director of Public Works and Village Engineer, Village of Fox Point
 Allison M. Bussler Director, Department of Public Works, Waukesha County
 Jon Edgren Highway Commissioner, Ozaukee County Highway Department
 Michael Einweck Director of Public Works, Village of Hartland
 Gary Evans Highway Engineering Division Manager,
 Waukesha County Department of Public Works
 Jennifer Gonda Director, Legislative Liaison,
 Intergovernmental Relations Division, City of Milwaukee
 Thomas M. Grisa Director, Department of Public Works, City of Brookfield
 Ghassan A. Korban Commissioner, Department of Public Works, City of Milwaukee
 Michael G. Lewis City Engineer, City of West Allis
 James Martin Director of Operations,
 Milwaukee County Department of Transportation
 Michael J. Martin Director, Department of Public Works, Village of Hales Corners
 Michael Mayo Sr. 7th District Supervisor, Milwaukee County
 Jeffrey S. Polenske City Engineer, City of Milwaukee
 Scott Schmidt Highway Commissioner, Washington County
 William T. Wehrley City Engineer, City of Wauwatosa
 Dennis Yaccarino Senior Budget and Policy Manager,
 Budget and Management Division,
 Department of Administration, City of Milwaukee
 VACANT City of Milwaukee
 VACANT Milwaukee County

Kenneth R. Yunker, Secretary	Executive Director, SEWRPC
Donna Brown-Martin.....	Director, Bureau of Planning and Economic Development, Division of Transportation Investment Management, Wisconsin Department of Transportation
Michael Davies.....	Wisconsin Division Administrator, Federal Highway Administration, U.S. Department of Transportation
Tom Dieckelman.....	President, Wisconsin Coach Lines, Inc.
Peter T. McMullen	Program and Planning Analyst, Bureau of Air Management, Wisconsin Department of Natural Resources
Brett Wallace.....	Director, Southeast Region, Wisconsin Department of Transportation
William Wheeler	Community Planner, Federal Transit Administration Region 5, U.S. Department of Transportation

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, Department of Public Works, Racine County
Kenneth R. Yunker, SecretaryExecutive Director, SEWRPC
Donna Brown-Martin..... Director, Bureau of Planning and Economic Development,
Division of Transportation Investment Management,
Wisconsin Department of Transportation
Anthony Bunkelman Village Engineer, Village of Caledonia
Pete ChristensenPresident, Village of Wind Point
Mary Cole..... Village Administrator, Village of Sturtevant
Michael Davies..... Wisconsin Division Administrator,
Federal Highway Administration,
U.S. Department of Transportation
Tom Dieckelman.....President, Wisconsin Coach Lines, Inc.
Peter Hansen..... Chairman, Town of Yorkville
Steven Houte Director of Engineering, Village of Mount Pleasant
Michael Maierle Transit and Parking System Manager, City of Racine
Peter T. McMullenProgram and Planning Analyst,
Bureau of Air Management,
Wisconsin Department of Natural Resources
Roger Mellem..... President, Village of North Bay
Ellis Steiner Village President, Village of Elmwood Park
Cheryl L. Newton..... Environmental Protection Specialist,
U.S. Environmental Protection Agency, Region V
Brett Wallace.....Director, Southeast Region,
Wisconsin Department of Transportation
William WheelerCommunity Planner, Federal Transit Administration Region 5,
U.S. Department of Transportation
Mark Yehlen..... Commissioner of Public Works and City Engineer, City of Racine

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

Gary Sipsma, Chair	Director, Division of Highways, and Highway Commissioner, Department of Public Works, Kenosha County
Kenneth R. Yunker, Secretary	Executive Director, SEWRPC
Bill Antti	President, Village of Genoa City
Donna Brown-Martin	Director, Bureau of Planning and Economic Development, Division of Transportation Investment Management, Wisconsin Department of Transportation
Terry Burns	President, Village of Paddock Lake
Michael Davies	Wisconsin Division Administrator, Federal Highway Administration, U.S. Department of Transportation
William M. Glembocki	Chairman, Town of Wheatland
Peter T. McMullen	Program and Planning Analyst, Bureau of Air Management, Wisconsin Department of Natural Resources
Kenneth Monroe	President, Village of Bloomfield
Cheryl L. Newton	Environmental Protection Specialist, U.S. Environmental Protection Agency, Region V
Eric A. Nitschke	Director of Central Services, Public Works Department, Walworth County
Bruce Nopenz	President, Village of Silver Lake
Daniel Schoonover	Chairman, Town of Bloomfield
Howard K. Skinner	President, Village of Twin Lakes
Robert Stoll	Chairman, Town of Randall
Diann Tesar	Chairman, Town of Salem
Brett Wallace	Director, Southeast Region, 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, Washington County
Kenneth R. Yunker, Secretary Executive Director, SEWRPC
Jessi Balcom Village Administrator, Village of Slinger
Donna Brown-Martin Director, Bureau of Planning and Economic Development,
Division of Transportation Investment Management,
Wisconsin Department of Transportation
Richard L. Bertram Chairman, Town of Barton
Michael Davies Wisconsin Division Administrator,
Federal Highway Administration,
U.S. Department of Transportation
Joseph C. Gonnering Chairman, Town of Trenton
Raymond Heidtke Chairman, Town of Jackson
Matt Heiser Village Administrator, Village of Kewaskum
Max Marechal City Engineer, City of West Bend
Paul R. Rice Chairman, Town of West Bend
Jason Schall City Engineer, Engineering Department, City of Hartford
Albert Schulteis Chairman, Town of Polk
Maurice Strupp Chairman, Town of Hartford
Brett Wallace Director, Southeast Region,
Wisconsin Department of Transportation
John Walther Village Administrator, Village of Jackson
Scott Wollner Chairperson, Town of Kewaskum
William Wheeler Community Planner, Federal Transit Administration
Region 5, U.S. Department of Transportation

Dodge County Liaison

Brian R. Field Highway Commissioner,
Dodge County

APPENDIX F

PROJECTED 2017 THROUGH 2020 OPERATIONS AND PLANNING INFORMATION,
CAPITAL PROJECT JUSTIFICATIONS AND FINANCIAL CAPACITY ANALYSES
FOR PUBLIC TRANSIT OPERATORS IN SOUTHEASTERN WISCONSIN

Table F-1

PUBLIC TRANSIT OPERATOR REPORT: 2017-2020Transit System Name: Kenosha Area Transit System

I.	2017 Projected Operating Budget	\$ 8,141,300	Total Operating Budget		
		\$ 2,515,700	Total Federal Operating Assistance		
		\$ 1,953,900	Total State Operating Assistance		
		\$ 1,546,800	Total Local Operating Assistance		
		\$ 2,124,900	Total Farebox and Other Revenue		
II.	2017 Projected Operation Characteristics:				
	Basic Transit System:	\$			
		<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u>	<u>Holidays</u>
Number of Routes		7 Fixed / 15	4 Fixed	0	0
Total Route Miles (both directions)		946,613	38,819	0	0
Headway Range (average)		1 hour	1 hour	0	0
Vehicle Hours (average)		67,954	2,800	0	0
Vehicles in Service		42	5	0	0
Operating Budget (average)		\$ 6,740,031	\$ 607,467	\$ 0	\$ 0
III.	2017 Projected Operation Characteristics:				
	Basic Transit System: Taxi	\$			
		<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u>	<u>Holidays</u>
Vehicle Miles (average)		11,394	2,912	2,856	141
Vehicle Hours (average)		1723	419	408	32
Vehicles in Service		1	1	1	1
Operating Budget (average)		\$ 313,530	\$ 77,636	\$ 76,143	\$ 1,493
IV.	2017 Projected Operating Characteristics:				
	Specialized Service for Elderly and Handicapped:	\$ 325,000	Total Operating Budget		
V.	2017 Projected Implementation of New or Restructured Transit Services:				
	Implementation of new service into Pleasant Prairie, Paris, and the industrial park. Extension of evening service.				
VI.	2017 Projected Planning for New or Restructured Transit Services:				
	No new or restructured transit services planned.				

Table F-2

PUBLIC TRANSIT OPERATOR CAPITAL PROJECT JUSTIFICATION: FY 2017-2020Transit System Name: Kenosha Area Transit System

TIP Project Number	Fiscal Year (FY)	Description	Justification
328	2017 2018 2019 2020	Operating assistance for City of Kenosha Transit System. (\$6,724,900) (\$6,886,300) (\$7,051,600) (\$7,220,800)	Government assistance needed to operate the transit systems.
331	2017 2018 2019	Expansion of the City of Kenosha Transit System Service to include 6 new routes (\$3,416,600) (\$3,416,600) (\$3,301,800)	The use of streetcar expansion. CMAQ funding will be used to expand service. This service will expand to industrial parks in Pleasant Prairie, Kenosha, and Paris.

Table F-3

FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR THE KENOSHA AERA TRANSIT SYSTEM: 2012-2021

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Operating Expenses ^a	\$6,192,003	\$6,076,082	\$6,321,210	\$6,118,519	\$6,265,363	\$6,415,732	\$6,569,710	\$6,727,383	\$6,888,840	\$7,054,172
Operating Revenues										
o Passenger Revenue	\$1,346,328	\$1,479,511	\$1,478,392	\$1,512,258	\$1,548,552	\$1,585,717	\$1,623,775	\$1,662,745	\$1,702,651	\$1,743,515
o Other Revenue	\$63,675	\$96,601	\$67,706	\$89,700	\$91,853	\$94,057	\$96,315	\$98,626	\$100,993	\$103,417
Total	\$1,410,003	\$1,576,112	\$1,546,098	\$1,601,958	\$1,640,405	\$1,679,775	\$1,720,089	\$1,761,371	\$1,803,644	\$1,846,932
Operating Assistance										
Sources of Operating Assistance Funds										
o Federal Funds										
1) FTA Section 5307	\$2,066,007	\$2,126,924	\$2,242,659	\$2,206,713	\$2,259,674	\$2,313,906	\$2,369,440	\$2,426,307	\$2,484,538	\$2,544,167
2) FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3) FTA Section 5337	--	--	--	--	--	--	--	--	--	--
4) CMAQ	--	--	--	--	--	--	--	--	--	--
5) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$2,066,007	\$2,126,924	\$2,242,659	\$2,206,713	\$2,259,674	\$2,313,906	\$2,369,440	\$2,426,307	\$2,484,538	\$2,544,167
o State Funds										
1) WisDOT Section 85.20	\$1,586,273	\$1,433,801	\$1,558,737	\$1,400,974	\$1,434,597	\$1,469,028	\$1,504,284	\$1,540,387	\$1,577,356	\$1,615,213
2) WisDOT Section 85.24										
3) Other	\$108,042	\$113,298	\$126,599	\$116,798	\$119,601	\$122,472	\$125,411	\$128,421	\$131,503	\$134,659
Subtotal	\$1,694,315	\$1,547,099	\$1,685,336	\$1,517,772	\$1,554,199	\$1,591,499	\$1,629,695	\$1,668,808	\$1,708,859	\$1,749,872
o Local Funds										
1) Property Taxes	\$1,021,678	\$825,947	\$847,117	\$686,309	\$702,780	\$719,647	\$736,919	\$754,605	\$772,715	\$791,260
2) Funds from Other Communities				--						
3) Other				\$0						
Subtotal	\$1,021,678	\$825,947	\$847,117	\$686,309	\$702,780	\$719,647	\$736,919	\$754,605	\$772,715	\$791,260
Total	\$6,192,003	\$6,076,082	\$6,321,210	\$6,012,752	\$6,157,058	\$6,304,827	\$6,456,143	\$6,611,091	\$6,769,757	\$6,932,231
Depreciation	\$1,682,019	\$1,863,085	\$1,816,868	\$1,593,941						
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expansion	\$1,151,462	\$2,870,016	--	--	--	--	--	--	--	--
o Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
o Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	\$105,767	\$121,699	\$42,803	\$42,303	\$41,303	\$42,500	\$42,000
o Fixed Guideway Facility Construction										
o Other		\$24,597	\$ 8,343.00	\$45,270	\$45,270	\$46,000	\$46,500	\$47,000	\$47,500	\$48,000
Total	\$1,151,462	\$2,894,613	\$8,343	\$151,037	\$166,969	\$88,803	\$88,803	\$88,303	\$90,000	\$90,000
Sources of Capital Assistance Funds										
o Federal Funds										
1) FTA Section 5307	\$921,170	\$2,296,012	--	\$127,210	--	\$2,880,000	--	--	--	--
2) FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3) FTA Section 5337	--	--	--	--	--	--	--	--	--	--
4) CMAQ	--	--	--	--	--	--	--	--	--	--
5) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$921,170	\$2,296,012	--	\$127,210	--	\$2,880,000	--	--	--	--
o State Funds										
o Local Funds	--	--	--	--	--	\$720,000	--	--	--	--
1) Property Taxes										
2) Bonding	\$230,292	\$598,601	\$8,343	\$23,827	--	--	--	--	--	--
3) Other										
Subtotal	\$230,292	\$598,601	\$8,343	\$23,827	--	\$720,000	--	--	--	--
Total	\$1,151,462	\$2,894,613	\$8,343	\$151,037	--	\$3,600,000	--	--	--	--

Table F-3 (continued)

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Operating Assistance and Capital Project Funds										
o Federal	\$2,987,177	\$4,422,936	\$2,242,659	\$2,333,923	\$2,094,532	\$2,515,700	\$2,576,100	\$2,637,900	\$2,701,200	\$2,775,000
o State	\$1,694,315	\$1,547,099	\$1,685,336	\$1,517,772	\$1,626,447	\$1,953,900	\$2,000,800	\$2,048,900	\$2,098,100	\$2,145,200
o Local	\$2,661,973	\$3,000,660	\$2,401,558	\$2,312,094	\$3,054,702	\$3,671,700	\$3,759,800	\$3,850,000	\$3,942,400	\$4,135,500
Total	\$7,343,465	\$8,970,695	\$6,329,553	\$6,163,789	\$6,775,681	\$8,141,300	\$8,336,700	\$8,536,800	\$8,741,700	\$9,055,700
Non-Financial Operating Data										
o Revenue Passengers	1,032,694	1,430,531	1,418,467	1,361,473	1,394,148	1,427,608	1,461,870	1,496,955	1,532,882	1,580,035
o Unlinked Passenger Trips	1,482,677	1,253,721	1,252,712	1,242,269	1,449,896	1,478,894	1,508,472	1,538,641	1,569,414	1,600,500
o Passenger Miles	858,682	889,606	889,547	898,864	908,168	926,345	944,871	963,769	983,045	1,030,050
o Revenue Vehicle Miles	858,682	889,606	889,547	901,522	919,552	937,943	956,702	975,836	995,353	1,100,450
o Revenue Vehicle Hours	59,209	63,831	63,622	64,101	65,383	66,691	68,025	69,385	70,773	71,540
o Buses Operated in Peak Service	55	47	47	38	38	42	47	47	47	47
o Buses in Active Fleet	55	58	58	45	45	52	52	52	52	52
o Total Employees	66	64	66	71	71	78	78	78	78	78

^a Excluding depreciation.

Source: Kenosha Area Transit System and SEWRPC.

Table F-4

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE KENOSHA AREA TRANSIT SYSTEM: 2012-2021

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Operating Expenses ^a										
o Change in Total Operating Expenses										
1) Absolute Amount	-\$73,400	-\$115,921	\$245,128	-\$202,691	\$146,844	\$150,369	\$153,978	\$157,673	\$161,457	\$165,332
2) Percentage Change	-1.3	-1.9	4.0	-3.2	2.4	2.4	2.4	2.4	2.4	2.4
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	\$7.21	\$6.83	\$7.11	\$6.79	\$6.81	\$6.84	\$6.87	\$6.89	\$6.92	\$6.41
2) Percentage Change	10.5	-5.3	4.0	-4.5	0.4	0.4	0.4	0.4	0.4	-7.4
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	\$69.60	\$95.19	\$99.36	\$95.45	\$95.83	\$96.20	\$96.58	\$96.96	\$97.34	\$98.60
2) Percentage Change	0.5	36.8	4.4	-3.9	0.4	0.4	0.4	0.4	0.4	1.3
o Cost per Revenue Passenger										
1) Absolute Amount	\$3.73	\$4.25	\$4.46	\$4.49	\$4.49	\$4.49	\$4.49	\$4.49	\$4.49	\$4.46
2) Percentage Change	-0.6	13.9	4.9	0.8	--	--	--	--	--	-0.7
o Cost per Passenger Mile										
1) Absolute Amount	\$0.92	\$6.83	\$7.11	\$6.81	\$6.90	\$6.93	\$6.95	\$6.98	\$7.01	\$6.85
2) Percentage Change	-1.0	642.4	4.0	-4.2	1.4	0.4	0.4	0.4	0.4	-2.3
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	6.6	9.9	-0.1	2.3	2.4	2.4	2.4	2.4	2.4	2.4
2) Total Revenue	2.2	11.8	-1.9	3.6	2.4	2.4	2.4	2.4	2.4	2.4
o Average Revenue per Revenue Passenger										
1) Absolute Amount	\$0.63	\$1.10	\$1.09	\$1.18	\$1.18	\$1.18	\$1.18	\$1.18	\$1.18	\$1.17
2) Percentage Change	2.9	74.9	-1.1	8.0	--	--	--	--	--	-0.7
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	16.9	25.9	24.5	26.2	26.2	26.2	26.2	26.2	26.2	26.2
2) Percentage Change	3.6	53.5	-5.7	7.0	--	--	--	--	--	--
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	-\$94,000	--	--	--	--	--	--	--	--	--
2) Percentage Change	-2.0	--	--	--	--	--	--	--	--	--
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	\$3.10	--	--	--	--	--	--	--	--	--
2) Percentage Change	-1.3	-100.0	--	--	--	--	--	--	--	--
o Operating Assistance per Passenger Mile										
1) Absolute Amount	\$0.77	--	--	--	--	--	--	--	--	--
2) Percentage Change	-1.6	-100.0	--	--	--	--	--	--	--	--
o Percentage Change in										
1) Federal Operating Assistance Funds	-7.2	2.9	5.4	-1.6	2.4	2.4	2.4	2.4	2.4	2.4
2) State Operating Assistance Funds										
3) Local Operating Assistance Funds										
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	\$2,204,400	\$1,743,151	-\$2,886,270	\$142,694	-\$151,037	\$3,600,000	-\$3,600,000	--	--	--
2) Percentage Change	745.7	151.4	-99.7	1,710.3	-100.0	N/A	-100.0	N/A	N/A	N/A
o Percentage Change in										
1) Federal Capital Assistance Funds	636.4	149.2	-100.0	N/A	-100.0	N/A	-100.0	N/A	N/A	N/A
2) State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3) Local Capital Assistance Funds	1,983.3	--	-98.6	--	--	--	--	--	--	--

Table F-4 (continued)

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	2,110,400	1,627,230	-2,641,142	-165,764	611,892	1,365,619	195,400	200,100	204,900	314,000
2) Percentage Change	41.9	22.2	-29.4	-2.6	9.9	20.2	2.4	2.4	2.4	3.6
o Percentage Change in										
1) Federal Assistance	75.0	48.1	-49.3	4.1	-10.3	20.1	2.4	2.4	2.4	2.7
2) State Assistance	5.5	-8.7	8.9	-9.9	7.2	20.1	2.4	2.4	2.4	2.2
3) Local Assistance	33.4	12.7	-20.0	-3.7	32.1	20.2	2.4	2.4	2.4	4.9
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount	-10,500	397,837	-12,064	-56,994	32,675	33,460	34,262	35,085	35,927	47,153
2) Percentage Change	-0.7	38.5	-0.8	-4.0	2.4	2.4	2.4	2.4	2.4	3.1
o Change in Revenue Vehicle Miles										
1) Absolute Amount	-126,900	30,924	-59	11,975	18,030	18,391	18,759	19,134	19,517	105,097
2) Percentage Change	-10.7	3.6	--	1.3	2.0	2.0	2.0	2.0	2.0	10.6
o Change in Revenue Vehicle Hours										
1) Absolute Amount	-1,500	4,622	-209	479	1,282	1,308	1,334	1,360	1,388	767
2) Percentage Change	-1.8	7.8	-0.3	0.8	2.0	2.0	2.0	2.0	2.0	1.1
o Change in Buses in Active Fleet										
Source: Kenosha Area Transit System and SEWRPC	--	3	--	-13	--	7	--	--	--	--
2) Percentage Change	--	5.5	--	-22.4	--	15.6	--	--	--	--
o Change in Total Employees										
1) Absolute Amount	1	-2	2	5	--	7	--	--	--	--
2) Percentage Change	1.3	-3.0	3.1	7.6	--	9.9	--	--	--	--

^a Excluding depreciation.

Source: Kenosha Area Transit System and SEWRPC.

Table F-5**PUBLIC TRANSIT OPERATOR REPORT: 2017-2020**Transit System Name: Western Kenosha County Transit

I.	2017 Projected Operating Budget	\$	539,284	Total Operating Budget
		\$	244,800	Total Federal Operating Assistance
		\$	233,403	Total State Operating Assistance
		\$	39,089	Total Local Operating Assistance
		\$	21,992	Total Farebox and Other Revenue

II. 2017 Projected Operation Characteristics:

Basic Transit System	\$	323,570		
	<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u>	<u>Holidays</u>
Number of Routes	3	0	0	0
Total Route Miles	532			
(both directions)				
Headway Range.....	One Hour			
(average)				
Vehicle Hours	11.5			
(average)				
Vehicles in Service	2			
Operating Budget	\$ 232,570	\$	\$	\$
(average)				

III. 2017 Projected Operating Characteristics:

Specialized Service for Elderly and Handicapped:	\$ 215,714	Total Operating Budget
---	------------	------------------------

Door to door service is available with one day ahead with advanced notice (reservation) for riders who cannot access a stop and need more specialized service. Hours of operation are 5:55am to 6:30pm Monday through Friday. Fares are \$5.00 each way or \$3.00 for reduced fare. Cash or punch cards available.

IV. 2017 Projected Implementation of New or Restructured Transit Services

No new or restructured transit services implemented.

V. 2017 Projected Planning for New or Restructured Transit Services:

No new or restructured transit services planned.

Table F-6

PUBLIC TRANSIT OPERATOR CAPITAL PROJECT JUSTIFICATION: FY 2017-2020Transit System Name: Western Kenosha County Transit

TIP Project Number	Fiscal Year (FY)	Description	Justification
320	2017 2018	In 2017 replace one vehicle that will have met its lifetime maximum. In 2018 replace four vehicles that will have met its lifetime maximum. (\$45,100) (\$198,800)	To replace vehicles that have exceeded their expected use.
322	2017	GPS live feed link to provide real time data to customers using a smartphone application (\$16,000)	To increase and improve usage of public transportation in rural Kenosha.
323	2017	Purchase two bus shelters (\$11,300)	To improve the current transportation experience for riders at our more frequented stops.

Table F-7

FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR WESTERN KENOSHA COUNTY TRANSIT: 2012-2021

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Operating Expenses ^a										
Operating Revenues										
o Passenger Revenue	\$16,943	\$20,799	\$18,070	\$21,366	\$21,992	\$22,652	\$23,331	\$24,031	\$24,752	\$25,495
o Prior Year Revenue										
o Other Revenue	--									
Subtotal	\$16,943	\$20,799	\$18,070	\$21,366	\$21,992	\$22,652	\$23,331	\$24,031	\$24,752	\$25,495
Operating Assistance										
Sources of Operating Assistance										
o Federal Funds										
1) FTA Section 5307	--									
2) FTA Section 5339	--									
3) CMAQ	--									
4) Other		\$245,425	\$241,700	\$232,638	\$244,800	\$252,144	\$259,708	\$267,500	\$275,525	\$283,790
Subtotal	--	\$245,425	\$241,700	\$232,638	\$244,800	\$252,144	\$259,708	\$267,500	\$275,525	\$283,790
o State Funds										
1) WisDOT Section 85.20 (Operating Assistance)		\$69,408	\$49,722	\$51,384	\$50,165	\$49,162	\$48,178	\$47,215	\$46,271	\$45,345
2) WisDOT Section 85.24 (TDM)	--									
3) Other	\$496,821	\$116,336	\$117,065	\$155,317	\$183,238	\$188,735	\$194,397	\$200,229	\$206,236	\$212,423
Subtotal	\$496,821	\$185,744	\$166,787	\$206,701	\$233,403	\$237,897	\$242,576	\$247,444	\$252,507	\$257,768
o Local Funds										
1) Property Taxes	\$17,143	\$37,390	\$59,605	\$25,936	\$39,089	\$40,262	\$41,470	\$42,714	\$43,995	\$45,315
2) Funds from Other Communities	--									
3) Other	--	\$22,292								
Subtotal	\$17,143	\$59,682	\$59,605	\$25,936	\$39,089	\$40,262	\$41,470	\$42,714	\$43,995	\$45,315
Total	\$530,907	\$511,650	\$486,162	\$486,641	\$539,284	\$552,954	\$567,085	\$581,688	\$596,778	\$612,368
Depreciation										
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
o Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
o Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
o Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
o Other										
Total	--	--	--	--	--	--	--	--	--	--
Sources of Capital Project Funding										
o Federal Funds										
1) FTA Section 5307	--	--	--	--	--	--	--	--	--	--
2) FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3) CMAQ	--	--	--	--	--	--	--	--	--	--
4) Other	--	--	\$152,000	--	--	\$57,936	\$159,000	--	--	\$63,730
Subtotal	--	--	\$152,000	--	--	\$57,936	\$159,000	--	--	\$63,730
o State Funds										
o Local Funds										
1) Property Taxes	--	--	--	--	--	--	--	--	--	--
2) Bonding	--	--	--	--	--	--	--	--	--	--
3) Other	--	--	\$38,000	--	--	\$14,484	\$39,750	--	--	\$15,932
Subtotal	--	--	\$38,000	--	--	\$14,484	\$39,750	--	--	\$15,932
Total	--	--	\$190,000	--	--	\$72,420	\$198,750	--	--	\$79,662

Table F-7 (continued)

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Operating Assistance and Capital Project Funds										
o Federal	--	\$245,425	\$393,700	--	--	--	--	--	--	--
o State	\$496,821	\$185,744	\$166,787	--	--	--	--	--	--	--
o Local	\$17,143	\$59,682	\$97,605	--	--	--	--	--	--	--
Total	\$513,964	\$539,284	\$676,162	\$486,641	\$539,284	\$625,374	\$765,835	\$581,688	\$596,778	\$692,030
Non-Financial Operating Data										
o Revenue Passengers	17,616	14,675	16,000	15,299	18,020	18,921	19,867	20,860	21,903	22,999
o Unlinked Passenger Trips	16,911	14,675	15,500	15,307	18,000	18,900	19,845	20,837	21,879	22,973
o Passenger Miles	-	220,180	225,000	215,367	225,176	236,435	248,257	260,669	273,703	287,388
o Revenue Vehicle Miles	-	220,180	225,000	215,367	225,176	236,435	248,257	260,669	273,703	287,388
o Revenue Vehicle Hours	-	11,172	12,000	11,251	11,500	12,075	12,679	13,313	13,978	14,677
o Buses Operated in Peak Service	3	4	4	4	4	4	5	5	5	5
o Buses in Active Fleet	5	5	5	5	5	5	6	6	6	6
o Total Employees	10	10	11	11	11	11	13	13	13	13

^a Excluding depreciation.

Source: Kenosha County and SEWRPC.

Table F-8

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR WESTERN KENOSHA COUNTY TRANSIT: 2012-2021

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Operating Expenses ^a										
o Change in Total Operating Expenses										
1) Absolute Amount	--	--	--	--	--	--	--	--	--	--
2) Percentage Change	--	--	--	--	--	--	--	--	--	--
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	--	--	--	--	--	--	--	--	--	--
2) Percentage Change	--	--	--	--	--	--	--	--	--	--
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	--	--	--	--	--	--	--	--	--	--
2) Percentage Change	--	--	--	--	--	--	--	--	--	--
o Cost per Revenue Passenger										
1) Absolute Amount	--	--	--	--	--	--	--	--	--	--
2) Percentage Change	--	--	--	--	--	--	--	--	--	--
o Cost per Passenger Mile										
1) Absolute Amount	--	--	--	--	--	--	--	--	--	--
2) Percentage Change	--	--	--	--	--	--	--	--	--	--
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	--	22.8	-13.1	18.2	2.9	3.0	3.0	3.0	3.0	3.0
2) Total Revenue	--	22.8	-13.1	18.2	2.9	3.0	3.0	3.0	3.0	3.0
o Average Revenue per Revenue Passenger										
1) Absolute Amount	--	\$1.42	\$1.13	\$1.40	\$1.22	\$1.20	\$1.17	\$1.15	\$1.13	\$1.11
2) Percentage Change	--	--	-20.3	23.7	-12.6	-1.9	-1.9	-1.9	-1.9	-1.9
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	--	--	--	--	--	--	--	--	--	--
2) Percentage Change	--	--	--	--	--	--	--	--	--	--
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	--	--	--	--	--	--	--	--	--	--
2) Percentage Change	--	--	--	--	--	--	--	--	--	--
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	--	--	--	--	--	--	--	--	--	--
2) Percentage Change	--	--	--	--	--	--	--	--	--	--
o Operating Assistance per Passenger Mile										
1) Absolute Amount	--	--	--	--	--	--	--	--	--	--
2) Percentage Change	--	--	--	--	--	--	--	--	--	--
o Percentage Change in										
1) Federal Operating Assistance Funds	--	--	--	--	--	--	--	--	--	--
2) State Operating Assistance Funds	--	-62.6	-10.2	23.9	12.9	1.9	2.0	2.0	2.0	2.1
3) Local Operating Assistance Funds	--	248.1	-0.1	-56.5	50.7	3.0	3.0	3.0	3.0	3.0
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	--	--	\$190,000	-\$190,000	--	\$72,420	\$126,330	-\$198,750	--	\$79,662
2) Percentage Change	--	--	--	--	--	--	--	--	--	--
o Percentage Change in										
1) Federal Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
2) State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3) Local Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--

Table F-8 (continued)

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	--	25,320	136,878	-189,521	52,643	86,090	140,461	-184,146	15,090	95,252
2) Percentage Change	--	4.9	25.4	-28.0	10.8	16.0	22.5	-24.0	2.6	16.0
o Percentage Change in										
1) Federal Assistance	--	--	--	--	--	N/A	N/A	N/A	N/A	N/A
2) State Assistance	--	-62.6	-10.2	-100.0	N/A	N/A	N/A	N/A	N/A	N/A
3) Local Assistance	--	248.1	63.5	-100.0	N/A	N/A	N/A	N/A	N/A	N/A
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount	--	-2,941	1,325	-701	2,721	901	946	993	1,043	1,095
2) Percentage Change	--	-16.7	9.0	-4.4	17.8	5.0	5.0	5.0	5.0	5.0
o Change in Revenue Vehicle Miles										
1) Absolute Amount	--	220,180	4,820	-9,633	9,809	11,259	11,822	12,413	13,033	13,685
2) Percentage Change	--	N/A	2.2	-4.3	4.6	5.0	5.0	5.0	5.0	5.0
o Change in Revenue Vehicle Hours										
1) Absolute Amount	--	11,172	828	-749	249	575	604	634	666	699
2) Percentage Change	--	N/A	7.4	-6.2	2.2	5.0	5.0	5.0	5.0	5.0
o Change in Buses in Active Fleet										
1) Absolute Amount	--	--	--	--	--	--	1	--	--	--
2) Percentage Change	--	--	--	--	--	--	20.0	--	--	--
o Change in Total Employees										
1) Absolute Amount	--	--	--	--	--	--	--	--	--	--
2) Percentage Change	--	--	--	--	--	--	--	--	--	--

^a Excluding depreciation.

Source: Kenosha County and SEWRPC.

Table F-9**PUBLIC TRANSIT OPERATOR REPORT: 2017-2020**Transit System Name: Milwaukee County Transit System

I.	2017 Projected Operating Budget	\$	160,000,000	Total Operating Budget
		\$	25,000,000	Total Federal Operating Assistance
		\$	70,000,000	Total State Operating Assistance
		\$	30,000,000	Total Local Operating Assistance
		\$	35,000,000	Total Farebox and Other Revenue

II. 2017 Projected Operation Characteristics:

Basic Transit System: \$ 144,000,000

	<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays/Hol.</u>
Number of Routes	60	34	34
Total Route Miles			
(both directions)	57,599	32,402	28,687
Headway Range.....			
(average)	18-23 mins.	22-30 mins.	24-32 mins.
Vehicle Hours			
(average)	4,396	2,545	2,200
Vehicles in Service	332	157	139
Operating Budget	\$ 465,000	\$ 287,000	\$ 249,000
(average)			

III. 2017 Projected Operating Characteristics:

Specialized Service for
Elderly and Handicapped: \$ 16,000,000 Total Operating Budget

The Transit Plus Program subsidizes the cost of personal transportation for individuals designated as disabled under the Americans with Disabilities Act. 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, \$3.50. Per ADA law, the client co-pay may not exceed twice the standard adult bus fare (currently \$2.25). In 2017 it is estimated that 530,000 paratransit trips will be taken at a total program cost of \$16 million.

IV. 2017 Projected Implementation of New or Restructured Transit Services

There is no new or restructured service planned for 2017.

V. 2017 Projected Planning for New or Restructured Transit Services:

During 2017, Milwaukee County will continue investigating the possibility of implementing a Bus Rapid Transit line along the East-West Corridor connecting downtown Milwaukee to the Milwaukee Regional Medical Complex and Milwaukee County Research Park.

Table F-10

PUBLIC TRANSIT OPERATOR CAPITAL PROJECT JUSTIFICATION: FY 2017-2020Transit System Name: Milwaukee County Transit System

TIP Project Number	Fiscal Year (FY)	Description	Justification
77	2017 2018 2019 2020	Contact services for MCTS paratransit operations (\$2,312,500 each year).	Eligible operating expenses for Milwaukee County's paratransit program (Transit Plus).
89	2017 2018 2019 2020	Capitalization of transit vehicle maintenance activities (\$20 million each year).	FTA allows vehicle maintenance costs to be considered an eligible capital project.
78	2018	Parking lot and lighting replacement at the Fond du Lac Operating Garage employee lot (\$900,000).	The existing lot and lighting is beyond repair.
79	2018	Rebuild of the inspection pits at the Kinnickinnic Maintenance Garage (\$500,000).	The three existing pits are failing and are beyond repair.
80	2018	Roof replacement at the Milwaukee County Transit System Fleet Maintenance Garage (\$1,500,000).	The current roof is approximately 30 years old and well beyond its useful life.
81	2017	Eight replacement 40-foot buses for MCTS utilizing STP funds (\$4,000,000).	Replacing fully depreciated New Flyer buses purchased in 2003 and 2004.
85	2017 2018 2019 2020	Milwaukee Urbanized Area Section 5310 Administration. (\$118,000) (\$120,000) (\$120,000) (\$120,000)	Milwaukee County will administer the regional Section 5310 program.
86	2017 2018 2019 2020	Six replacement 40-foot buses for MCTS utilizing Section 5339 funds (\$3,125,000 each year).	Replacing fully depreciated New Flyer buses purchased in 2004 and 2005.
94	2017 2018 2019 2020	Support, service and maintenance equipment (\$400,000) (\$500,000) (\$500,000) (\$500,000)	See Attachment A
95	2017 2018 2019 2020	Tire leasing services for MCTS (\$500,000) (\$550,000) (\$550,000) (\$550,000)	Annual cost of tire leasing service-proven to be more cost effective than purchasing tires.

Table F-10 (continued)

96	2017	Roof replacement at the MCTS Kinnickinnic Operating Garage (\$2,400,000).	The current roof is approximately 35 years old and well beyond its useful life.
97	2017	Replacement of the HVAC system at the MCTS Kinnickinnic Maintenance Garage (\$2,000,000).	The current system is approximately 25 years old and well beyond its useful life.
98	2017	Roof replacement at the MCTS Fond du Lac Operating Garage (\$2,700,000).	The current roof is approximately 35 years old and well beyond its useful life.
101	2017	Bus Rapid Transit for the Milwaukee County Transit System (\$45,000,000).	Service expansion currently being studied.

Attachment A

**Milwaukee County Transit System
Support, Service and Maintenance Equipment**

Pressure Washers (3) – \$25,000

To replace pressure washers at the Kinnickinnic and Fond du Lac garages that are approximately 30 years old and have reached the end of their useful life. Replacement parts are considered obsolete and no longer available.

Delivery Truck – \$150,000

The delivery truck is used by Storeroom Division personnel for daily delivery of bus parts and supplies to the three MCTS operating garages. The current truck is 13 years old and has over 115,000 miles on it. The floor is rusted through and the vehicle needs to be replaced.

Pickup Truck – \$60,000

The current 2001 Ford F-250 pickup truck is used daily as a service truck to repair bus breakdowns and for making bus changes. This truck will be 16 years old at the time of replacement in 2017. Due to the mileage, age, and pending engine and transmission repairs, the vehicle needs to be replaced.

MIG Welder (2) & TIG Welder (1) – \$35,000

The two Metal Inert Gas (MIG) and one Tungsten Inert Gas (TIG) welders currently in use are 15 years old. Both the MIG and TIG welders are used daily in the MCTS Body Shop for vehicle repairs. All three welders are in constant need of repair and need to be replaced.

Automated Passenger Counters (40) - \$230,000

These are replacement units and back-end software for a system that is over 15 years old. Replacement parts are becoming obsolete and all 40 APC units need to be replaced.

Table F-11

FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM: 2012-2021

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Operating Expenses ^a	\$156,381,063	\$149,927,599	\$152,991,638	\$147,572,701	\$160,854,717	\$160,000,000	\$160,000,000	\$160,000,000	\$160,000,000	\$160,000,000
Operating Revenues										
o Passenger Revenue	\$47,002,513	\$45,752,046	\$45,181,277	\$40,727,362	\$43,369,039	\$35,000,000	\$35,000,000	\$35,000,000	\$35,000,000	\$35,000,000
o School District Revenue										
o Other Revenue	\$3,155,171	\$3,116,074	\$2,763,857	\$2,318,418	\$2,580,000	\$2,600,000	\$2,600,000	\$2,600,000	\$2,600,000	\$2,600,000
Subtotal	\$50,157,684	\$48,868,120	\$47,945,134	\$43,045,780	\$45,949,039	\$37,600,000	\$37,600,000	\$37,600,000	\$37,600,000	\$37,600,000
Public Funding Requirement	\$106,223,379	\$101,059,479	\$105,046,504	\$104,526,921	\$114,905,678	\$122,400,000	\$122,400,000	\$122,400,000	\$122,400,000	\$122,400,000
Sources of Operating Funding										
o Federal Funds										
1) FTA Section 5307	\$20,797,976	\$17,422,135	\$18,591,435	\$11,880,481	\$18,000,000	\$18,500,000	\$18,500,000	\$18,500,000	\$18,500,000	\$18,500,000
2) FTA Section 5339										
3) CMAQ	\$5,000,000	\$5,000,000	\$7,627,161	\$5,148,131	\$6,420,384	\$3,200,000	\$3,200,000	\$3,200,000	\$3,200,000	\$3,200,000
4) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$25,797,976	\$22,422,135	\$26,218,596	\$17,028,612	\$24,420,384	\$21,700,000	\$21,700,000	\$21,700,000	\$21,700,000	\$21,700,000
o State Funds										
1) WisDOT Section 85.20 (Operating Assistance)	\$64,396,505	\$63,590,962	\$64,193,900	\$64,193,900	\$64,193,900	\$65,000,000	\$65,000,000	\$65,000,000	\$65,000,000	\$65,000,000
2) WisDOT Section 85.24 (TDM)										
3) Other	\$1,544,079	\$2,094,001	\$1,175,157	\$6,628,000	\$6,216,296	\$6,300,000	\$6,300,000	\$3,000,000	\$3,000,000	\$3,000,000
Subtotal	\$65,940,584	\$65,684,963	\$65,369,057	\$70,821,900	\$70,410,196	\$71,300,000	\$71,300,000	\$68,000,000	\$68,000,000	\$68,000,000
o Local Funds										
1) Property Taxes	\$16,439,633	\$15,138,072	\$15,657,665	\$18,887,973	\$22,466,630	\$32,400,000	\$32,400,000	\$35,700,000	\$35,700,000	\$35,700,000
2) Funds from Other Communities	\$37,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3) Other	\$364,921	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$16,842,054	\$15,138,072	\$15,657,665	\$18,887,973	\$22,466,630	\$32,400,000	\$32,400,000	\$35,700,000	\$35,700,000	\$35,700,000
Total	\$108,580,614	\$103,245,170	\$107,245,318	\$106,738,485	\$117,297,210	\$125,400,000	\$125,400,000	\$125,400,000	\$125,400,000	\$125,400,000
Depreciation	\$2,357,235	\$2,185,691	\$2,198,814	\$2,211,564	\$2,391,532	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expansion	\$20,000,000	\$22,000,000	\$14,000,000	\$13,000,000	\$14,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000
o Bus Facility Renovation, Replacement, and Expansion	\$4,815,000	\$400,000	--	\$1,200,000	--	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
o Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
o Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
o Other	--	\$750,000	--	\$5,000,000	--	--	\$40,000,000	--	--	--
Total	\$24,815,000	\$23,150,000	\$14,000,000	\$19,200,000	\$14,000,000	\$16,000,000	\$56,000,000	\$16,000,000	\$16,000,000	\$16,000,000
Sources of Capital Project Funding										
o Federal Funds										
1) FTA Section 5307	\$3,852,000	\$920,000	--	\$4,960,000	--	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000
2) FTA Section 5339	--	--	--	\$2,500,000	\$2,300,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000
3) CMAQ	--	--	--	\$5,440,000	--	--	--	\$2,400,000	\$2,400,000	--
4) Other	\$17,000,000	\$18,700,000	\$11,200,000	--	--	--	\$32,000,000	--	--	--
Subtotal	\$20,852,000	\$19,620,000	\$11,200,000	\$12,900,000	\$2,300,000	\$4,800,000	\$36,800,000	\$7,200,000	\$7,200,000	\$4,800,000
o State Funds	--	--	--	--	--	--	--	--	--	--
o Local Funds										
1) Property Taxes	--	--	--	--	--	--	--	--	--	--
2) Bonding	\$3,963,000	\$3,530,000	\$2,800,000	\$6,300,000	\$11,700,000	\$11,200,000	\$11,200,000	\$8,800,000	\$8,800,000	\$11,200,000
3) Other	--	--	--	--	--	--	\$8,000,000	--	--	--
Subtotal	\$3,963,000	\$3,530,000	\$2,800,000	\$6,300,000	\$11,700,000	\$11,200,000	\$19,200,000	\$8,800,000	\$8,800,000	\$11,200,000
Total	\$24,815,000	\$23,150,000	\$14,000,000	\$19,200,000	\$14,000,000	\$16,000,000	\$56,000,000	\$16,000,000	\$16,000,000	\$16,000,000

Table F-11 (continued)

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Operating Funding and Capital Project Funds										
o Federal	\$46,649,976	\$42,042,135	\$37,418,596	\$29,928,612	\$26,720,384	\$26,500,000	\$58,500,000	\$28,900,000	\$28,900,000	\$26,500,000
o State	\$65,940,584	\$65,684,963	\$65,369,057	\$70,821,900	\$70,410,196	\$71,300,000	\$71,300,000	\$68,000,000	\$68,000,000	\$68,000,000
o Local	\$20,805,054	\$18,668,072	\$18,457,665	\$25,187,973	\$34,166,630	\$43,600,000	\$51,600,000	\$44,500,000	\$44,500,000	\$46,900,000
Total	\$133,395,614	\$126,395,170	\$121,245,318	\$125,938,485	\$131,297,210	\$141,400,000	\$181,400,000	\$141,400,000	\$141,400,000	\$141,400,000
Non-Financial Operating Data										
o Revenue Passengers	37,372,333	36,451,283	33,222,519	22,887,923	25,000,000	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000
o Unlinked Passenger Trips	45,217,248	42,136,343	40,028,664	34,473,760	36,460,000	33,000,000	33,000,000	33,000,000	33,000,000	33,000,000
o Passenger Miles	139,472,652	148,114,525	142,120,808	134,205,872	136,000,000	125,000,000	125,000,000	125,000,000	125,000,000	125,000,000
o Revenue Vehicle Miles	17,239,145	15,337,219	17,457,798	18,437,783	18,490,524	18,500,000	18,500,000	18,500,000	18,500,000	18,500,000
o Revenue Vehicle Hours	1,299,862	1,246,788	1,345,689	1,396,012	1,425,615	1,425,000	1,425,000	1,425,000	1,425,000	1,425,000
o Buses Operated in Peak Service	333	333	331	343	343	343	343	343	343	343
o Buses in Active Fleet	415	415	415	415	415	415	415	415	415	415
o Total Employees	1,072	1,027	1,048	1,036	1,114	1,114	1,114	1,114	1,114	1,114

^a Excluding depreciation.

Source: Milwaukee County Department of Public Works and SEWRPC.

Table F-12

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM: 2012-2021

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Operating Expenses ^a										
o Change in Total Operating Expenses										
1) Absolute Amount	\$4,497,320	-\$6,453,464	\$3,064,039	-\$5,418,937	\$13,282,016	-\$854,717	--	--	--	--
2) Percentage Change	3.3	-4.1	2.0	-3.5	9.0	-0.5	--	--	--	--
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	\$7.79	\$9.78	\$8.76	\$8.00	\$8.70	\$8.65	\$8.65	\$8.65	\$8.65	\$8.65
2) Percentage Change	5.6	25.5	-10.4	-8.7	8.7	-0.6	--	--	--	--
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	\$104.72	\$120.25	\$113.69	\$105.71	\$112.83	\$112.28	\$112.28	\$112.28	\$112.28	\$112.28
2) Percentage Change	5.7	14.8	-5.5	-7.0	6.7	-0.5	--	--	--	--
o Cost per Revenue Passenger										
1) Absolute Amount	\$3.26	\$4.11	\$4.61	\$6.45	\$6.43	\$6.96	\$6.96	\$6.96	\$6.96	\$6.96
2) Percentage Change	1.8	26.2	12.0	40.0	-0.2	8.1	--	--	--	--
o Cost per Passenger Mile										
1) Absolute Amount	\$0.92	\$1.01	\$1.08	\$1.10	\$1.18	\$1.28	\$1.28	\$1.28	\$1.28	\$1.28
2) Percentage Change	-12.5	10.0	6.3	2.1	7.6	8.2	--	--	--	--
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	6.3	-2.7	-1.2	-9.9	6.5	-19.3	--	--	--	--
2) Total Revenue	4.9	-2.6	-1.9	-10.2	6.7	-18.2	--	--	--	--
o Average Revenue per Revenue Passenger										
1) Absolute Amount	\$1.12	\$1.34	\$1.44	\$1.88	\$1.84	\$1.63	\$1.63	\$1.63	\$1.63	\$1.63
2) Percentage Change	3.4	19.7	7.6	30.3	-2.3	-11.1	--	--	--	--
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	34.3	32.6	31.3	29.2	28.6	23.5	23.5	23.5	23.5	23.5
2) Percentage Change	1.6	-5.0	-3.9	-6.9	-2.1	-17.7	--	--	--	--
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	\$2,224,440	-\$5,163,900	\$3,987,025	-\$519,583	\$10,378,757	\$7,494,322	--	--	--	--
2) Percentage Change	2.5	-4.9	3.9	-0.5	9.9	6.5	--	--	--	--
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	\$2.15	\$2.77	\$3.16	\$4.57	\$4.60	\$5.32	\$5.32	\$5.32	\$5.32	\$5.32
2) Percentage Change	1.0	29.0	14.0	44.4	0.6	15.8	--	--	--	--
o Operating Assistance per Passenger Mile										
1) Absolute Amount	\$0.61	\$0.68	\$0.74	\$0.78	\$0.84	\$0.98	\$0.98	\$0.98	\$0.98	\$0.98
2) Percentage Change	-13.2	11.9	8.3	5.4	8.5	15.9	--	--	--	--
o Percentage Change in										
1) Federal Operating Assistance Funds	5.1	-13.1	16.9	-35.1	43.4	-11.1	--	--	--	--
2) State Operating Assistance Funds	9.3	-0.4	-0.5	8.3	-0.6	1.3	--	-4.6	--	--
3) Local Operating Assistance Funds	-18.5	-10.1	3.4	20.6	18.9	44.2	--	10.2	--	--
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	-\$615,000	-\$1,665,000	-\$9,150,000	\$5,200,000	-\$5,200,000	\$2,000,000	\$40,000,000	-\$40,000,000	--	--
2) Percentage Change	-40.6	-6.7	-39.5	37.1	-27.1	14.3	250.0	--	--	--
o Percentage Change in										
1) Federal Capital Assistance Funds	-40.6	-5.9	-42.9	15.2	-82.2	108.7	666.7	--	--	--
2) State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3) Local Capital Assistance Funds	-40.6	-10.9	-20.7	125.0	85.7	-4.3	71.4	--	--	27.3

Table F-12 (continued)

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	1,609,443	-7,000,444	-5,149,852	4,693,167	5,358,725	10,102,790	40,000,000	-40,000,000	--	--
2) Percentage Change	1.8	-5.2	-4.1	3.9	4.3	7.7	28.3	-22.1	--	--
o Percentage Change in										
1) Federal Assistance	2.4	-9.9	-11.0	-20.0	-10.7	-0.8	120.8	-50.6	--	-8.3
2) State Assistance	9.3	-0.4	-0.5	8.3	-0.6	1.3	--	-4.6	--	--
3) Local Assistance	-18.9	-10.3	-1.1	36.5	35.6	27.6	18.3	-13.8	--	5.4
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount	633,781	-921,050	-3,228,764	-10,334,596	2,112,077	-2,000,000	--	--	--	--
2) Percentage Change	1.5	-2.5	-8.9	-31.1	9.2	-8.0	--	--	--	--
o Change in Revenue Vehicle Miles										
1) Absolute Amount	-395,992	-1,901,926	2,120,579	979,985	52,741	9,476	--	--	--	--
2) Percentage Change	-2.1	-11.0	13.8	5.6	0.3	0.1	--	--	--	--
o Change in Revenue Vehicle Hours										
1) Absolute Amount	-31,077	-53,074	98,901	50,323	29,603	-615	--	--	--	--
2) Percentage Change	-2.3	-4.1	7.9	3.7	2.1	--	--	--	--	--
o Change in Buses in Active Fleet										
1) Absolute Amount	--	--	--	--	--	--	--	--	--	--
2) Percentage Change	--	--	--	--	--	--	--	--	--	--
o Change in Total Employees										
1) Absolute Amount	-17	-45	21	-12	78	--	--	--	--	--
2) Percentage Change	-1.5	-4.2	2.0	-1.1	7.5	--	--	--	--	--

^a Excluding depreciation.

Source: Milwaukee County Department of Public Works and SEWRPC.

Table F-13

PUBLIC TRANSIT OPERATOR REPORT: 2017-2020Transit System Name: Ozaukee County Transit System

I.	2017 Projected Operating Budget	\$	\$3,244,056	Total Operating Budget
		\$	552,000	Total Federal Assistance
		\$	1,408,427	Total State Assistance
		\$	518,073	Total Local Assistance
		\$	765,556	Total Farebox and Other Revenue

II. 2017 Projected Operation Characteristics:

Basic Transit System: Bus \$

	<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u>	<u>Holidays</u>
Number of Routes	1	0	0	0
Total Route Miles	55			
(both directions)		0	0	0
Headway Range.....	6	0	0	0
(average)				
Vehicle Hours	36			
(average)				
Vehicles in Service	7			
Operating Budget	\$ 4,617	\$	\$	\$
(average)				

III. 2017 Projected Operation Characteristics:

Basic Transit System: Taxi \$

	<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u>	<u>Holidays</u>
Vehicle Miles	4091	1150	866	
(average)				
Vehicle Hours	195	63	48	
(average)				
Vehicles in Service	23	7	6	
Operating Budget	\$ 6,431	\$ 2,111	\$ 1,407	\$
(average)				

IV. 2017 Projected Operating Characteristics: Shared-Ride Taxi Service (70% Elderly/Disabled)

Specialized Service for
Elderly and Handicapped: \$ 1,830,000 Total Operating Budget

V. 2017 Projected Implementation of New or Restructured Transit Services:

No new or restructured transit services implemented.

VI. 2017 Projected Planning for New or Restructured Transit Services:

No new or restructured transit services implemented.

Table F-14

PUBLIC TRANSIT OPERATOR CAPITAL PROJECT JUSTIFICATION: FY 2017-2020Transit System Name: Ozaukee County Transit System

TIP Project Number	Fiscal Year (FY)	Description	Justification
184	2017 2018 2019 2020	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) (\$240,100) (\$242,500) (\$244,900) (\$247,400)	Project helps fund our Shared-Ride Taxi Service that provides 70% of its 110,000 plus rides each year to elderly & disabled.
185	2017 2018 2019 2020	Operating Assistance for Ozaukee County Express Bus and Shared-Ride Taxi (85.20) (\$3,212,300) (\$3,244,400) (\$3,276,800) (\$3,309,600)	OCTS operates its Express Bus as a commuter service between Ozaukee County and downtown Milwaukee. Shared-Ride Taxi Service operates in all of Ozaukee County and provides rides to the general public.
186	2017 2018 2019 2020	Capital Costs of Maintenance for the Ozaukee County Express Bus and Shared-Ride Taxi Service (\$1,280,000) (\$1,290,000) (\$1,301,900) (\$1,313,900)	Preventative Maintenance costs for Shared Ride Taxi Program and the Capital Costs of Contracting for Ozaukee Express Bus Service contract.
187	2017 2018 2019 2020	Purchase of replacement vehicles for the Ozaukee County Shared-Ride Taxi Program (\$175,000) (\$175,000) (\$175,000) (\$175,000)	Cycling in of new taxis each year to our inventory.

Table F-15

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE OZAUKEE COUNTY TRANSIT SYSTEM: 2012-2021

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Operating Expenses ^a	\$2,835,306	\$2,891,362	\$3,164,137	\$3,025,886	\$3,180,447	\$3,212,251	\$3,244,374	\$3,276,818	\$3,309,586	\$3,342,682
Operating Revenues										
o Passenger Revenue	\$696,562	\$713,121	\$792,371	\$697,641	\$745,000	\$759,900	\$775,098	\$790,600	\$806,412	\$822,540
o Prior Year Revenue										
o Other Revenue	\$14,092	\$37,188	\$17,531	\$11,509	\$5,600	\$5,656	\$5,713	\$5,770	\$5,827	\$5,886
Subtotal	\$710,654	\$750,309	\$809,902	\$709,150	\$750,600	\$765,556	\$780,811	\$796,370	\$812,239	\$828,426
Operating Assistance	\$2,124,652	\$2,141,053	\$2,354,235	\$2,316,736	\$2,429,847	\$2,446,695	\$2,463,563	\$2,480,448	\$2,497,347	\$2,514,256
Sources of Operating Assistance										
o Federal Funds										
1) FTA Section 5307	\$220,352	\$210,885	\$220,833	\$483,348	\$563,008	\$552,000	\$557,520	\$563,095	\$568,726	\$574,413
2) FTA Section 5339										
3) CMAQ	\$36,483	\$36,571	\$34,058	\$30,748	\$0	\$0	\$0	\$0	\$0	\$0
4) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$256,835	\$247,456	\$254,891	\$514,096	\$563,008	\$552,000	\$557,520	\$563,095	\$568,726	\$574,413
o State Funds										
1) WisDOT Section 85.20 (Operating Assistance)	\$1,013,685	\$1,026,306	\$1,140,976	\$1,225,786	\$1,102,000	\$1,124,040	\$1,146,521	\$1,169,451	\$1,192,840	\$1,216,697
2) WisDOT Section 85.24 (TDM)										
3) Other	\$177,619	\$181,561	\$184,373	\$190,374	\$192,500	\$194,425	\$196,369	\$198,333	\$200,316	\$202,319
Subtotal	\$1,191,304	\$1,207,867	\$1,325,349	\$1,416,160	\$1,294,500	\$1,318,465	\$1,342,890	\$1,367,784	\$1,393,157	\$1,419,016
o Local Funds										
1) Property Taxes	\$676,513	\$685,730	\$773,995	\$386,480	\$484,141	\$576,230	\$563,153	\$549,569	\$535,464	\$520,826
2) Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3) Other	\$0	\$0	--	--	--	--	--	--	--	--
Subtotal	\$676,513	\$685,730	\$773,995	\$386,480	\$484,141	\$576,230	\$563,153	\$549,569	\$535,464	\$520,826
Total	\$2,124,652	\$2,141,053	\$2,354,235	\$2,316,736	\$2,341,649	\$2,446,695	\$2,463,563	\$2,480,448	\$2,497,347	\$2,514,256
Depreciation	--	--	--	--	--	--	--	--	--	--
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expansion	--	\$92,824	\$130,661	\$213,930	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000
o Bus Facility Renovation, Replacement, and Expansion	\$1,596,325	--	--	\$159,622	--	--	--	--	--	--
o Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
o Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
o Other	--	--	\$2,727	--	\$42,500	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Total	\$1,596,325	\$92,824	\$133,388	\$373,552	\$317,500	\$325,000	\$325,000	\$325,000	\$325,000	\$325,000
Sources of Capital Project Funding										
o Federal Funds										
1) FTA Section 5307	\$1,303,964	\$86,946	\$114,112	\$215,430	\$207,200	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000
2) FTA Section 5339	--	--	--	\$70,648	--	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000
3) CMAQ	--	--	--	--	--	--	--	--	--	--
4) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$1,303,964	\$86,946	\$114,112	\$286,078	\$207,200	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000
o State Funds	--	--	--	--	--	--	--	--	--	--
o Local Funds										
1) Property Taxes	\$292,361	\$5,878	\$19,276	\$87,474	\$110,300	\$115,000	\$115,000	\$111,500	\$115,000	\$115,000
2) Bonding	--	--	--	--	--	--	--	--	--	--
3) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$292,361	\$5,878	\$19,276	\$87,474	\$110,300	\$115,000	\$115,000	\$111,500	\$115,000	\$115,000
Total	\$1,596,325	\$92,824	\$133,388	\$373,552	\$317,500	\$275,000	\$275,000	\$271,500	\$275,000	\$275,000

Table F-15 (continued)

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Operating Assistance and Capital Project Funds										
o Federal	\$1,560,799	\$334,402	\$369,003	\$800,174	\$770,208	\$712,000	\$717,520	\$723,095	\$728,726	\$734,413
o State	\$1,191,304	\$1,207,867	\$1,325,349	\$1,416,160	\$1,294,500	\$1,318,465	\$1,342,890	\$1,367,784	\$1,393,157	\$1,419,016
o Local	\$968,874	\$691,608	\$793,271	\$473,954	\$594,441	\$691,230	\$678,153	\$661,069	\$650,464	\$635,826
Total	\$3,720,977	\$2,233,877	\$2,487,623	\$2,690,288	\$2,659,149	\$2,721,695	\$2,738,563	\$2,751,948	\$2,772,347	\$2,789,256
Non-Financial Operating Data - Bus & Taxi Service										
o Revenue Passengers	208,287	212,907	224,407	201,051	223,068	226,459	229,908	233,414	236,980	240,607
o Unlinked Passenger Trips	208,287	212,907	224,407	201,051	223,068	226,459	229,908	233,414	236,980	240,607
o Passenger Miles	2,891,623	2,940,886	2,995,451	2,601,244	2,927,960	2,978,740	3,030,457	3,083,130	3,136,777	3,191,418
o Revenue Vehicle Miles	1,099,025	1,169,497	1,284,422	1,244,577	1,287,948	1,300,827	1,313,836	1,326,974	1,340,244	1,353,646
o Revenue Vehicle Hours	56,634	55,347	58,768	58,240	61,301	61,914	62,533	63,158	63,790	64,428
o Buses Operated in Peak Service	5	7	7	7	7	7	7	7	7	7
o Buses in Active Fleet	5	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.

Table F-16

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE OZAUKEE COUNTY TRANSIT SYSTEM: 2012-2021

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Operating Expenses ^a										
o Change in Total Operating Expenses										
1) Absolute Amount	\$330,965	\$56,056	\$272,775	-\$138,251	\$154,561	\$31,804	\$32,123	\$32,444	\$32,768	\$33,096
2) Percentage Change	13.9	2.0	9.4	-4.4	5.1	1.0	1.0	1.0	1.0	1.0
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	\$2.60	\$2.47	\$2.46	\$2.43	\$2.47	\$2.47	\$2.47	\$2.47	\$2.47	\$2.47
2) Percentage Change	8.4	-4.9	-0.4	-1.3	1.6	--	--	--	--	--
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	\$51.61	\$52.24	\$53.84	\$51.96	\$51.88	\$51.88	\$51.88	\$51.88	\$51.88	\$51.88
2) Percentage Change	7.6	1.2	3.1	-3.5	-0.1	--	--	--	--	--
o Cost per Revenue Passenger										
1) Absolute Amount	\$13.40	\$13.58	\$14.10	\$15.05	\$14.26	\$14.18	\$14.11	\$14.04	\$13.97	\$13.89
2) Percentage Change	5.5	1.3	3.8	6.7	-5.3	-0.5	-0.5	-0.5	-0.5	-0.5
o Cost per Passenger Mile										
1) Absolute Amount	\$0.80	\$0.98	\$1.06	\$1.16	\$1.09	\$1.08	\$1.07	\$1.06	\$1.06	\$1.05
2) Percentage Change	3.1	22.9	7.4	10.1	-6.6	-0.7	-0.7	-0.7	-0.7	-0.7
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	11.1	2.4	11.1	-12.0	6.8	2.0	2.0	2.0	2.0	2.0
2) Total Revenue	11.1	5.6	7.9	-12.4	5.8	2.0	2.0	2.0	2.0	2.0
o Average Revenue per Revenue Passenger										
1) Absolute Amount	\$2.35	\$3.52	\$3.61	\$3.53	\$3.36	\$3.38	\$3.40	\$3.41	\$3.43	\$3.44
2) Percentage Change	2.9	50.0	2.4	-2.3	-4.6	0.5	0.5	0.5	0.5	0.5
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	17.5	26.0	25.6	23.4	23.6	23.8	24.1	24.3	24.5	24.8
2) Percentage Change	-2.5	48.3	-1.4	-8.4	0.7	1.0	1.0	1.0	1.0	1.0
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	\$283,467	\$16,401	\$213,182	-\$37,499	\$113,111	\$16,848	\$16,868	\$16,885	\$16,898	\$16,909
2) Percentage Change	14.6	0.8	10.0	-1.6	4.9	0.7	0.7	0.7	0.7	0.7
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	\$11.05	\$10.06	\$10.49	\$11.52	\$10.89	\$10.80	\$10.72	\$10.63	\$10.54	\$10.45
2) Percentage Change	6.1	-9.0	4.3	9.8	-5.5	-0.8	-0.8	-0.8	-0.8	-0.8
o Operating Assistance per Passenger Mile										
1) Absolute Amount	\$0.66	\$0.73	\$0.79	\$0.89	\$0.83	\$0.82	\$0.81	\$0.80	\$0.80	\$0.79
2) Percentage Change	3.6	10.3	8.0	13.3	-6.8	-1.0	-1.0	-1.0	-1.0	-1.0
o Percentage Change in										
1) Federal Operating Assistance Funds	-31.9	-3.7	3.0	101.7	9.5	-2.0	1.0	1.0	1.0	1.0
2) State Operating Assistance Funds	9.1	1.4	9.7	6.9	-8.6	1.9	1.9	1.9	1.9	1.9
3) Local Operating Assistance Funds	70.2	1.4	12.9	-50.1	25.3	19.0	-2.3	-2.4	-2.6	-2.7
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	-\$104,267	-\$1,503,501	\$40,564	\$240,164	-\$56,052	-\$42,500	--	-\$3,500	\$3,500	--
2) Percentage Change	-50.0	-94.2	43.7	180.0	-15.0	-13.4	--	--	1.3	--
o Percentage Change in										
1) Federal Capital Assistance Funds	-60.4	-93.3	31.2	150.7	-27.6	-22.8	--	--	--	--
2) State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3) Local Capital Assistance Funds	-6.1	-98.0	227.9	353.8	26.1	4.3	--	--	3.1	--

Table F-16 (continued)

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	197,200	-1,487,100	253,746	202,665	-31,139	62,546	16,868	13,385	20,398	16,909
2) Percentage Change	8.3	-40.0	11.4	8.1	-1.2	2.4	0.6	0.5	0.7	0.6
o Percentage Change in										
1) Federal Assistance	-41.0	-78.6	10.3	116.8	-3.7	-7.6	0.8	0.8	0.8	0.8
2) State Assistance	9.1	1.4	9.7	6.9	-8.6	1.9	1.9	1.9	1.9	1.9
3) Local Assistance	63.5	-28.6	14.7	-40.3	25.4	16.3	-1.9	-2.5	-1.6	-2.3
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount	14,900	4,620	11,500	-23,356	22,017	3,391	3,448	3,507	3,566	3,626
2) Percentage Change	8.0	2.2	5.4	-10.4	11.0	1.5	1.5	1.5	1.5	1.5
o Change in Revenue Vehicle Miles										
1) Absolute Amount	50,900	70,472	114,925	-39,845	43,371	12,879	13,008	13,138	13,270	13,402
2) Percentage Change	5.1	6.4	9.8	-3.1	3.5	1.0	1.0	1.0	1.0	1.0
o Change in Revenue Vehicle Hours										
1) Absolute Amount	2,900	-1,287	3,421	-528	3,061	613	619	625	632	638
2) Percentage Change	5.9	-2.3	6.2	-0.9	5.3	1.0	1.0	1.0	1.0	1.0
o Change in Buses in Active Fleet										
1) Absolute Amount	5	2	--	--	--	--	--	--	--	--
2) Percentage Change	20.0	40.0	--	--	--	--	--	--	--	--
o Change in Total Employees										
1) Absolute Amount	--	--	--	--	--	--	--	--	--	--
2) Percentage Change	--	--	--	--	--	--	--	--	--	--

^a Excluding depreciation.

Source: Ozaukee County Transit Services and SEWRPC.

Table F-15

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE OZAUKEE COUNTY TRANSIT SYSTEM: 2012-2021

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Operating Expenses ^a	\$2,835,306	\$2,891,362	\$3,164,137	\$3,025,886	\$3,180,447	\$3,212,251	\$3,244,374	\$3,276,818	\$3,309,586	\$3,342,682
Operating Revenues										
o Passenger Revenue	\$696,562	\$713,121	\$792,371	\$697,641	\$745,000	\$759,900	\$775,098	\$790,600	\$806,412	\$822,540
o Prior Year Revenue										
o Other Revenue	\$14,092	\$37,188	\$17,531	\$11,509	\$5,600	\$5,656	\$5,713	\$5,770	\$5,827	\$5,886
Subtotal	\$710,654	\$750,309	\$809,902	\$709,150	\$750,600	\$765,556	\$780,811	\$796,370	\$812,239	\$828,426
Operating Assistance	\$2,124,652	\$2,141,053	\$2,354,235	\$2,316,736	\$2,429,847	\$2,446,695	\$2,463,563	\$2,480,448	\$2,497,347	\$2,514,256
Sources of Operating Assistance										
o Federal Funds										
1) FTA Section 5307	\$220,352	\$210,885	\$220,833	\$483,348	\$563,008	\$552,000	\$557,520	\$563,095	\$568,726	\$574,413
2) FTA Section 5339										
3) CMAQ	\$36,483	\$36,571	\$34,058	\$30,748	\$0	\$0	\$0	\$0	\$0	\$0
4) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$256,835	\$247,456	\$254,891	\$514,096	\$563,008	\$552,000	\$557,520	\$563,095	\$568,726	\$574,413
o State Funds										
1) WisDOT Section 85.20 (Operating Assistance)	\$1,013,685	\$1,026,306	\$1,140,976	\$1,225,786	\$1,102,000	\$1,124,040	\$1,146,521	\$1,169,451	\$1,192,840	\$1,216,697
2) WisDOT Section 85.24 (TDM)										
3) Other	\$177,619	\$181,561	\$184,373	\$190,374	\$192,500	\$194,425	\$196,369	\$198,333	\$200,316	\$202,319
Subtotal	\$1,191,304	\$1,207,867	\$1,325,349	\$1,416,160	\$1,294,500	\$1,318,465	\$1,342,890	\$1,367,784	\$1,393,157	\$1,419,016
o Local Funds										
1) Property Taxes	\$676,513	\$685,730	\$773,995	\$386,480	\$484,141	\$576,230	\$563,153	\$549,569	\$535,464	\$520,826
2) Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3) Other	\$0	\$0	--	--	--	--	--	--	--	--
Subtotal	\$676,513	\$685,730	\$773,995	\$386,480	\$484,141	\$576,230	\$563,153	\$549,569	\$535,464	\$520,826
Total	\$2,124,652	\$2,141,053	\$2,354,235	\$2,316,736	\$2,341,649	\$2,446,695	\$2,463,563	\$2,480,448	\$2,497,347	\$2,514,256
Depreciation	--	--	--	--	--	--	--	--	--	--
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expansion	--	\$92,824	\$130,661	\$213,930	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000
o Bus Facility Renovation, Replacement, and Expansion	\$1,596,325	--	--	\$159,622	--	--	--	--	--	--
o Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
o Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
o Other	--	--	\$2,727	--	\$42,500	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Total	\$1,596,325	\$92,824	\$133,388	\$373,552	\$317,500	\$325,000	\$325,000	\$325,000	\$325,000	\$325,000
Sources of Capital Project Funding										
o Federal Funds										
1) FTA Section 5307	\$1,303,964	\$86,946	\$114,112	\$215,430	\$207,200	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000
2) FTA Section 5339	--	--	--	\$70,648	--	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000
3) CMAQ	--	--	--	--	--	--	--	--	--	--
4) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$1,303,964	\$86,946	\$114,112	\$286,078	\$207,200	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000
o State Funds	--	--	--	--	--	--	--	--	--	--
o Local Funds										
1) Property Taxes	\$292,361	\$5,878	\$19,276	\$87,474	\$110,300	\$115,000	\$115,000	\$111,500	\$115,000	\$115,000
2) Bonding	--	--	--	--	--	--	--	--	--	--
3) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$292,361	\$5,878	\$19,276	\$87,474	\$110,300	\$115,000	\$115,000	\$111,500	\$115,000	\$115,000
Total	\$1,596,325	\$92,824	\$133,388	\$373,552	\$317,500	\$275,000	\$275,000	\$271,500	\$275,000	\$275,000

Table F-15 (continued)

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Operating Assistance and Capital Project Funds										
o Federal	\$1,560,799	\$334,402	\$369,003	\$800,174	\$770,208	\$712,000	\$717,520	\$723,095	\$728,726	\$734,413
o State	\$1,191,304	\$1,207,867	\$1,325,349	\$1,416,160	\$1,294,500	\$1,318,465	\$1,342,890	\$1,367,784	\$1,393,157	\$1,419,016
o Local	\$968,874	\$691,608	\$793,271	\$473,954	\$594,441	\$691,230	\$678,153	\$661,069	\$650,464	\$635,826
Total	\$3,720,977	\$2,233,877	\$2,487,623	\$2,690,288	\$2,659,149	\$2,721,695	\$2,738,563	\$2,751,948	\$2,772,347	\$2,789,256
Non-Financial Operating Data - Bus & Taxi Service										
o Revenue Passengers	208,287	212,907	224,407	201,051	223,068	226,459	229,908	233,414	236,980	240,607
o Unlinked Passenger Trips	208,287	212,907	224,407	201,051	223,068	226,459	229,908	233,414	236,980	240,607
o Passenger Miles	2,891,623	2,940,886	2,995,451	2,601,244	2,927,960	2,978,740	3,030,457	3,083,130	3,136,777	3,191,418
o Revenue Vehicle Miles	1,099,025	1,169,497	1,284,422	1,244,577	1,287,948	1,300,827	1,313,836	1,326,974	1,340,244	1,353,646
o Revenue Vehicle Hours	56,634	55,347	58,768	58,240	61,301	61,914	62,533	63,158	63,790	64,428
o Buses Operated in Peak Service	5	7	7	7	7	7	7	7	7	7
o Buses in Active Fleet	5	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.

Table F-16

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE OZAUKEE COUNTY TRANSIT SYSTEM: 2012-2021

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Operating Expenses ^a										
o Change in Total Operating Expenses										
1) Absolute Amount	\$330,965	\$56,056	\$272,775	-\$138,251	\$154,561	\$31,804	\$32,123	\$32,444	\$32,768	\$33,096
2) Percentage Change	13.9	2.0	9.4	-4.4	5.1	1.0	1.0	1.0	1.0	1.0
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	\$2.60	\$2.47	\$2.46	\$2.43	\$2.47	\$2.47	\$2.47	\$2.47	\$2.47	\$2.47
2) Percentage Change	8.4	-4.9	-0.4	-1.3	1.6	--	--	--	--	--
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	\$51.61	\$52.24	\$53.84	\$51.96	\$51.88	\$51.88	\$51.88	\$51.88	\$51.88	\$51.88
2) Percentage Change	7.6	1.2	3.1	-3.5	-0.1	--	--	--	--	--
o Cost per Revenue Passenger										
1) Absolute Amount	\$13.40	\$13.58	\$14.10	\$15.05	\$14.26	\$14.18	\$14.11	\$14.04	\$13.97	\$13.89
2) Percentage Change	5.5	1.3	3.8	6.7	-5.3	-0.5	-0.5	-0.5	-0.5	-0.5
o Cost per Passenger Mile										
1) Absolute Amount	\$0.80	\$0.98	\$1.06	\$1.16	\$1.09	\$1.08	\$1.07	\$1.06	\$1.06	\$1.05
2) Percentage Change	3.1	22.9	7.4	10.1	-6.6	-0.7	-0.7	-0.7	-0.7	-0.7
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	11.1	2.4	11.1	-12.0	6.8	2.0	2.0	2.0	2.0	2.0
2) Total Revenue	11.1	5.6	7.9	-12.4	5.8	2.0	2.0	2.0	2.0	2.0
o Average Revenue per Revenue Passenger										
1) Absolute Amount	\$2.35	\$3.52	\$3.61	\$3.53	\$3.36	\$3.38	\$3.40	\$3.41	\$3.43	\$3.44
2) Percentage Change	2.9	50.0	2.4	-2.3	-4.6	0.5	0.5	0.5	0.5	0.5
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	17.5	26.0	25.6	23.4	23.6	23.8	24.1	24.3	24.5	24.8
2) Percentage Change	-2.5	48.3	-1.4	-8.4	0.7	1.0	1.0	1.0	1.0	1.0
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	\$283,467	\$16,401	\$213,182	-\$37,499	\$113,111	\$16,848	\$16,868	\$16,885	\$16,898	\$16,909
2) Percentage Change	14.6	0.8	10.0	-1.6	4.9	0.7	0.7	0.7	0.7	0.7
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	\$11.05	\$10.06	\$10.49	\$11.52	\$10.89	\$10.80	\$10.72	\$10.63	\$10.54	\$10.45
2) Percentage Change	6.1	-9.0	4.3	9.8	-5.5	-0.8	-0.8	-0.8	-0.8	-0.8
o Operating Assistance per Passenger Mile										
1) Absolute Amount	\$0.66	\$0.73	\$0.79	\$0.89	\$0.83	\$0.82	\$0.81	\$0.80	\$0.80	\$0.79
2) Percentage Change	3.6	10.3	8.0	13.3	-6.8	-1.0	-1.0	-1.0	-1.0	-1.0
o Percentage Change in										
1) Federal Operating Assistance Funds	-31.9	-3.7	3.0	101.7	9.5	-2.0	1.0	1.0	1.0	1.0
2) State Operating Assistance Funds	9.1	1.4	9.7	6.9	-8.6	1.9	1.9	1.9	1.9	1.9
3) Local Operating Assistance Funds	70.2	1.4	12.9	-50.1	25.3	19.0	-2.3	-2.4	-2.6	-2.7
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	-\$104,267	-\$1,503,501	\$40,564	\$240,164	-\$56,052	-\$42,500	--	-\$3,500	\$3,500	--
2) Percentage Change	-50.0	-94.2	43.7	180.0	-15.0	-13.4	--	--	1.3	--
o Percentage Change in										
1) Federal Capital Assistance Funds	-60.4	-93.3	31.2	150.7	-27.6	-22.8	--	--	--	--
2) State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3) Local Capital Assistance Funds	-6.1	-98.0	227.9	353.8	26.1	4.3	--	--	3.1	--

Table F-16 (continued)

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	197,200	-1,487,100	253,746	202,665	-31,139	62,546	16,868	13,385	20,398	16,909
2) Percentage Change	8.3	-40.0	11.4	8.1	-1.2	2.4	0.6	0.5	0.7	0.6
o Percentage Change in										
1) Federal Assistance	-41.0	-78.6	10.3	116.8	-3.7	-7.6	0.8	0.8	0.8	0.8
2) State Assistance	9.1	1.4	9.7	6.9	-8.6	1.9	1.9	1.9	1.9	1.9
3) Local Assistance	63.5	-28.6	14.7	-40.3	25.4	16.3	-1.9	-2.5	-1.6	-2.3
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount	14,900	4,620	11,500	-23,356	22,017	3,391	3,448	3,507	3,566	3,626
2) Percentage Change	8.0	2.2	5.4	-10.4	11.0	1.5	1.5	1.5	1.5	1.5
o Change in Revenue Vehicle Miles										
1) Absolute Amount	50,900	70,472	114,925	-39,845	43,371	12,879	13,008	13,138	13,270	13,402
2) Percentage Change	5.1	6.4	9.8	-3.1	3.5	1.0	1.0	1.0	1.0	1.0
o Change in Revenue Vehicle Hours										
1) Absolute Amount	2,900	-1,287	3,421	-528	3,061	613	619	625	632	638
2) Percentage Change	5.9	-2.3	6.2	-0.9	5.3	1.0	1.0	1.0	1.0	1.0
o Change in Buses in Active Fleet										
1) Absolute Amount	5	2	--	--	--	--	--	--	--	--
2) Percentage Change	20.0	40.0	--	--	--	--	--	--	--	--
o Change in Total Employees										
1) Absolute Amount	--	--	--	--	--	--	--	--	--	--
2) Percentage Change	--	--	--	--	--	--	--	--	--	--

^a Excluding depreciation.

Source: Ozaukee County Transit Services and SEWRPC.

Table F-17

PUBLIC TRANSIT OPERATOR REPORT: 2017-2020Transit System Name: Belle Urban System – City of Racine

I.	2017 Projected Operating Budget	\$	8,561,900	Total Operating Budget
		\$	2,680,000	Total Federal Operating Assistance
		\$	2,187,000	Total State Operating Assistance
		\$	1,812,000	Total Local Operating Assistance
		\$	1,882,900	Total Farebox and Other Revenue

II. 2017 Projected Operation Characteristics: Belle Urban System

Basic Transit System: \$ 6,489,474

	<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u>	<u>Holidays</u>
Number of Routes	9	4	4	0
Total Route Miles	184.2	116.2	98.4	
(both directions)				
Headway Range.....	30-60	60	60	0
(average)				
Vehicle Hours	301	127	81	0
(average)				
Vehicles in Service	29	9	8	0
Operating Budget	\$ 5,698,934	\$ 479,028	\$ 311,513	\$ 0
(average)				

III. 2017 Projected Operating Characteristics: To mirror fixed route days/hours/routes per ADA

Specialized Service for
Elderly and Handicapped: \$ 737,000 Total Operating Budget

IV. 2017 Projected Implementation of New or Restructured Transit Services

No new or restructured transit services planned.

V. 2017 Projected Planning for New or Restructured Transit Services:

Transit service to outlying destinations will be examined to maximize ridership and access to jobs.

Table F-18**PUBLIC TRANSIT OPERATOR CAPITAL PROJECT JUSTIFICATION: FY 2017-2020**Transit System Name: Belle Urban System – City of Racine

TIP Project Number	Fiscal Year (FY)	Description	Justification
365	2018 2019 2020	Replace aging transit maintenance equipment (\$42,000) (\$42,000) (\$42,000)	2018 and 2019 is for replacement wheel lifts. 2020 includes repairs to garage doors, pressure washers, etc.
366	2017	Purchase of scheduling software (\$300,000)	Current CAD/AVL system is old and does not support real time rider information. New system has other additional features related to efficiently operating the transit system.
367	2018 2019 2020	Replacement of 10 - 2004 Low Floor Buses. (\$1,866,600) (\$2,000,000) (\$1,100,000)	The existing buses are 12 years old and worn out.
369	2017	Replacement of 5-2007 paratransit vehicles (\$325,000)	The existing paratransit vehicles are old and worn out. Vehicles need new transmissions every 60,000 miles.
370	2018	Replace supervisory van (\$36,000)	Existing van is old and has rising maintenance costs.

Table F-19

FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR BELLE URBAN SYSTEM - CITY OF RACINE: 2012-2021

Data Element	Projected									
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Operating Expenses ^a	\$8,701,029	\$8,554,805	\$8,335,242	\$8,035,298	\$8,479,920	\$8,561,900	\$8,647,519	\$8,733,994	\$8,821,334	\$8,909,548
Operating Revenues										
o Passenger Revenue	\$1,617,924	\$1,476,785	\$1,473,294	\$1,453,276	\$1,495,000	\$1,509,950	\$1,525,050	\$1,540,300	\$1,555,703	\$1,571,260
o School District Revenue	\$241,819	\$241,819	\$268,928	\$290,256	\$295,000	\$297,950	\$300,930	\$303,939	\$306,978	\$310,048
o Other Revenue	\$242,779	\$286,248	\$53,777	\$123,142	\$88,454	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
Subtotal	\$2,102,522	\$2,004,852	\$1,795,999	\$1,866,674	\$1,878,454	\$1,882,900	\$1,900,979	\$1,919,239	\$1,937,681	\$1,956,308
Operating Assistance	\$6,598,507	\$6,549,953	\$6,539,243	\$6,168,624	\$6,601,466	\$6,679,000	\$6,746,540	\$6,814,756	\$6,883,653	\$6,953,240
Sources of Operating Assistance										
o Federal Funds										
1) FTA Section 5307	\$2,538,263	\$2,702,910	\$2,670,330	\$2,628,392	\$2,642,506	\$2,680,000	\$2,708,460	\$2,735,545	\$2,762,900	\$2,790,529
2) FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3) CMAQ	\$106,912	\$107,612	\$49,814	--	--	--	--	--	--	--
4) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$2,645,175	\$2,810,522	\$2,720,144	\$2,628,392	\$2,642,506	\$2,680,000	\$2,708,460	\$2,735,545	\$2,762,900	\$2,790,529
o State Funds										
1) WisDOT Section 85.20 (Operating Assistance)	\$2,184,350	\$2,428,458	\$2,011,417	\$2,074,972	\$2,051,960	\$2,092,000	\$2,108,840	\$2,138,364	\$2,168,301	\$2,198,657
2) WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3) Other	--	--	\$102,976	\$99,736	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000
Subtotal	\$2,184,350	\$2,428,458	\$2,114,393	\$2,174,708	\$2,146,960	\$2,187,000	\$2,203,840	\$2,233,364	\$2,263,301	\$2,293,657
o Local Funds										
1) Property Taxes	\$1,099,223	\$1,100,000	\$1,100,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,210,000	\$1,210,000	\$1,210,000	\$1,210,000
2) Funds from Other Communities	\$520,233	\$491,439	\$539,397	\$606,808	\$612,000	\$612,000	\$624,240	\$636,725	\$649,459	\$662,448
3) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$1,619,456	\$1,591,439	\$1,639,397	\$1,806,808	\$1,812,000	\$1,812,000	\$1,834,240	\$1,846,725	\$1,859,459	\$1,872,448
Total	\$6,448,981	\$6,830,419	\$6,473,934	\$6,609,908	\$6,601,466	\$6,679,000	\$6,746,540	\$6,815,633	\$6,885,660	\$6,956,635
Depreciation	\$1,146,883	\$1,448,995	\$1,693,189	\$1,599,687	\$1,709,300	\$1,650,000	\$1,650,000	\$1,650,000	\$1,650,000	\$1,650,000
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expansion	\$1,441,589	\$5,874,950	--	--	\$254,800	\$325,000	\$1,867,000	\$2,000,000	--	--
o Bus Facility Renovation, Replacement, and Expansion	\$21,758	\$217,104	\$151,230	\$342,081	--	\$300,000	\$78,000	--	--	--
o Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
o Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
o Other	--	--	--	--	\$133,000	--	--	--	--	--
Total	\$1,463,347	\$6,092,054	\$151,230	\$342,081	\$387,800	\$625,000	\$1,945,000	\$2,000,000	--	--
Sources of Capital Project Funding										
o Federal Funds										
1) FTA Section 5307	--	--	--	--	--	--	--	--	--	--
2) FTA Section 5339	\$1,126,705	\$4,692,845	--	--	\$144,000	\$260,000	\$1,494,000	\$1,600,000	--	\$9,600,000
3) CMAQ	--	--	--	--	--	--	--	--	--	--
4) Other	\$21,758	\$11,603	--	--	--	\$240,000	--	--	--	--
Subtotal	\$1,148,463	\$4,704,448	--	--	\$144,000	\$500,000	\$1,494,000	\$1,600,000	--	\$9,600,000
o State Funds	--	--	--	--	--	--	--	--	--	--
o Local Funds										
1) Property Taxes	--	--	--	--	--	--	--	--	--	--
2) Bonding	\$314,884	\$1,245,525	\$151,230	\$342,081	\$183,945	\$125,000	\$388,600	\$400,000	\$620,000	--
3) Other	--	--	--	--	\$59,855	--	\$62,400	--	--	\$2,400,000
Subtotal	\$314,884	\$1,245,525	\$151,230	\$342,081	\$243,800	\$125,000	\$451,000	\$400,000	\$620,000	\$2,400,000
Total	\$1,463,347	\$5,949,973	\$151,230	\$342,081	\$387,800	\$625,000	\$1,945,000	\$2,000,000	\$620,000	\$12,000,000

Table F-19 (continued)

Data Element	Projected									
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Operating Assistance and Capital Project Funds										
o Federal	\$3,793,638	\$7,514,970	\$2,720,144	\$2,628,392	\$2,786,506	\$3,180,000	\$4,202,460	\$4,335,545	\$2,762,900	\$12,390,529
o State	\$2,184,350	\$2,428,458	\$2,114,393	\$2,174,708	\$2,146,960	\$2,187,000	\$2,203,840	\$2,233,364	\$2,263,301	\$2,293,657
o Local	\$1,934,340	\$2,836,964	\$1,790,627	\$2,148,889	\$2,055,800	\$1,937,000	\$2,285,240	\$2,246,725	\$2,479,459	\$4,272,448
Total	\$7,912,328	\$12,780,392	\$6,625,164	\$6,951,989	\$6,989,266	\$7,304,000	\$8,691,540	\$8,815,633	\$7,505,660	\$18,956,635
Non-Financial Operating Data										
o Revenue Passengers	1,060,665	1,023,372	1,117,090	1,049,610	1,025,000	1,025,000	1,025,000	1,025,000	1,025,000	1,025,000
o Unlinked Passenger Trips	1,331,989	1,281,850	1,372,762	1,270,613	1,280,000	1,280,000	1,280,000	1,280,000	1,280,000	1,280,000
o Passenger Miles	3,712,328	4,486,475	4,602,021	4,312,348	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000
o Revenue Vehicle Miles	1,102,110	1,035,102	948,160	955,821	960,000	960,000	960,000	960,000	960,000	960,000
o Revenue Vehicle Hours	81,789	78,591	77,001	76,910	78,000	78,000	78,000	78,000	78,000	78,000
o Buses Operated in Peak Service	28	28	28	28	28	28	28	28	28	28
o Buses in Active Fleet	35	35	35	35	35	35	35	35	35	35
o Total Employees	94	92	92	86	86	86	86	86	86	86

^a Excluding depreciation.

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

Table F-20

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE BELLE URBAN SYSTEM - CITY OF RACINE: 2012-2021

Data Element	Actual/Estimated					Projected				
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Operating Expenses ^a										
o Change in Total Operating Expenses										
1) Absolute Amount	\$607,200	-\$146,224	-\$219,563	-\$299,944	\$444,622	\$81,980	\$85,619	\$86,475	\$87,340	\$88,213
2) Percentage Change	8.7	-1.7	-2.6	-3.6	5.5	1.0	1.0	1.0	1.0	1.0
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	\$6.54	\$8.26	\$8.79	\$8.41	\$8.83	\$8.92	\$9.01	\$9.10	\$9.19	\$9.28
2) Percentage Change	1.7	26.4	6.4	-4.4	5.1	1.0	1.0	1.0	1.0	1.0
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	\$85.55	\$108.85	\$108.25	\$104.48	\$108.72	\$109.77	\$110.87	\$111.97	\$113.09	\$114.22
2) Percentage Change	4.5	27.2	-0.6	-3.5	4.1	1.0	1.0	1.0	1.0	1.0
o Cost per Revenue Passenger										
1) Absolute Amount	\$6.14	\$8.36	\$7.46	\$7.66	\$8.27	\$8.35	\$8.44	\$8.52	\$8.61	\$8.69
2) Percentage Change	2.2	36.1	-10.7	2.6	8.1	1.0	1.0	1.0	1.0	1.0
o Cost per Passenger Mile										
1) Absolute Amount	\$1.44	\$1.91	\$1.81	\$1.86	\$1.88	\$1.90	\$1.92	\$1.94	\$1.96	\$1.98
2) Percentage Change	6.2	32.4	-5.0	2.9	1.1	1.0	1.0	1.0	1.0	1.0
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	0.8	-8.7	-0.2	-1.4	2.9	1.0	1.0	1.0	1.0	1.0
2) Total Revenue	4.5	-4.6	-10.4	3.9	0.6	0.2	1.0	1.0	1.0	1.0
o Average Revenue per Revenue Passenger										
1) Absolute Amount	\$1.17	\$1.96	\$1.61	\$1.78	\$1.83	\$1.84	\$1.85	\$1.87	\$1.89	\$1.91
2) Percentage Change	-1.8	67.4	-17.9	10.6	3.0	0.2	1.0	1.0	1.0	1.0
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	19.0	23.4	21.5	23.2	22.2	22.0	22.0	22.0	22.0	22.0
2) Percentage Change	-3.9	23.3	-8.1	7.8	-4.6	-0.7	--	--	--	--
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	\$545,438	-\$48,554	-\$10,710	-\$370,619	\$432,842	\$77,534	\$67,540	\$68,215	\$68,898	\$69,587
2) Percentage Change	9.7	-0.7	-0.2	-5.7	7.0	1.2	1.0	1.0	1.0	1.0
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	\$4.97	\$6.40	\$5.85	\$5.88	\$6.44	\$6.52	\$6.58	\$6.65	\$6.72	\$6.78
2) Percentage Change	3.2	28.8	-8.5	0.4	9.6	1.2	1.0	1.0	1.0	1.0
o Operating Assistance per Passenger Mile										
1) Absolute Amount	\$1.16	\$1.46	\$1.42	\$1.43	\$1.47	\$1.48	\$1.50	\$1.51	\$1.53	\$1.55
2) Percentage Change	7.2	25.9	-2.7	0.7	2.6	1.2	1.0	1.0	1.0	1.0
o Percentage Change in										
1) Federal Operating Assistance Funds	-3.3	6.3	-3.2	-3.4	0.5	1.4	1.1	1.0	1.0	1.0
2) State Operating Assistance Funds	10.5	11.2	-12.9	2.9	-1.3	1.9	0.8	1.3	1.3	1.3
3) Local Operating Assistance Funds	10.1	-1.7	3.0	10.2	0.3	--	1.2	0.7	0.7	0.7
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	\$312,132	\$4,486,626	-\$5,798,743	\$190,851	\$45,719	\$237,200	\$1,320,000	\$55,000	-\$1,380,000	\$11,380,000
2) Percentage Change	85.6	306.6	-97.5	126.2	13.4	61.2	211.2	2.8	-69.0	1,835.5
o Percentage Change in										
1) Federal Capital Assistance Funds	95.9	309.6	-100.0	#DIV/0!	#DIV/0!	--	198.8	7.1	-100.0	#DIV/0!
2) State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3) Local Capital Assistance Funds	53.5	295.6	-87.9	126.2	-28.7	-48.7	260.8	-11.3	55.0	287.1

Table F-20 (continued)

Data Element	Actual/Estimated					Projected				
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	565,259	4,868,064	-6,155,228	326,825	37,277	314,734	1,387,540	124,093	-1,309,973	11,450,974
2) Percentage Change	9.8	61.5	-48.2	4.9	0.5	4.5	19.0	1.4	-14.9	152.6
o Percentage Change in										
1) Federal Assistance	7.5	98.1	-63.8	-3.4	6.0	14.1	32.2	3.2	-36.3	348.5
2) State Assistance	10.5	11.2	-12.9	2.9	-1.3	1.9	0.8	1.3	1.3	1.3
3) Local Assistance	12.7	46.7	-36.9	20.0	-4.3	-5.8	18.0	-1.7	10.4	72.3
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount	74,095	-37,293	93,718	-67,480	-24,610	--	--	--	--	--
2) Percentage Change	6.4	-3.5	9.2	-6.0	-2.3	--	--	--	--	--
o Change in Revenue Vehicle Miles										
1) Absolute Amount	74,553	-67,008	-86,942	7,661	4,179	--	--	--	--	--
2) Percentage Change	6.9	-6.1	-8.4	0.8	0.4	--	--	--	--	--
o Change in Revenue Vehicle Hours										
1) Absolute Amount	74,553	-3,198	-1,590	-91	1,090	--	--	--	--	--
2) Percentage Change	6.9	-3.9	-2.0	-0.1	1.4	--	--	--	--	--
o Change in Buses in Active Fleet										
1) Absolute Amount	3,409	--	--	--	--	--	--	--	--	--
2) Percentage Change	4.0	--	--	--	--	--	--	--	--	--
o Change in Total Employees										
1) Absolute Amount	--	-2	--	-6	--	--	--	--	--	--
2) Percentage Change	--	-2.1	--	-6.5	--	--	--	--	--	--

^a Excluding depreciation.

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

Table F-21

PUBLIC TRANSIT OPERATOR REPORT: 2017-2020Transit System Name: Washington County Transit System

I.	2017 Projected Operating Budget	\$	3,696,494	Total Operating Budget
		\$	1,000,000	Total Federal Operating Assistance
		\$	1,332,543	Total State Operating Assistance
		\$	679,993	Total Local Operating Assistance
		\$	733,058	Total Farebox and Other Revenue

II. 2017 Projected Operation Characteristics:

Basic Transit System: Bus \$ 1,487,128

	<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u>	<u>Holidays</u>
Number of Routes	2			
Total Route Miles	160			
(both directions)				
Headway Range.....	20-120 min.			
(average)				
Vehicle Hours	55			
(average)				
Vehicles in Service	8			
Operating Budget	\$ 5,831	\$	\$	\$
(average)				

III. 2017 Projected Operation Characteristics:

Basic Transit System: Taxi \$

	<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u>	<u>Holidays</u>
Vehicle Miles	4,700	1,700	600	
(average)				
Vehicle Hours	225	85	30	
(average)				
Vehicles in Service	25	11	4	
Operating Budget	\$ 6,852	\$	\$	\$
(average)				

-continued-

Table F-21 (continued)

IV. 2017 Projected Operating Characteristics:

Specialized Service for Elderly and Handicapped:	\$	302,220	Total Operating Budget
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The Shared Ride Taxi Service is provided by a 3rd party contractor, Specialized Transport Services, Inc. a division of Johnson Bus Service. Specialized Service for the elderly and disabled is part of the everyday shared ride taxi service. The specialized service is door to door service. Hours are Monday through Saturday - 5:00am to 11:00pm, and Sunday – 8:00am to 4:00pm. Rates for the elderly and disabled are: \$2.50 for 5 miles or less; \$3.50 for 5.1 to 10 miles; \$4.25 for 10.1 to 15 miles; \$5.00 for 15.1 to 20 miles; and \$5.75 for over 20 miles. There are also discounted punch cards available: a \$20.00 punch card valued at \$25.00 and a \$10.00 punch card valued at \$12.00. The total daily ridership is about 350+ rides per day. In 2014 the ridership was 95,536; and in 2015 the ridership was 94,358. There are 27 total vehicles in the fleet with 25 vehicles used per weekday. Service is paid at \$27.73 per service hour. There are about 223 vehicle hours Monday through Friday, about 75 hours on Saturday, and about 34 vehicle hours on Sunday.

V. 2017 Projected Implementation of New or Restructured Transit Services:

The Shared Ride Taxi increases or decreases its vehicle hours daily as needed based on ridership demand, but to stay within the contracted hours. There is increased ridership demand for service at peak times of the day. At this time, there are currently no plans at this time to increase the contract service hours and/or number of vehicles. This is looked at on a year to year basis, during budget. Late Night Services were cut in 2016. The Shared Ride Taxi used to operate until 1:00 on Fridays and Saturdays. The Shared Ride Taxi adjusted the hours for 2016. Monday thru Saturday the hours are 5:00am to 11:00pm. Sundays are the same: 8:00am to 4:00pm. There are also no current plans at this time to increase service on the Washington County Commuter Express. 4 low ridership runs were cut in 2016. The Zoo Interchange Project is having an effect on ridership and the way the runs operate. Extra time had to be added to Runs, due to construction. Due to a longer commute time and low fuel prices ridership has been down.

VI. 2017 Projected Planning for New or Restructured Transit Services:

At this time, there are no new planning projects or plans for restructuring transit services.

Table F-22

PUBLIC TRANSIT OPERATOR CAPITAL PROJECT JUSTIFICATION: FY 2017-2020Transit System Name: Washington County Transit System

TIP Project Number	Fiscal Year (FY)	Description	Justification
210	2017 2018 2019 2020	Washington County Shared-Ride Taxi: Purchase of 3 minibuses and 3 minivans in 2017; 3 minibuses and 3 minivans in 2018; 3 minibuses and 3 minivans in 2019; 3 minibuses and 3 minivans in 2020. (\$250,500) (\$253,500) (\$253,500) (\$256,500)	Replacement of existing vehicles with several hundred thousand miles on them. The vehicles that are to be retired are well used and past their useful life. The older and higher mileage vehicles tend to have more break downs affecting the overall shared ride taxi service.

Table F-23

FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR WASHINGTON COUNTY TRANSIT SYSTEM: 2012-2021

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Operating Expenses ^a	\$3,752,479	\$3,832,411	\$3,525,494	\$3,473,131	\$3,612,125	\$3,696,494	\$3,761,373	\$3,828,558	\$3,808,558	\$3,808,558
Operating Revenues										
o Passenger Revenue	\$770,489	\$766,725	\$751,265	\$737,739	\$730,131	\$707,031	\$712,531	\$717,531	\$717,531	\$717,531
o Prior Year Revenue	-\$57,664	-\$24,802	--	\$3,223	--	--	--	--	--	--
o Other Revenue	\$6,836	\$10,992	\$10,906	\$11,711	\$11,027	\$11,027	\$11,027	\$11,027	\$11,027	\$11,027
Subtotal	\$719,661	\$752,915	\$762,171	\$752,673	\$741,158	\$718,058	\$723,558	\$728,558	\$728,558	\$728,558
Operating Assistance	\$3,032,818	\$3,079,496	\$2,763,323	\$2,720,458	\$2,870,967	\$2,978,436	\$3,037,815	\$3,100,000	\$3,080,000	\$3,080,000
Sources of Operating Assistance										
o Federal Funds										
1) FTA Section 5307	\$650,780	\$1,034,777	\$1,060,747	\$1,074,639	\$1,050,000	\$1,000,000	\$1,000,000	\$1,005,000	\$1,005,000	\$1,005,000
2) FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3) CMAQ	\$24,036	\$20,243	\$18,717	\$17,473	--	\$16,000	\$16,000	\$16,000	--	--
4) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$674,816	\$1,055,020	\$1,079,464	\$1,092,112	\$1,050,000	\$1,016,000	\$1,016,000	\$1,021,000	\$1,005,000	\$1,005,000
o State Funds										
1) WisDOT Section 85.20 (Operating Assistance)	\$1,256,925	\$914,483	\$1,039,488	\$971,720	\$948,909	\$1,030,323	\$1,066,281	\$1,097,957	\$1,097,957	\$1,097,957
2) WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3) Other	\$255,972	\$279,622	\$284,455	\$285,009	\$285,009	\$302,220	\$308,264	\$314,429	\$314,429	\$314,429
Subtotal	\$1,512,897	\$1,194,105	\$1,323,943	\$1,256,729	\$1,233,918	\$1,332,543	\$1,374,545	\$1,412,386	\$1,412,386	\$1,412,386
o Local Funds										
1) Property Taxes	\$685,357	\$462,956	\$366,248	\$308,280	\$587,049	\$629,893	\$647,270	\$666,614	\$662,614	\$662,614
2) Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$685,357	\$462,956	\$366,248	\$308,280	\$587,049	\$629,893	\$647,270	\$666,614	\$662,614	\$662,614
Total	\$2,873,070	\$2,712,081	\$2,769,655	\$2,657,121	\$2,870,967	\$2,978,436	\$3,037,815	\$3,100,000	\$3,080,000	\$3,080,000
Depreciation	--	--	--	--	--	--	--	--	--	--
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expansion	\$373,747	\$396,116	\$152,511	\$212,809	\$212,500	\$250,500	\$253,500	\$253,500	\$256,500	\$256,500
o Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
o Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
o Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
o Other	--	--	--	--	--	--	--	--	--	--
Total	\$373,747	\$396,116	\$152,511	\$212,809	\$212,500	\$250,500	\$253,500	\$253,500	\$256,500	\$256,500
Sources of Capital Project Funding										
o Federal Funds										
1) FTA Section 5307	\$127,850	\$356,516	\$84,933	\$107,914	\$25,410	\$200,400	\$202,800	\$202,800	\$205,200	\$205,200
2) FTA Section 5339	--	--	\$35,185	--	\$107,871	--	--	--	--	--
4) CMAQ	--	--	--	--	--	--	--	--	--	--
5) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$127,850	\$356,516	\$120,118	\$107,914	\$133,281	\$200,400	\$202,800	\$202,800	\$205,200	\$205,200
o State Funds	--	--	--	--	--	--	--	--	--	--
o Local Funds										
1) Property Taxes	\$245,897	\$39,600	\$32,393	\$104,895	\$79,219	\$50,100	\$50,700	\$50,700	\$51,300	\$51,300
2) Bonding	--	--	--	--	--	--	--	--	--	--
3) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$245,897	\$39,600	\$32,393	\$104,895	\$79,219	\$50,100	\$50,700	\$50,700	\$51,300	\$51,300
Total	\$373,747	\$396,116	\$152,511	\$212,809	\$212,500	\$250,500	\$253,500	\$253,500	\$256,500	\$256,500

Table F-23 (continued)

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Operating Assistance and Capital Project Funds										
o Federal	\$802,666	\$1,411,536	\$1,164,397	\$1,200,026	\$1,075,410	\$1,216,400	\$1,218,800	\$1,223,800	\$1,210,200	\$1,210,200
o State	\$1,512,897	\$1,194,105	\$1,323,943	\$1,256,729	\$1,233,918	\$1,332,543	\$1,374,545	\$1,412,386	\$1,412,386	\$1,412,386
o Local	\$931,254	\$502,556	\$398,641	\$413,175	\$666,268	\$679,993	\$697,970	\$717,314	\$713,914	\$713,914
Total	\$3,246,817	\$3,108,197	\$2,886,981	\$2,869,930	\$2,975,596	\$3,228,936	\$3,291,315	\$3,353,500	\$3,336,500	\$3,336,500
Non-Financial Operating Data										
o Revenue Passengers	220,476	210,524	211,000	196,563	194,784	195,784	195,800	196,810	196,810	197,830
o Unlinked Passenger Trips	220,476	210,524	211,000	196,563	194,784	195,784	195,800	196,810	196,810	197,830
o Passenger Miles	4,947,162	4,561,695	4,588,602	4,190,162	4,232,064	4,263,969	4,274,385	4,306,609	4,306,609	4,339,155
o Revenue Vehicle Miles	1,354,209	1,388,098	1,417,347	1,397,504	1,396,000	1,398,460	1,409,960	1,412,445	1,412,445	1,414,954
o Revenue Vehicle Hours	62,751	63,253	59,711	64,259	64,400	64,400	64,400	64,400	64,400	64,400
o Buses Operated in Peak Service	32	32	32	33	33	33	33	33	33	33
o Buses in Active Fleet	35	35	35	35	35	35	35	35	35	35
o Total Employees	1	1	1	1	1	1	1	1	1	1

^a Excluding depreciation.

Source: Washington County and SEWRPC.

Table F-24

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR WASHINGTON COUNTY TRANSIT SYSTEM: 2012-2021

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Operating Expenses ^a										
o Change in Total Operating Expenses										
1) Absolute Amount	\$488,922	\$79,932	-\$306,917	-\$52,363	\$138,994	\$84,369	\$64,879	\$67,185	--	--
2) Percentage Change	17.3	2.1	-8.0	-1.5	4.0	2.3	1.8	1.8	--	--
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	\$2.38	\$2.76	\$2.49	\$2.49	\$2.59	--	--	--	--	--
2) Percentage Change	8.9	16.0	-9.9	-0.1	4.1	--	--	--	--	--
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	\$54.25	\$60.59	\$59.04	\$54.05	\$56.09	\$57.40	\$58.41	\$59.45	--	--
2) Percentage Change	11.6	11.7	-2.6	-8.5	3.8	2.3	1.8	1.8	--	--
o Cost per Revenue Passenger										
1) Absolute Amount	\$15.82	\$18.20	\$16.71	\$17.67	\$18.54	\$18.88	\$19.21	\$19.45	--	--
2) Percentage Change	6.4	15.1	-8.2	5.8	5.0	1.8	1.7	1.3	--	--
o Cost per Passenger Mile										
1) Absolute Amount	\$0.76	\$0.00	\$0.77	\$0.83	\$0.85	--	--	--	--	--
2) Percentage Change	--	--	--	7.9	3.0	--	--	--	--	--
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	28.8	-0.5	-2.0	-1.8	-1.0	-3.2	0.8	0.7	--	--
2) Total Revenue	25.7	4.6	1.2	-1.2	-1.5	-3.1	0.8	0.7	--	--
o Average Revenue per Revenue Passenger										
1) Absolute Amount	\$3.09	\$3.58	\$3.61	\$3.83	\$3.81	\$3.67	\$3.70	\$3.70	--	--
2) Percentage Change	14.0	15.7	1.0	6.0	-0.6	-3.6	0.8	0.2	--	--
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	19.5	19.6	21.6	21.7	20.5	19.4	19.2	19.0	--	--
2) Percentage Change	7.1	0.7	10.0	0.2	-5.3	-5.3	-1.0	-1.1	--	--
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	\$356,562	\$46,678	-\$316,173	-\$42,865	\$150,509	\$107,469	\$59,379	\$62,185	--	--
2) Percentage Change	15.4	1.5	-10.3	-1.6	5.5	3.7	2.0	2.0	--	--
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	\$12.73	\$14.63	\$13.10	\$13.84	\$14.74	\$15.21	\$15.51	\$15.75	--	--
2) Percentage Change	4.7	14.9	-10.5	5.7	6.5	3.2	2.0	1.5	--	--
o Operating Assistance per Passenger Mile										
1) Absolute Amount	\$0.61	\$0.68	\$0.60	\$0.65	\$0.68	--	--	--	--	--
2) Percentage Change	--	10.7	-10.8	7.8	4.5	--	--	--	--	--
o Percentage Change in										
1) Federal Operating Assistance Funds	11.6	56.3	2.3	1.2	-3.9	-3.2	--	0.5	--	--
2) State Operating Assistance Funds	0.5	-21.1	10.9	-5.1	-1.8	8.0	3.2	2.8	--	--
3) Local Operating Assistance Funds	5.0	-32.5	-20.9	-15.8	90.4	7.3	2.8	3.0	--	--
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	\$73,245	\$22,369	-\$243,605	\$60,298	-\$309	\$38,000	\$3,000	--	--	--
2) Percentage Change	36.1	6.0	--	39.5	-0.1	17.9	1.2	--	--	--
o Percentage Change in										
1) Federal Capital Assistance Funds	--	178.9	--	-10.2	23.5	--	--	--	--	--
2) State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3) Local Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--

Table F-24 (continued)

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	139,156	-138,620	-221,216	-17,051	105,666	253,340	62,379	62,185	--	--
2) Percentage Change	5.9	-4.3	-7.1	-0.6	3.7	8.5	1.9	1.9	--	--
o Percentage Change in										
1) Federal Assistance	18.5	75.9	-17.5	3.1	-10.4	13.1	0.2	0.4	--	--
2) State Assistance	0.5	-21.1	10.9	-5.1	-1.8	8.0	3.2	2.8	--	--
3) Local Assistance	9.7	-46.0	-20.7	3.6	61.3	2.1	2.6	2.8	--	--
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount	19,483	-9,952	476	-14,437	-1,779	1,000	16	1,010	--	--
2) Percentage Change	10.3	-4.5	0.2	-6.8	-0.9	0.5	--	0.5	--	--
o Change in Revenue Vehicle Miles										
1) Absolute Amount	99,860	33,889	29,249	-19,843	-1,504	2,460	11,500	2,485	--	--
2) Percentage Change	7.7	2.5	2.1	-1.4	-0.1	0.2	--	--	--	--
o Change in Revenue Vehicle Hours										
1) Absolute Amount	2,957	502	-3,542	4,548	141	--	--	--	--	--
2) Percentage Change	5.1	0.8	-5.6	7.6	0.2	--	--	--	--	--
o Change in Buses in Active Fleet										
1) Absolute Amount	1	--	--	--	--	--	--	--	--	--
2) Percentage Change	3.4	--	--	--	--	--	--	--	--	--
o Change in Total Employees										
1) Absolute Amount	--	--	--	--	--	--	--	--	--	--
2) Percentage Change	--	--	--	--	--	--	--	--	--	--

^a Excluding depreciation.

Source: Washington County and SEWRPC.

Table F-25

PUBLIC TRANSIT OPERATOR REPORT: 2017-2020

Transit System Name: Waukesha Metro Transit System/Waukesha County Transit System – City of Waukesha and Waukesha County

I.	2017 Projected Operating Budget	\$	9,544,297	Total Operating Budget
		\$	937,953	Total Federal Operating Assistance
		\$	4,935,685	Total State Operating Assistance
		\$	1,901,815	Total Local Operating Assistance
		\$	1,768,844	Total Farebox and Other Revenue

II. 2017 Projected Operation Characteristics:

Basic Transit System: \$

	<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u>	<u>Holidays</u>
Number of Routes	17	8	6	1
Total Route Miles	N/A	N/A	N/A	N/A
(both directions)				
Headway Range.....	30-70	30-60	30-60	30
(average)				
Vehicle Hours	N/A	N/A	N/A	N/A
(average)				
Vehicles in Service	33	10	8	2
Operating Budget	\$ N/A	\$ N/A	\$ N/A	\$ N/A
(average)				

III. 2017 Projected Operating Characteristics:

Specialized Service for
Elderly and Handicapped: \$ N/A Total Operating Budget

Waukesha Metro Transit (city service):

Operates Routes 1-9, 15, 16. General service hours operate 5:30am-9:30pm weekdays, 8:00am-9:00pm Saturdays, and 9:00am-7:00pm Sundays. There is no holiday service. City owns all assets of the system and contracts with a management company (Professional Transit Management, Ltd.) to operate the service. Average daily ridership = 2,550. Base adult cash fare is \$2.00.

Metrolift paratransit service operates under ADA guidelines. It is directly operated by the transit system during the same hours as fixed route services. Adult fare is \$4.00. Average daily ridership = 50.

Waukesha County Transit

Routes 10 & 79

Routes 10 & 79 are operated by Milwaukee Transport Services, Inc. Base adult cash fare is \$2.25. Additional charges are made for zone fares and freeway flyer premium fares.

Routes 901, 904, 905, & 906:

These routes are operated by Wisconsin Coach Lines, Inc. Adult fares range from \$3.25 to \$4.00.

Note: The contract with Wisconsin Coach Lines expires May 31, 2017. There is a chance that another operator could operate these routes June 1st.

Paratransit

This route operates within 1 mile of either side of Route 901. It is operated by Transit Express. Adult fares are \$6.50-\$8.50

IV. 2017 Projected Implementation of New or Restructured Transit Services:

Revised evening routing of Route 1 (Monday-Saturday) and minor adjustments to the service hours on Routes 2 and 9.

V. 2017 Projected Planning for New or Restructured Transit Services:

Need to examine the routes that came about from the Zoo Interchange Lawsuit and if/how the routes may operate after lawsuit funds run out in 2018.

Table F-26

PUBLIC TRANSIT OPERATOR CAPITAL PROJECT JUSTIFICATION: FY 2017-2020Transit System Name: City of Waukesha Metro Transit System and Waukesha County Transit System

TIP Project Number	Fiscal Year (FY)	Description	Justification
259	2017 2018 2019 2020	Capital cost of third party contracting for Waukesha County transit service (\$585,000/year)	Funds the depreciation of privately-owned assets under purchase of transit service contracts
260	2017 2018 2019 2020	User-side Subsidy advance reservation and elderly/Demand response transportation services for elderly and disabled persons for Waukesha County (\$1,075,200) (\$1,092,100) (\$1,109,500) (\$1,127,400)	Funds transportation services for elderly and disabled persons in County provided by private operator
281	2017 2018 2019 2020	Operating Assistance for Waukesha Metro and Waukesha County Transit Systems (\$6,837,500) (\$6,731,100) (\$6,798,700) (\$6,866,900)	Government assistance needed to operate the transit systems.
282	2017 2018 2019 2020	Capital Maintenance (\$548,000/year)	This project is used to offset the operating budget, as eligible maintenance and operating expenses. Can be capitalized with 80% federal funds.
283	2017	Two Replacement 35 ft. Buses (\$1,010,000)	Replaces buses manufactured in 2004 that have exceeded their useful life.
284	2018	Two Replacement 35 ft. Buses (\$1,290,000)	Replaces buses manufactured in 2004 that have exceeded their useful life.
285	2018	Five Replacement Paratransit Buses (\$1,000,000)	Replace existing seven paratransit buses that were manufactured in 2007 and 2011 that have exceed their useful life.
286	2017	Local Marketing for Waukesha Metro Transit (\$40,000)	Conduct marketing activities to increase awareness and ridership
287	2017	Install Surveillance Camera System and Security Upgrades at Waukesha Metro Transit Administration and Maintenance Facility (\$50,000)	Enhancement security at Administration and Maintenance Facility by installing camera system.
288	2017 2018 2019 2020	Tire Lease for Waukesha Metro Transit (\$37,000/year)	FTA allows for the capitalization of certain leases if it more economical than a purchase. The transit system leases all of its tires.

Table F-26 (continued)

289	2017	Security Upgrades at Transit Center (\$50,000)	Provide enhancements to the security of the Transit Center
290	2018	Replacement of Service Vehicle for Waukesha Metro Transit (\$70,000)	Replace service vehicle manufactured in 2008 that has exceeded useful life.
291	2020	Replacement Supervisor Vehicle (\$30,000)	Current vehicle will have reached useful life in 2020.
292	2018	Replacement Tire Changer (\$20,000)	Current unit has reached end of useful life and is not designed to handle aluminum rims. In 2018, over half the fixed fleet will be using aluminum rims.

Table F-27

FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR THE CITY OF WAUKESHA TRANSIT SYSTEM: 2012-2021
FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR THE COUNTY OF WAUKESHA TRANSIT SYSTEM: 2012-2021

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Operating Expenses ^a	\$9,495,521	\$8,888,259	\$9,066,024	\$8,822,390	\$9,449,799	\$9,544,297	\$9,464,740	\$9,559,387	\$9,654,981	\$9,751,531
Operating Revenues										
o Passenger Revenue	\$1,773,286	\$1,613,527	\$1,645,798	\$1,462,875	\$1,541,823	\$1,557,241	\$1,572,814	\$1,588,542	\$1,604,427	\$1,620,471
o School District Revenue	--	--	--	--	--	--	--	--	--	--
o Other Revenue	\$253,759	\$227,787	\$232,343	\$208,008	\$209,508	\$211,603	\$213,719	\$215,856	\$218,015	\$220,195
Total	\$2,027,045	\$1,841,314	\$1,878,140	\$1,670,883	\$1,751,331	\$1,768,844	\$1,786,533	\$1,804,398	\$1,822,442	\$1,840,666
Operating Assistance	\$7,468,476	\$7,046,945	\$7,187,884	\$7,151,507	\$7,698,468	\$7,775,453	\$7,678,207	\$7,754,989	\$7,832,539	\$7,910,865
Sources of Operating Assistance Funds										
o Federal Funds										
1) FTA Section 5307	\$953,015	\$979,150	\$998,733	\$936,544	\$904,904	\$913,953	\$923,093	\$932,323	\$941,647	\$951,063
2) FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3) FTA Section 5337										
4) CMAQ	\$42,954	\$31,580	\$32,212	\$29,661	\$24,000	\$24,000	\$24,000	\$24,000	\$24,000	\$24,000
5) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$995,969	\$1,010,730	\$1,030,945	\$966,204	\$928,904	\$937,953	\$947,093	\$956,323	\$965,647	\$975,063
o State Funds										
1) WisDOT Section 85.20	\$4,144,198	\$4,361,428	\$4,448,657	\$4,093,426	\$4,686,318	\$4,760,685	\$4,810,282	\$4,858,624	\$4,907,451	\$4,956,525
2) WisDOT Section 85.24	--	--	--	--	--	--	--	--	--	--
3) Other	\$209,288	--	--	\$394,732	\$200,261	\$175,000	--	--	--	--
Subtotal	\$4,353,486	\$4,361,428	\$4,448,657	\$4,488,158	\$4,886,579	\$4,935,685	\$4,810,282	\$4,858,624	\$4,907,451	\$4,956,525
o Local Funds										
1) Property Taxes	\$2,112,083	\$1,667,349	\$1,700,696	\$1,689,240	\$1,875,582	\$1,894,338	\$1,913,281	\$1,932,414	\$1,951,738	\$1,971,256
2) Funds from Other Communities	\$6,938	\$7,438	\$7,587	\$7,904	\$7,403	\$7,477	\$7,552	\$7,627	\$7,704	\$7,781
3) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$2,119,021	\$1,674,787	\$1,708,283	\$1,697,144	\$1,882,985	\$1,901,815	\$1,920,833	\$1,940,041	\$1,959,442	\$1,979,036
Total	\$7,468,476	\$7,046,945	\$7,187,884	\$7,151,507	\$7,698,468	\$7,775,453	\$7,678,207	\$7,754,989	\$7,832,539	\$7,910,625
Depreciation	\$1,104,902	\$1,116,670	\$1,140,875	\$1,116,273	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expansion	\$1,551,006	--	\$1,120,590	\$3,255,676	--	\$815,915	\$840,000	\$1,860,000	\$1,470,000	\$200,000
o Bus Facility Renovation, Replacement, and Expansion	\$12,000	--	\$40,000	\$42,531	\$20,000	\$100,000	--	--	--	--
o Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
o Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
o Other	\$36,928	\$58,350	\$12,000	\$130,592	\$101,000	--	\$90,000	--	\$30,000	\$35,000
Total	\$1,599,934	\$58,350	\$1,172,590	\$3,428,798	\$121,000	\$915,915	\$930,000	\$1,860,000	\$1,500,000	\$235,000
Sources of Capital Assistance Funds										
o Federal Funds										
1) FTA Section 5307	\$39,142	\$46,680	\$9,600	\$27,840	\$96,800	--	--	--	--	--
2) FTA Section 5339	\$123,200	--	\$761,101	\$1,264,462	--	\$80,000	\$718,400	--	\$24,000	\$188,000
3) FTA Section 5337	\$1,117,605	--	\$167,371	\$291,288	--	\$326,366	\$25,600	--	\$824,000	--
4) CMAQ	--	--	--	\$1,217,706	--	--	--	\$1,488,000	\$352,000	--
5) Other	--	--	--	--	--	\$326,366	--	--	--	--
Subtotal	\$1,279,947	\$46,680	\$938,072	\$2,801,296	\$96,800	\$732,732	\$744,000	\$1,488,000	\$1,200,000	\$188,000
o State Funds	--	--	--	--	--	--	--	--	--	--
o Local Funds										
1) Property Taxes	\$77,587	\$11,670	\$10,400	\$31,073	\$24,200	\$20,000	\$18,000	--	\$6,000	\$47,000
2) Bonding	\$242,400	--	\$224,118	\$596,429	--	\$163,183	\$168,000	\$372,000	\$294,000	--
3) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$319,987	\$11,670	\$234,518	\$627,502	\$24,200	\$183,183	\$186,000	\$372,000	\$300,000	\$47,000
Total	\$1,599,934	\$58,350	\$1,172,590	\$3,428,798	\$121,000	\$915,915	\$930,000	\$1,860,000	\$1,500,000	\$235,000

Table F-27 (continued)

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Operating Assistance and Capital Project Funds										
o Federal	\$2,275,916	\$1,057,410	\$1,969,017	\$3,767,500	\$1,025,704	\$1,670,685	\$1,691,093	\$2,444,323	\$2,165,647	\$1,163,063
o State	\$4,353,486	\$4,361,428	\$4,448,657	\$4,488,158	\$4,886,579	\$4,935,685	\$4,810,282	\$4,858,624	\$4,907,451	\$4,956,525
o Local	\$2,439,008	\$1,686,457	\$1,942,801	\$2,324,646	\$1,907,185	\$2,084,998	\$2,106,833	\$2,312,041	\$2,259,442	\$2,026,036
Total	\$9,068,410	\$7,105,295	\$8,360,474	\$10,580,305	\$7,819,468	\$8,691,368	\$8,608,207	\$9,614,989	\$9,332,539	\$8,145,625
Non-Financial Operating Data										
o Revenue Passengers - City Service	639,885	635,960	642,320	595,498	601,453	607,468	613,542	619,678	625,874	632,133
o Revenue Passengers - County Service	487,139	447,163	451,635	410,674	414,781	418,929	423,118	427,349	431,623	435,939
o Unlinked Passenger Trips - City Service	791,904	759,191	766,783	706,297	713,360	720,494	727,699	734,975	742,325	749,748
o Unlinked Passenger Trips - County Service	487,139	447,163	451,635	410,674	414,781	418,929	423,118	427,349	431,623	435,939
o Passenger Miles - City Service	2,582,236	2,558,617	2,584,203	2,563,424	2,589,058	2,614,949	2,641,098	2,667,509	2,694,184	2,721,126
o Passenger Miles - County Service	5,718,638	4,982,327	5,032,150	4,399,211	4,443,203	4,487,635	4,532,511	4,577,836	4,623,615	4,669,851
o Revenue Vehicle Miles - City Service	802,116	782,329	782,329	731,559	733,000	718,340	711,157	711,157	704,045	697,005
o Revenue Vehicle Miles - County Service	555,753	505,414	505,414	589,109	567,239	519,989	464,389	459,745	455,147	450,596
o Revenue Vehicle Hours - City Service	62,939	60,700	60,700	57,987	58,200	57,036	56,466	56,466	55,901	55,342
o Revenue Vehicle Hours - County Service	27,622	24,329	24,329	26,675	26,246	25,324	24,448	24,203	23,961	23,722
o Buses Operated in Peak Service - City Service	19	19	18	18	18	18	18	18	18	18
o Buses Operated in Peak Service - County Service	22	22	22	22	22	22	22	22	22	22
o Buses in Active Fleet	30	30	30	30	30	28	28	28	28	28
o Total Employees	60	60	60	60	60	60	60	60	60	60

^a Excluding depreciation.

Source: City of Waukesha Metro Transit and SEWRPC.

Table F-28

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE CITY OF WAUKESHA TRANSIT SYSTEM: 2012-2021
CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE COUNTY OF WAUKESHA TRANSIT SYSTEM: 2012-2021

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Operating Expenses ^a										
o Change in Total Operating Expenses										
1) Absolute Amount	\$580,828	-\$607,262	\$177,765	-\$243,634	\$627,409	\$94,498	-\$79,557	\$94,647	\$95,594	\$96,550
2) Percentage Change	6.6	-6.4	2.0	-2.7	7.1	1.0	-0.8	1.0	1.0	1.0
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	\$15.57	\$19.88	\$20.07	\$21.48	\$22.78	\$22.78	\$22.37	\$22.37	\$22.37	\$22.37
2) Percentage Change	7.9	27.7	1.0	7.0	6.1	--	-1.8	--	--	--
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	\$3.68	\$3.47	\$3.51	\$3.44	\$3.65	\$3.65	\$3.58	\$3.58	\$3.58	\$3.58
2) Percentage Change	4.4	-5.5	1.0	-1.9	6.1	--	-1.8	--	--	--
o Cost per Revenue Passenger										
1) Absolute Amount	\$14.84	\$13.98	\$14.11	\$14.82	\$15.71	\$15.71	\$15.43	\$15.43	\$15.43	\$15.43
2) Percentage Change	2.1	-5.8	1.0	5.0	6.1	--	-1.8	--	--	--
o Cost per Passenger Mile										
1) Absolute Amount	\$11.99	\$11.71	\$11.82	\$12.49	\$13.25	\$13.25	\$13.01	\$13.01	\$13.01	\$13.01
2) Percentage Change	1.3	-2.4	1.0	5.6	6.1	--	-1.8	--	--	--
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	7.4	-9.0	2.0	-11.1	5.4	1.0	1.0	1.0	1.0	1.0
2) Total Revenue	7.5	-9.2	2.0	-11.0	4.8	1.0	1.0	1.0	1.0	1.0
o Average Revenue per Revenue Passenger										
1) Absolute Amount	\$3.17	\$2.90	\$2.92	\$2.81	\$2.91	\$2.91	\$2.91	\$2.91	\$2.91	\$2.91
2) Percentage Change	2.9	-8.6	1.0	-4.0	3.8	--	--	--	--	--
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	21.3	20.7	20.7	18.9	18.5	18.5	18.9	18.9	18.9	18.9
2) Percentage Change	0.9	-3.0	--	-8.6	-2.1	--	1.8	--	--	--
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	\$445,269	-\$421,531	\$140,939	-\$36,377	\$546,961	\$76,985	-\$97,245	\$76,782	\$77,550	\$78,325
2) Percentage Change	6.4	-5.6	2.0	-0.5	7.6	1.0	-1.3	1.0	1.0	1.0
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	\$11.67	\$11.08	\$11.19	\$12.01	\$12.80	\$12.80	\$12.51	\$12.51	\$12.51	\$12.51
2) Percentage Change	1.6	-5.1	1.0	7.3	6.6	--	-2.2	--	--	--
o Operating Assistance per Passenger Mile										
1) Absolute Amount	\$9.43	\$9.28	\$9.37	\$10.13	\$10.79	\$10.79	\$10.55	\$10.55	\$10.55	\$10.55
2) Percentage Change	1.1	-1.6	1.0	8.0	6.6	--	-2.2	--	--	--
o Percentage Change in										
1) Federal Operating Assistance Funds	10.8	1.5	2.0	-6.3	-3.9	1.0	1.0	1.0	1.0	1.0
2) State Operating Assistance Funds	-1.0	0.2	2.0	0.9	8.9	1.0	-2.5	1.0	1.0	1.0
3) Local Operating Assistance Funds	21.6	-21.0	2.0	-0.7	11.0	1.0	1.0	1.0	1.0	1.0
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	\$480,427	-\$1,541,584	\$1,114,240	\$2,256,208	-\$3,307,798	\$794,915	\$14,085	\$930,000	-\$360,000	-\$1,265,000
2) Percentage Change	-43.5	-96.4	1,909.6	192.4	-96.5	657.0	1.5	100.0	-19.4	-84.3
o Percentage Change in										
1) Federal Capital Assistance Funds	-43.5	-96.4	1,909.6	198.6	-96.5	657.0	1.5	100.0	-19.4	-84.3
2) State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3) Local Capital Assistance Funds	-43.5	-96.4	1,909.6	167.6	-96.1	657.0	1.5	100.0	-19.4	-84.3

Table F-28 (continued)

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	-35,158	-1,963,115	1,255,179	2,219,831	-2,760,837	871,900	-83,160	1,006,782	-282,450	-1,186,915
2) Percentage Change	-0.4	-21.6	17.7	26.6	-26.1	11.2	-1.0	11.7	-2.9	-12.7
o Percentage Change in										
1) Federal Assistance	-15.5	-53.5	86.2	91.3	-72.8	62.9	1.2	44.5	-11.4	-46.3
2) State Assistance	-1.0	0.2	2.0	0.9	8.9	1.0	-2.5	1.0	1.0	1.0
3) Local Assistance	14.5	-30.9	15.2	19.7	-18.0	9.3	1.0	9.7	-2.3	-10.3
Non-Financial Operating Data										
o Change in Revenue Passengers - City Service										
1) Absolute Amount	28,973	-3,925	6,360	-46,822	5,955	6,015	6,075	6,135	6,197	6,259
2) Percentage Change	4.4	-0.6	1.0	-7.3	1.0	1.0	1.0	1.0	1.0	1.0
o Change in Revenue Passengers - County Service										
1) Absolute Amount	-7,277	-39,976	4,472	-40,961	4,107	4,148	4,189	4,231	4,273	4,316
2) Percentage Change	-1.2	-8.2	1.0	-9.1	1.0	1.0	1.0	1.0	1.0	1.0
o Change in Revenue Vehicle Miles - City Service										
1) Absolute Amount	-10,830	-19,787	--	-50,770	1,441	-14,660	-7,183	--	-7,112	-7,040
2) Percentage Change	-1.4	-2.5	--	-6.5	0.2	-2.0	-1.0	--	-1.0	-1.0
o Change in Revenue Vehicle Miles - County Service										
1) Absolute Amount	-42,236	-50,339	--	83,695	-21,870	-47,250	-55,600	-4,644	-4,597	-4,551
2) Percentage Change	-5.7	-9.1	--	16.6	-3.7	-8.3	-10.7	-1.0	-1.0	-1.0
o Change in Revenue Vehicle Hours - City Service										
1) Absolute Amount	-562	-2,239	--	-2,713	213	-1,164	-570	--	-565	-559
2) Percentage Change	-0.9	-3.6	--	-4.5	0.4	-2.0	-1.0	--	-1.0	-1.0
o Change in Revenue Vehicle Hours - County Service										
1) Absolute Amount	-3,693	-3,293	--	2,346	-429	-922	-876	-244	-242	-240
2) Percentage Change	-9.3	-11.9	--	9.6	-1.6	-3.5	-3.5	-1.0	-1.0	-1.0
o Change in Buses in Active Fleet										
1) Absolute Amount	1	--	--	--	--	-2	--	--	--	--
2) Percentage Change	2.9	--	--	--	--	-6.7	--	--	--	--
o Change in Total Employees										
1) Absolute Amount	-5	--	--	--	--	--	--	--	--	--
2) Percentage Change	-7.8	--	--	--	--	--	--	--	--	--

^a Excluding depreciation.

Source: City of Waukesha Metro Transit and SEWRPC.

Table F-29

PUBLIC TRANSIT OPERATOR REPORT: 2017-2020

Transit System Name: Hartford Taxi Service – City of Hartford

I.	2017 Projected Operating Budget	\$	234,000	Total Operating Budget
		\$	72,306	Total Federal Operating Assistance
		\$	56,160	Total State Operating Assistance
		\$	20,799	Total Local Operating Assistance
		\$	84,735	Total Farebox and Other Revenue

II. 2017 Projected Operation Characteristics:

Basic Transit System:	\$	N/A		
	<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u>	<u>Holidays</u>
Total Miles	48,139	5710	2822	
Vehicle Hours	4,622	624	343	
(average)				
Vehicles in Service	1	1	1	
Operating Budget	\$ 41.87	\$ 41.87	\$ 41.87	\$
(average)				

III. 2017 Projected Operating Characteristics:

Specialized Service for Elderly and Handicapped:	\$	Total Operating Budget
---	----	------------------------

IV. 2017 Projected Implementation of New or Restructured Transit Services

No new or restructured transit services implemented.

V. 2017 Projected Planning for New or Restructured Transit Services:

No new or restructured transit services planned.

Table F-30**PUBLIC TRANSIT OPERATOR CAPITAL PROJECT JUSTIFICATION: FY 2017-2020**Transit System Name: Hartford Taxi Service – City of Hartford

TIP Project Number	Fiscal Year (FY)	Description	Justification
216	2017 2019	Purchase of replacement vehicles for the Hartford City Taxi Service (\$41,500) (\$41,500)	Cycling in of new taxis every other year to our inventory

Table F-31

FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR HARTFORD TAXI SERVICE: 2012-2021

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Operating Expenses ^a	\$214,365	\$207,689	\$202,914	\$226,684	\$227,184	\$234,000	\$241,020	\$248,251	\$255,699	\$263,370
Operating Revenues										
o Passenger Revenue	\$65,915	\$72,073	\$67,399	\$67,119	\$64,098	\$63,457	\$64,726	\$64,079	\$65,361	\$64,708
o Prior Year Revenue	--	--	--	--	--	--	--	--	--	--
o Other Revenue	\$15,588	\$18,380	\$18,150	\$18,375	\$21,278	\$21,278	\$21,278	\$21,278	\$21,278	\$21,278
Subtotal	\$81,503	\$90,453	\$85,549	\$85,494	\$85,376	\$84,735	\$86,004	\$85,357	\$86,639	\$85,986
Operating Assistance	\$132,862	\$117,236	\$117,365	\$141,190	\$141,808	\$149,265	\$155,016	\$162,894	\$169,060	\$177,384
Sources of Operating Assistance										
o Federal Funds										
1) FTA Section 5307	--	\$72,581	\$68,016	\$69,809	\$70,228	\$72,306	\$74,475	\$76,710	\$79,011	\$81,381
2) FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3) CMAQ	--	--	--	--	--	--	--	--	--	--
4) Other	\$66,431	--	--	--	--	--	--	--	--	--
Subtotal	\$66,431	\$72,581	\$68,016	\$69,809	\$70,228	\$72,306	\$74,475	\$76,710	\$79,011	\$81,381
o State Funds										
1) WisDOT Section 85.20 (Operating Assistance)	\$61,560	\$42,648	\$44,343	\$55,110	\$54,534	\$56,160	\$57,845	\$59,580	\$61,368	\$63,209
2) WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$61,560	\$42,648	\$44,343	\$55,110	\$54,534	\$56,160	\$57,845	\$59,580	\$61,368	\$63,209
o Local Funds										
1) Property Taxes	\$4,871	\$2,007	\$5,006	\$16,271	\$17,046	\$20,799	\$22,696	\$26,604	\$28,681	\$32,794
2) Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$4,871	\$2,007	\$5,006	\$16,271	\$17,046	\$20,799	\$22,696	\$26,604	\$28,681	\$32,794
Total	\$132,862	\$117,236	\$117,365	\$141,190	\$141,808	\$149,265	\$155,016	\$162,894	\$169,060	\$177,384
Depreciation	--	--	--	--	--	--	--	--	--	--
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
o Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
o Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
o Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
o Other	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--
Sources of Capital Project Funding										
o Federal Funds										
1) FTA Section 5307	--	--	--	--	--	--	--	--	--	--
2) FTA Section 5339	--	--	--	\$28,000	--	\$33,200	--	\$33,200	--	\$33,200
4) CMAQ	--	--	--	--	--	--	--	--	--	--
5) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	\$28,000	--	\$33,200	--	\$33,200	--	\$33,200
o State Funds	--	--	--	--	--	--	--	--	--	--
o Local Funds										
1) Property Taxes	--	\$35,199	--	\$7,000	--	\$8,300	--	\$8,300	--	\$8,300
2) Bonding	--	--	--	--	--	--	--	--	--	--
3) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	\$35,199	--	\$7,000	--	\$8,300	--	\$8,300	--	\$8,300
Total	--	\$35,199	--	\$35,000	--	\$41,500	--	\$41,500	--	\$41,500

Table F-31 (continued)

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Operating Assistance and Capital Project Funds										
o Federal	\$66,431	\$72,581	\$68,016	\$97,809	\$70,228	\$105,506	\$74,475	\$109,910	\$79,011	\$114,581
o State	\$61,560	\$42,648	\$44,343	\$55,110	\$54,534	\$56,160	\$57,845	\$59,580	\$61,368	\$63,209
o Local	\$4,871	\$37,206	\$5,006	\$23,271	\$17,046	\$29,099	\$22,696	\$34,904	\$28,681	\$41,094
Total	\$132,862	\$152,435	\$117,365	\$176,190	\$141,808	\$190,765	\$155,016	\$204,394	\$169,060	\$218,884
Non-Financial Operating Data										
o Revenue Passengers	20,474	22,025	22,465	20,123	19,423	19,229	19,614	19,418	19,806	19,608
o Unlinked Passenger Trips	20,474	22,025	22,465	20,123	19,423	19,229	19,614	19,418	19,806	19,608
o Passenger Miles	41,471	44,578	45,328	44,814	41,371	40,958	41,778	41,360	42,187	41,765
o Revenue Vehicle Miles	41,471	44,578	45,328	44,814	41,371	40,958	41,778	41,360	42,187	41,765
o Revenue Vehicle Hours	2,369	2,589	2,599	2,715	2,568	2,568	2,568	2,568	2,568	2,568
o Buses Operated in Peak Service	1	1	1	1	1	1	1	1	1	1
o Buses in Active Fleet	3	4	4	4	3	3	3	3	3	3
o Total Employees	7	8	8	8	8	8	8	8	8	8

^a Excluding depreciation.

Source: Washington County and SEWRPC.

Table F-32

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR HARTFORD TAXI SERVICE: 2012-2021

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Operating Expenses ^a										
o Change in Total Operating Expenses										
1) Absolute Amount	\$488,922	-\$6,676	-\$4,775	\$23,770	\$500	\$6,816	\$7,020	\$7,231	\$7,448	\$7,671
2) Percentage Change	17.3	-3.1	-2.3	11.7	0.2	3.0	3.0	3.0	3.0	3.0
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	\$2.38	\$4.66	\$4.48	\$5.06	\$5.49	--	--	--	--	--
2) Percentage Change	8.9	95.8	-3.9	13.0	8.6	--	--	--	--	--
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	\$54.25	\$80.22	\$78.07	\$83.49	\$88.47	\$91.12	\$93.86	\$96.67	\$99.57	\$102.56
2) Percentage Change	11.6	47.9	-2.7	6.9	6.0	3.0	3.0	3.0	3.0	3.0
o Cost per Revenue Passenger										
1) Absolute Amount	\$15.82	\$9.43	\$9.03	\$11.26	\$11.70	\$12.17	\$12.29	\$12.78	\$12.91	\$13.43
2) Percentage Change	6.4	-40.4	-4.2	24.7	3.8	4.0	1.0	4.0	1.0	4.0
o Cost per Passenger Mile										
1) Absolute Amount	\$0.76	\$0.00	\$4.48	\$5.06	\$5.49	--	--	--	--	--
2) Percentage Change	--	--	--	13.0	8.6	--	--	--	--	--
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	28.8	9.3	-6.5	-0.4	-4.5	-1.0	2.0	-1.0	2.0	-1.0
2) Total Revenue	25.7	11.0	-5.4	-0.1	-0.1	-0.8	1.5	-0.8	1.5	-0.8
o Average Revenue per Revenue Passenger										
1) Absolute Amount	\$3.09	\$4.11	\$3.81	\$4.25	\$4.40	\$4.41	\$4.38	\$4.40	\$4.37	\$4.39
2) Percentage Change	14.0	32.9	-7.3	11.6	3.5	0.3	-0.5	0.2	-0.5	0.2
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	19.5	43.6	42.2	37.7	37.6	36.2	35.7	34.4	33.9	32.6
2) Percentage Change	7.1	123.3	-3.2	-10.5	-0.4	-3.6	-1.5	-3.6	-1.5	-3.6
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	\$356,562	-\$15,626	\$129	\$23,825	\$618	\$7,457	\$5,751	\$7,878	\$6,166	\$8,324
2) Percentage Change	15.4	-11.8	0.1	20.3	0.4	5.3	3.9	5.1	3.8	4.9
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	\$12.73	\$5.32	\$5.22	\$7.02	\$7.30	\$7.76	\$7.90	\$8.39	\$8.54	\$9.05
2) Percentage Change	4.7	-58.2	-1.9	34.3	4.1	6.3	1.8	6.1	1.8	6.0
o Operating Assistance per Passenger Mile										
1) Absolute Amount	\$0.61	\$2.63	\$2.59	\$3.15	\$3.43	--	--	--	--	--
2) Percentage Change	--	331.1	-1.5	21.7	8.8	--	--	--	--	--
o Percentage Change in										
1) Federal Operating Assistance Funds	11.6	9.3	-6.3	2.6	0.6	3.0	3.0	3.0	3.0	3.0
2) State Operating Assistance Funds	0.5	-30.7	4.0	24.3	-1.0	3.0	3.0	3.0	3.0	3.0
3) Local Operating Assistance Funds	5.0	-58.8	149.4	225.0	4.8	22.0	9.1	17.2	7.8	14.3
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	\$73,245	\$35,199	-\$35,199	\$35,000	-\$35,000	\$41,500	-\$41,500	\$41,500	-\$41,500	\$41,500
2) Percentage Change	36.1	100.0	-100.0	--	-100.0	--	-100.0	--	-100.0	--
o Percentage Change in										
1) Federal Capital Assistance Funds	--	--	--	100.0	-100.0	100.0	-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	-100.0	100.0

Table F-32 (continued)

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	139,156	19,573	-35,070	58,825	-34,382	48,957	-35,749	49,378	-35,334	49,824
2) Percentage Change	5.9	14.7	-23.0	50.1	-19.5	34.5	-18.7	31.9	-17.3	29.5
o Percentage Change in										
1) Federal Assistance	18.5	9.3	-6.3	43.8	-28.2	50.2	-29.4	47.6	-28.1	45.0
2) State Assistance	0.5	-30.7	4.0	24.3	-1.0	3.0	3.0	3.0	3.0	3.0
3) Local Assistance	9.7	663.8	-86.5	364.9	-26.8	70.7	-22.0	53.8	-17.8	43.3
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount	19,483	1,551	440	-2,342	-700	-194	385	-196	388	-198
2) Percentage Change	10.3	7.6	2.0	-10.4	-3.5	-1.0	2.0	-1.0	2.0	-1.0
o Change in Revenue Vehicle Miles										
1) Absolute Amount	99,860	3,107	750	-514	-3,443	-413	820	-418	827	-422
2) Percentage Change	7.7	7.5	1.7	-1.1	-7.7	-1.0	--	--	--	1.0
o Change in Revenue Vehicle Hours										
1) Absolute Amount	2,957	220	10	116	-147	--	--	--	--	--
2) Percentage Change	5.1	9.3	0.4	4.5	-5.4	--	--	--	--	--
o Change in Buses in Active Fleet										
1) Absolute Amount	1	1	--	--	-1	--	--	--	--	--
2) Percentage Change	3.4	33.3	--	--	-25.0	--	--	--	--	--
o Change in Total Employees										
1) Absolute Amount	--	--	--	--	--	--	--	--	--	--
2) Percentage Change	--	--	--	--	--	--	--	--	--	--

^a Excluding depreciation.

Source: Washington County and SEWRPC.

Table F-33

PUBLIC TRANSIT OPERATOR REPORT: 2017-2020Transit System Name: West Bend Taxi Service – City of West Bend

I.	2017 Projected Operating Budget	\$	1,149,128	Total Operating Budget
		\$	310,264	Total Federal Operating Assistance
		\$	310,264	Total State Operating Assistance
		\$	53,600	Total Local Operating Assistance
		\$	475,000	Total Farebox and Other Revenue

II. 2017 Projected Operation Characteristics: West Bend Taxi Service

Basic Transit System: \$ 1,149,128

	<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u>	<u>Holidays</u>
Total Miles	321,928	39,728	19,760	N/A
Vehicle Hours	122	73	37	N/A
(average)				
Vehicles in Service	11	7	5	N/A
Operating Budget	\$ 970,069	\$ 119,582	\$ 59,477	\$ N/A
(average)				

III. 2017 Projected Operating Characteristics:

Specialized Service for
Elderly and Handicapped: \$ N/A Total Operating Budget

IV. 2017 Projected Implementation of New or Restructured Transit Services

The City of West Bend Shared-Ride Taxi does not have projected implementation of new transit services for 2017

V. 2017 Projected Planning for New or Restructured Transit Services:

The City of West Bend Shared-Ride Taxi does not have any projected planning for new transit services for 2017.

Table F-34**PUBLIC TRANSIT OPERATOR CAPITAL PROJECT JUSTIFICATION: FY 2017-2020**Transit System Name: West Bend Taxi Service – City of West Bend

TIP Project Number	Fiscal Year (FY)	Description	Justification
221	2017 2018 2019 2020	Replacement of vehicles for the West Bend Transit System: 2 Mini Buses and 2 Minivans in 2017 and 2018, 1 Mini Bus and 1 Minivan in 2019, and 1 Mini Bus in 2020 (\$142,000) (\$142,000) (\$71,000) (\$48,000)	Cycling out retiring taxis that have reached useful life and replacing with new ones.

Table F-35

FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR WEST BEND TAXI SERVICE: 2012-2021

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Operating Expenses ^a	\$836,245	\$860,800	\$868,385	\$879,082	\$1,094,408	\$1,149,128	\$1,149,128	\$1,149,128	\$1,149,128	\$1,149,128
Operating Revenues										
o Passenger Revenue	\$332,451	\$395,418	\$385,800	\$372,168	\$452,340	\$475,000	\$475,000	\$475,000	\$475,000	\$475,000
o Prior Year Revenue	--	--	--	--	--	--	--	--	--	--
o Other Revenue	--	--	--	--	--	--	--	--	--	--
Subtotal	\$332,451	\$395,418	\$385,800	\$372,168	\$452,340	\$475,000	\$475,000	\$475,000	\$475,000	\$475,000
Operating Assistance	\$503,794	\$465,382	\$482,585	\$506,914	\$642,068	\$674,128	\$674,128	\$674,128	\$674,128	\$674,128
Sources of Operating Assistance										
o Federal Funds										
1) FTA Section 5307	--	\$238,667	\$241,292	\$252,911	\$321,034	\$310,264	\$310,264	\$310,264	\$310,264	\$310,264
2) FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3) CMAQ	--	--	--	--	--	--	--	--	--	--
4) Other	\$276,607	--	--	--	--	--	--	--	--	--
Subtotal	\$276,607	\$238,667	\$241,292	\$252,911	\$321,034	\$310,264	\$310,264	\$310,264	\$310,264	\$310,264
o State Funds										
1) WisDOT Section 85.20 (Operating Assistance)	\$216,152	\$238,667	\$241,293	\$240,193	\$279,978	\$310,264	\$310,264	\$310,264	\$310,264	\$310,264
2) WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3) Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$216,152	\$238,667	\$241,293	\$240,193	\$279,978	\$310,264	\$310,264	\$310,264	\$310,264	\$310,264
o Local Funds										
1) Property Taxes	--	--	--	--	--	--	--	--	--	--
2) Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3) Other	\$11,035	--	--	\$13,810	\$41,056	\$53,600	\$53,600	\$53,600	\$53,600	\$53,600
Subtotal	\$11,035	--	--	\$13,810	\$41,056	\$53,600	\$53,600	\$53,600	\$53,600	\$53,600
Total	\$503,794	\$477,334	\$482,585	\$506,914	\$642,068	\$674,128	\$674,128	\$674,128	\$674,128	\$674,128
Depreciation	--	--	--	--	--	--	--	--	--	--
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
o Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
o Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
o Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
o Other	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--
Sources of Capital Project Funding										
o Federal Funds										
1) FTA Section 5307	--	--	--	--	--	--	--	--	--	--
2) FTA Section 5339	--	--	\$35,200	\$16,112	\$56,800	\$113,600	\$113,600	\$56,800	\$38,400	\$18,400
4) CMAQ	--	--	--	--	--	--	--	--	--	--
5) Other	--	\$36,673	--	--	--	--	--	--	--	--
Subtotal	--	\$36,673	\$35,200	\$16,112	\$56,800	\$113,600	\$113,600	\$56,800	\$38,400	\$18,400
o State Funds										
o Local Funds										
1) Property Taxes	--	--	--	--	--	--	--	--	--	--
2) Bonding	--	--	--	--	--	--	--	--	--	--
3) Other	--	\$25,918	\$9,000	\$4,028	\$14,200	\$28,400	\$28,400	\$14,200	\$9,600	\$4,600
Subtotal	--	\$25,918	\$9,000	\$4,028	\$14,200	\$28,400	\$28,400	\$14,200	\$9,600	\$4,600
Total	--	\$62,591	\$44,200	\$20,140	\$71,000	\$142,000	\$142,000	\$71,000	\$48,000	\$23,000

Table F-35 (continued)

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Operating Assistance and Capital Project Funds										
o Federal	--	--	--	--	--	--	--	--	--	--
o State	--	--	--	--	--	--	--	--	--	--
o Local	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--
Non-Financial Operating Data										
o Revenue Passengers	120,401	122,984	119,764	114,506	-	-	-	-	-	-
o Unlinked Passenger Trips	-	-	-	-	-	-	-	-	-	-
o Passenger Miles	-	-	-	-	-	-	-	-	-	-
o Revenue Vehicle Miles	383,836	349,785	396,925	390,577	-	-	-	-	-	-
o Revenue Vehicle Hours	37,304	33,300	36,708	36,594	-	-	-	-	-	-
o Buses Operated in Peak Service	-	-	-	-	-	-	-	-	-	-
o Buses in Active Fleet	-	-	-	-	-	-	-	-	-	-
o Total Employees	-	-	-	-	-	-	-	-	-	-

^a Excluding depreciation.

Source: Washington County and SEWRPC.

Table F-36

CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR WEST BEND TAXI SERVICE: 2012-2021

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Operating Expenses ^a										
o Change in Total Operating Expenses										
1) Absolute Amount	\$488,922	\$24,555	\$7,585	\$10,697	\$215,326	\$54,720	--	--	--	--
2) Percentage Change	17.3	2.9	0.9	1.2	24.5	5.0	--	--	--	--
o Total Cost per Revenue Vehicle Mile										
1) Absolute Amount	\$2.38	\$2.46	\$2.19	\$2.25	--	--	--	--	--	--
2) Percentage Change	8.9	3.4	-11.1	2.9	--	--	--	--	--	--
o Cost per Revenue Vehicle Hour										
1) Absolute Amount	\$54.25	\$25.85	\$23.66	\$24.02	--	--	--	--	--	--
2) Percentage Change	11.6	-52.4	-8.5	1.5	--	--	--	--	--	--
o Cost per Revenue Passenger										
1) Absolute Amount	\$15.82	\$7.00	\$7.25	\$7.68	--	--	--	--	--	--
2) Percentage Change	6.4	-55.8	3.6	5.9	--	--	--	--	--	--
o Cost per Passenger Mile										
1) Absolute Amount	\$0.76	--	--	--	--	--	--	--	--	--
2) Percentage Change	--	--	--	--	--	--	--	--	--	--
Operating Revenues										
o Percentage Change in										
1) Passenger Revenue	28.8	18.9	-2.4	-3.5	21.5	5.0	--	--	--	--
2) Total Revenue	25.7	18.9	-2.4	-3.5	21.5	5.0	--	--	--	--
o Average Revenue per Revenue Passenger										
1) Absolute Amount	\$3.09	\$3.22	\$3.22	\$3.25	--	--	--	--	--	--
2) Percentage Change	14.0	4.1	0.2	0.9	--	--	--	--	--	--
o Percent of Operating Expenses Recovered from Operating Revenues										
1) Absolute Amount	19.5	45.9	44.4	42.3	41.3	41.3	41.3	41.3	41.3	41.3
2) Percentage Change	7.1	135.6	-3.3	-4.7	-2.4	--	--	--	--	--
Operating Assistance Funds										
o Change in Total Operating Assistance										
1) Absolute Amount	\$356,562	-\$38,412	\$17,203	\$24,329	\$135,154	\$32,060	--	--	--	--
2) Percentage Change	15.4	-7.6	3.7	5.0	26.7	5.0	--	--	--	--
o Operating Assistance per Revenue Passenger										
1) Absolute Amount	\$12.73	\$3.78	\$4.03	\$4.43	--	--	--	--	--	--
2) Percentage Change	4.7	-70.3	6.5	9.9	--	--	--	--	--	--
o Operating Assistance per Passenger Mile										
1) Absolute Amount	\$0.61	--	--	--	--	--	--	--	--	--
2) Percentage Change	--	--	--	--	--	--	--	--	--	--
o Percentage Change in										
1) Federal Operating Assistance Funds	11.6	-13.7	1.1	4.8	26.9	-3.4	--	--	--	--
2) State Operating Assistance Funds	0.5	10.4	1.1	-0.5	16.6	10.8	--	--	--	--
3) Local Operating Assistance Funds	5.0	--	--	--	--	--	--	--	--	--
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1) Absolute Amount	\$73,245	\$62,591	-\$18,391	-\$24,060	\$50,860	\$71,000	--	-\$71,000	-\$23,000	-\$25,000
2) Percentage Change	36.1	--	-29.4	--	252.5	100.0	--	-50.0	-32.4	-52.1
o Percentage Change in										
1) Federal Capital Assistance Funds	--	--	-4.0	--	252.5	--	--	--	--	--
2) State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3) Local Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--

Table F-36 (continued)

Data Element	Actual/Estimated					Projected				
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1) Absolute Amount	139,156	--	--	--	--	--	--	--	--	--
2) Percentage Change	5.9	--	--	--	--	--	--	--	--	--
o Percentage Change in										
1) Federal Assistance	18.5	--	--	--	--	--	--	--	--	--
2) State Assistance	0.5	--	--	--	--	--	--	--	--	--
3) Local Assistance	9.7	--	--	--	--	--	--	--	--	--
Non-Financial Operating Data										
o Change in Revenue Passengers										
1) Absolute Amount	19,483	2,583	-3,220	-5,258	-114,506	--	--	--	--	--
2) Percentage Change	10.3	2.1	-2.6	-4.4	-100.0	--	--	--	--	--
o Change in Revenue Vehicle Miles										
1) Absolute Amount	99,860	-34,051	47,140	-6,348	-390,577	--	--	--	--	--
2) Percentage Change	7.7	-8.9	13.5	-1.6	-100.0	--	--	--	--	--
o Change in Revenue Vehicle Hours										
1) Absolute Amount	2,957	-4,004	3,408	-114	-36,594	--	--	--	--	--
2) Percentage Change	5.1	-10.7	10.2	-0.3	-100.0	--	--	--	--	--
o Change in Buses in Active Fleet										
1) Absolute Amount	1	--	--	--	--	--	--	--	--	--
2) Percentage Change	3.4	--	--	--	--	--	--	--	--	--
o Change in Total Employees										
1) Absolute Amount	--	--	--	--	--	--	--	--	--	--
2) Percentage Change	--	--	--	--	--	--	--	--	--	--

^a Excluding depreciation.

Source: Washington County and SEWRPC.

Appendix G

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

The regional transportation improvement program (TIP) lists the public transit, transportation systems and demand management, bicycle and pedestrian, and arterial street and highway projects which each level and unit of government—State, county, and municipal—has programmed for implementation in Southeastern Wisconsin in the years 2017 through 2020.

Estimates of the magnitude and location of the minority and low-income populations in the Region may be obtained from data available from the most recent year 2010 decennial U.S. Census of Population. Based upon the year 2010 Census, the magnitude and location of minority populations in the Region are shown in Maps G-1 through G-7 and in Table G-1. The magnitude and location of the low-income population within Southeastern Wisconsin, based upon the 2008-2012 U.S. Census American Community Survey, is shown on Map G-8 and summarized in Tables G-2 and G-3. The low-income population was defined as families with income below federally-defined poverty levels.

The minority population utilizes public transit more than the white population of the Region, although the automobile is by far the dominant mode of travel for the minority population. The mode of travel reported in the year 2008-2012 U.S. Census American Community Survey for travel to and from work for minority and white populations of the Region is shown—as such information is available for the categories of race—on Table G-4. In Milwaukee County, between 4 and 13 percent of the minority population uses public transit to travel to and from work, with the highest proportion—13 percent—by the African-American population. Only about 3 percent of the white population uses public transit for work travel. However, in Milwaukee County, minority populations use the automobile for 81 to 88 percent of their travel to and from work. This compares to 88 percent of the white population. Data is not available for mode of travel for trips other than work within Southeastern Wisconsin by race and ethnicity. Data for all urban areas in the State of Wisconsin is available from the 2009 National Household travel survey and shows a similar pattern as for work trips in Southeastern Wisconsin. The Wisconsin urban area minority population utilizes public transit for more of its travel across all types of trips—8 percent—compared to the Wisconsin urban area white population—less than one percent. Automobile travel is the dominant mode of travel for all trips by both the Wisconsin urban area minority population—76 percent—and white population—86 percent, as is the case for Southeastern Wisconsin travel for work purposes. The minority population represents a greater proportion of total transit ridership than it does of total population, as shown in Table G-5.

The County-to-County commuting patterns of the minority and white populations in the Region are very similar, as shown in Table G-6.

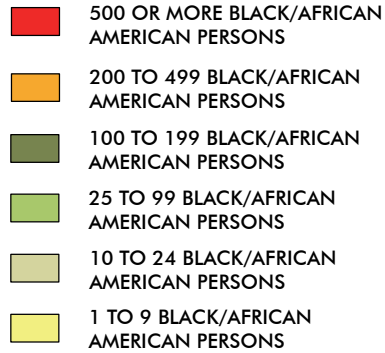
Figure G-1 displays the expenditures in the first year of the TIP by project category:

- Highway Preservation: Resurfacing, reconstruction, and other projects which result in little or no increase in the traffic-carrying capacity of the existing street system, but which 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 which involve roadway reconstruction, and include in the reconstruction an increase in the traffic carrying capacity of the existing arterial highway system, typically through the addition of traffic lanes.

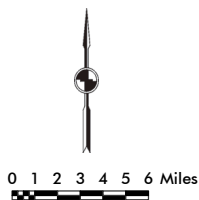
Map G-1

LOCATION OF CONCENTRATIONS OF BLACK/AFRICAN AMERICAN PERSONS WITHIN SOUTHEASTERN WISCONSIN: 2010

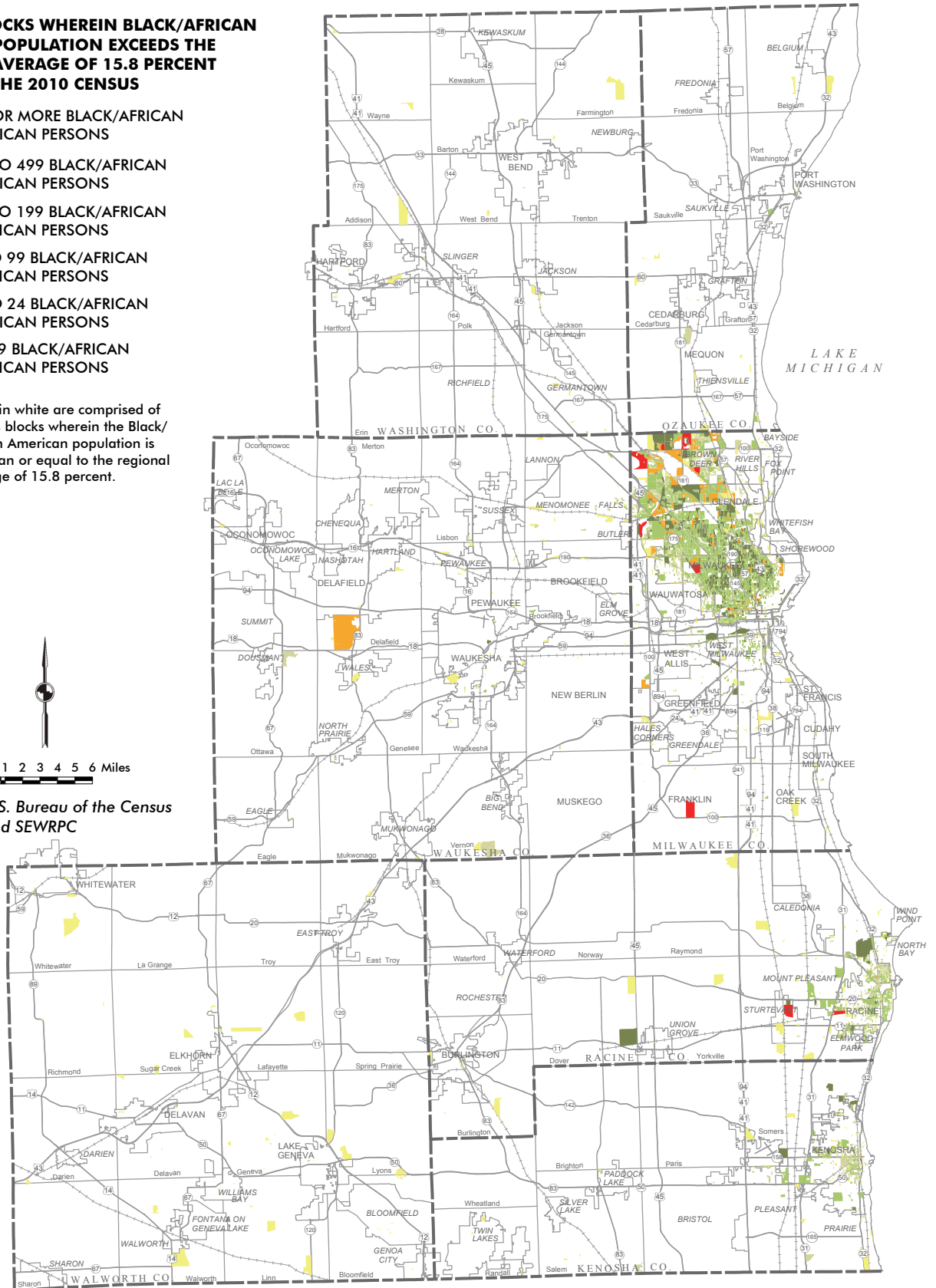
**CENSUS BLOCKS WHEREIN BLACK/AFRICAN
AMERICAN POPULATION EXCEEDS THE
REGIONAL AVERAGE OF 15.8 PERCENT
BASED ON THE 2010 CENSUS**



Note: Areas in white are comprised of census blocks wherein the Black/African American population is less than or equal to the regional average of 15.8 percent.



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



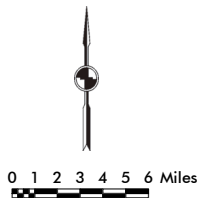
Map G-2

LOCATION OF CONCENTRATIONS OF AMERICAN INDIAN AND ALASKA NATIVE PERSONS WITHIN SOUTHEASTERN WISCONSIN: 2010

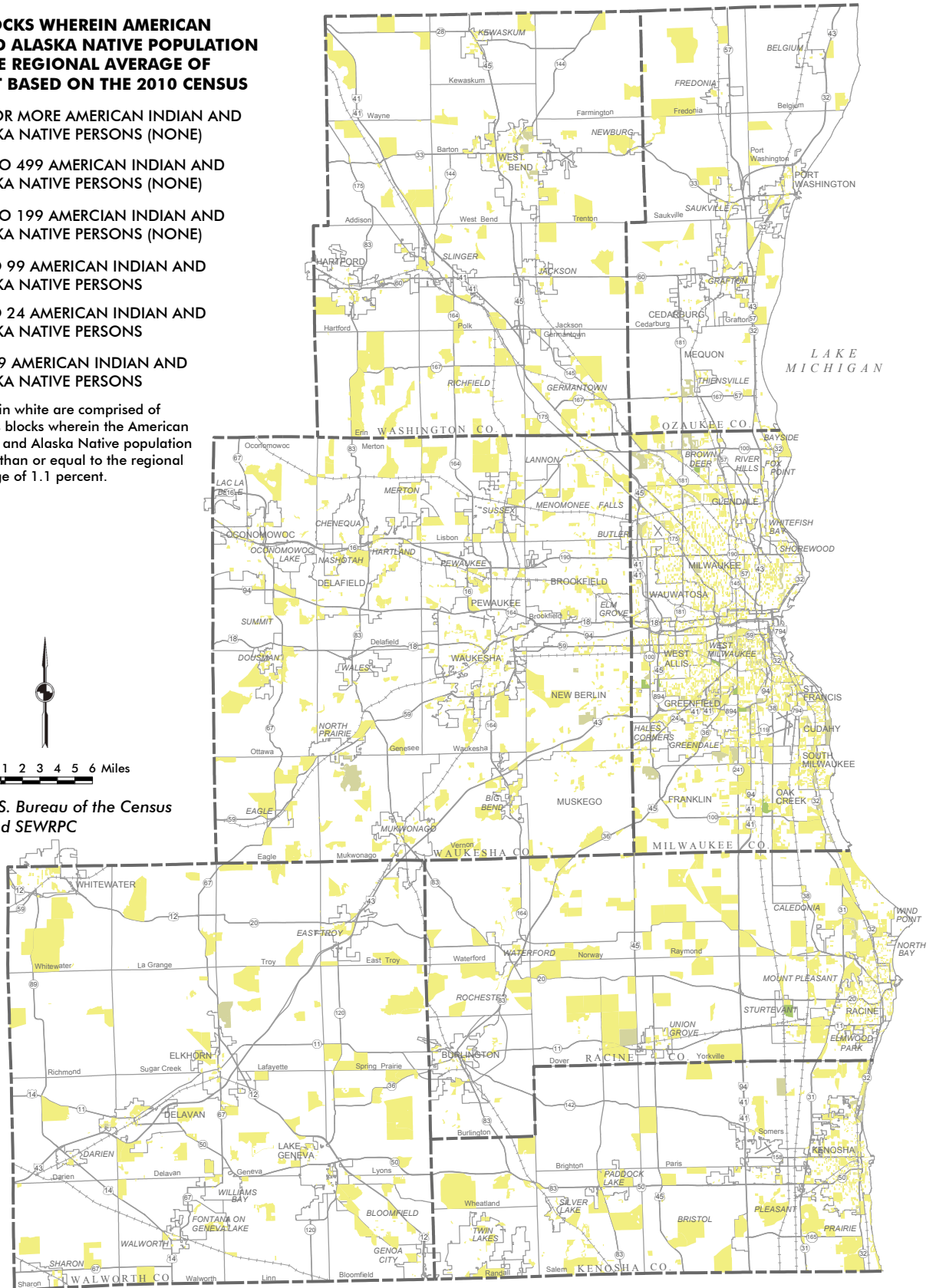
CENSUS BLOCKS WHEREIN AMERICAN INDIAN AND ALASKA NATIVE POPULATION EXCEEDS THE REGIONAL AVERAGE OF 1.1 PERCENT BASED ON THE 2010 CENSUS



Note: Areas in white are comprised of census blocks wherein the American Indian and Alaska Native population is less than or equal to the regional average of 1.1 percent.



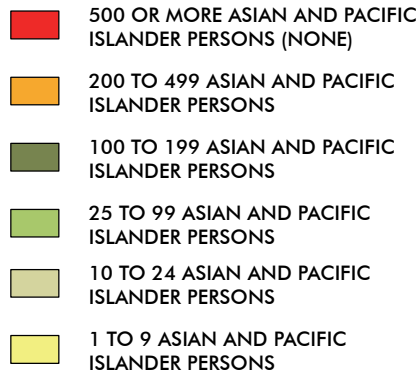
Source: U.S. Bureau of the Census and SEWRPC



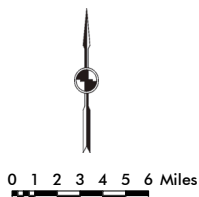
Map G-3

LOCATION OF CONCENTRATIONS OF ASIAN AND PACIFIC ISLANDER PERSONS WITHIN SOUTHEASTERN WISCONSIN: 2010

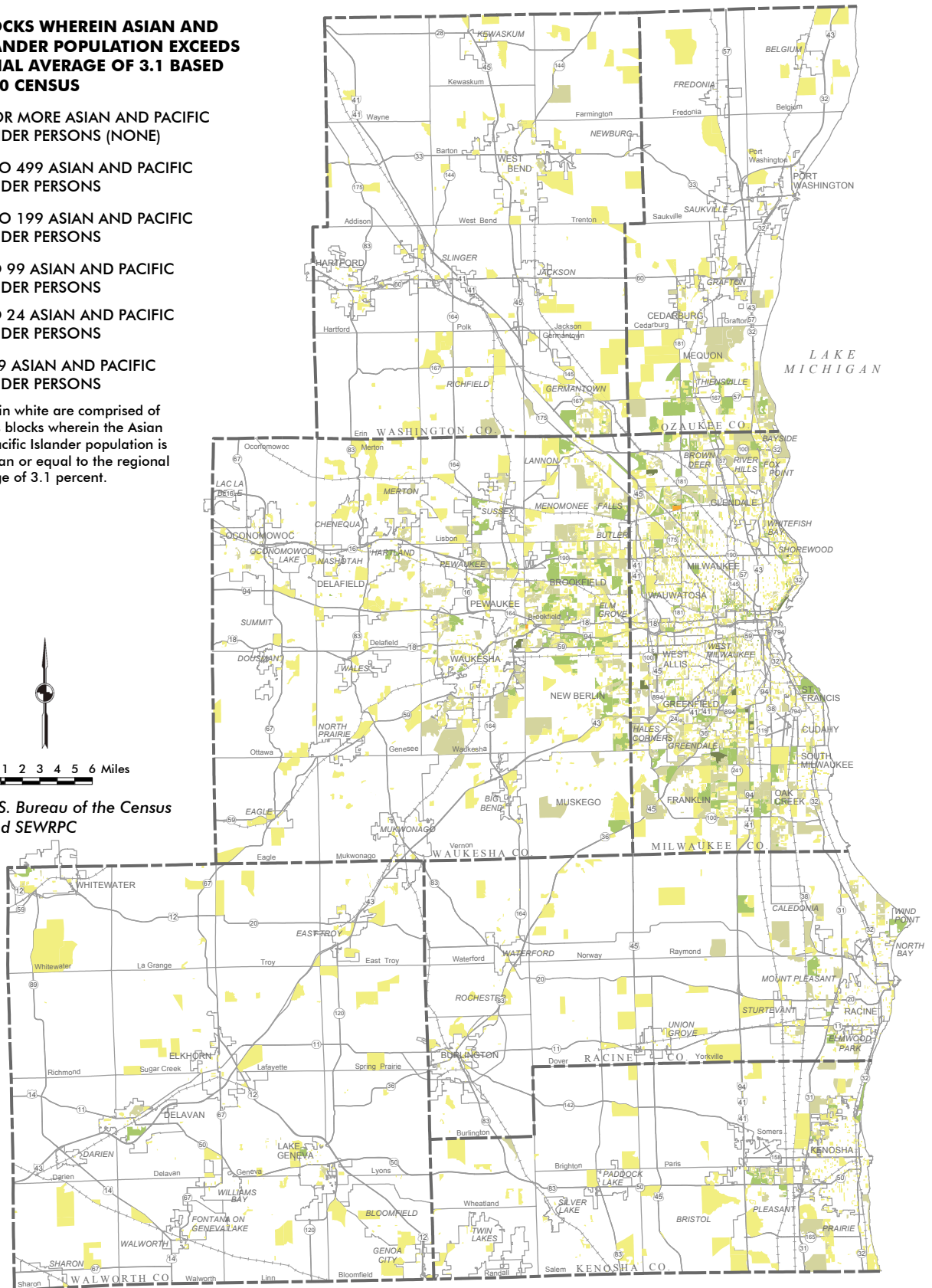
CENSUS BLOCKS WHEREIN ASIAN AND PACIFIC ISLANDER POPULATION EXCEEDS THE REGIONAL AVERAGE OF 3.1 BASED ON THE 2010 CENSUS



Note: Areas in white are comprised of census blocks wherein the Asian and Pacific Islander population is less than or equal to the regional average of 3.1 percent.



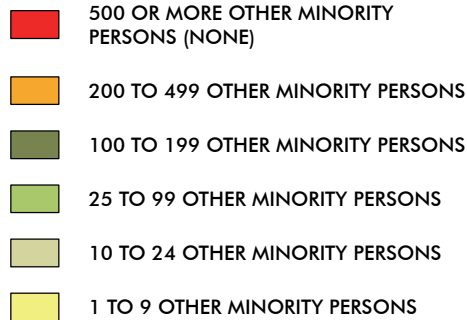
Source: U.S. Bureau of the Census and SEWRPC



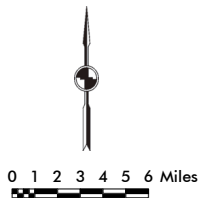
Map G-4

LOCATION OF CONCENTRATIONS OF OTHER MINORITY PERSONS WITHIN SOUTHEASTERN WISCONSIN: 2010

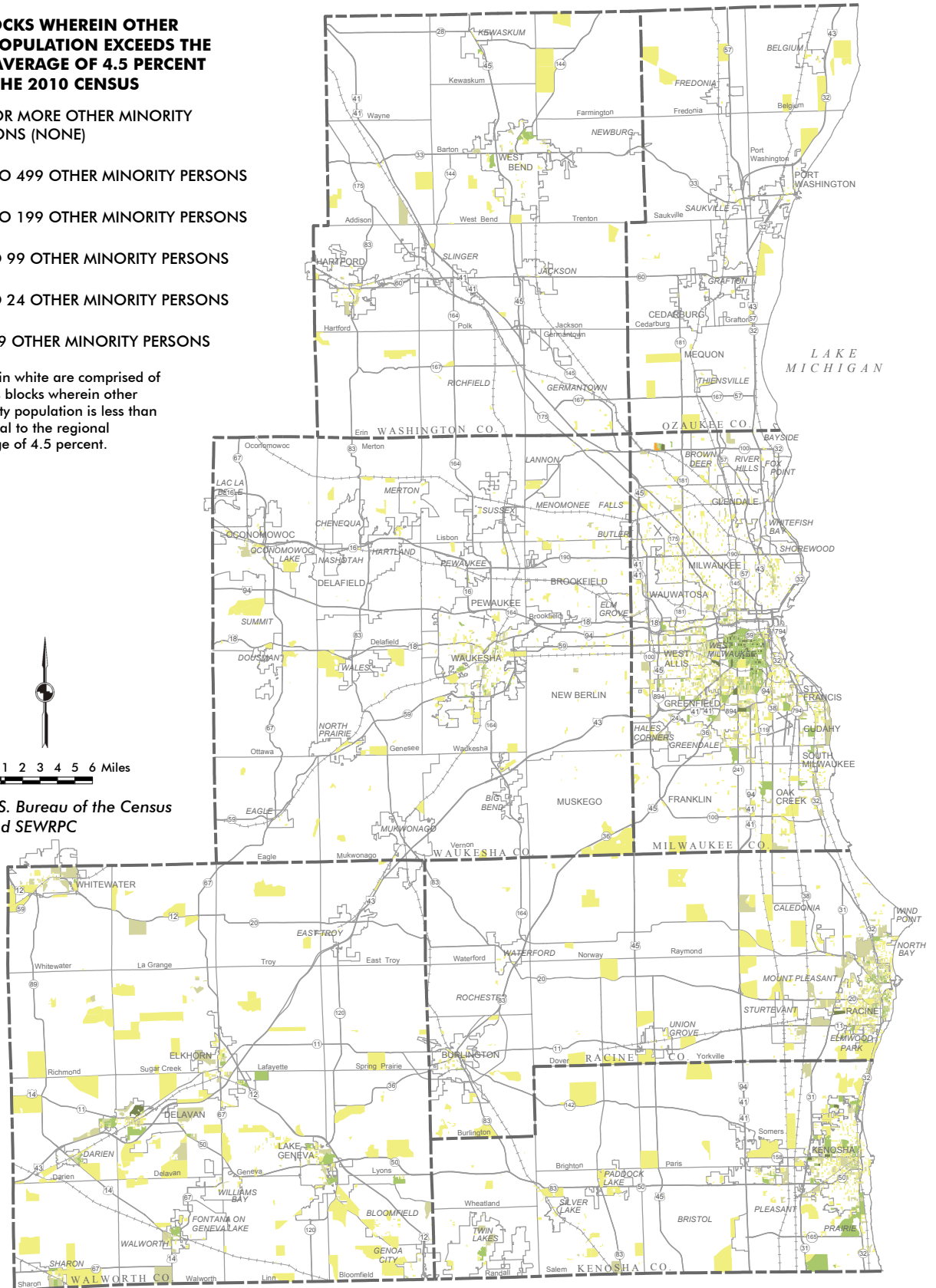
CENSUS BLOCKS WHEREIN OTHER MINORITY POPULATION EXCEEDS THE REGIONAL AVERAGE OF 4.5 PERCENT BASED ON THE 2010 CENSUS



Note: Areas in white are comprised of census blocks wherein other minority population is less than or equal to the regional average of 4.5 percent.



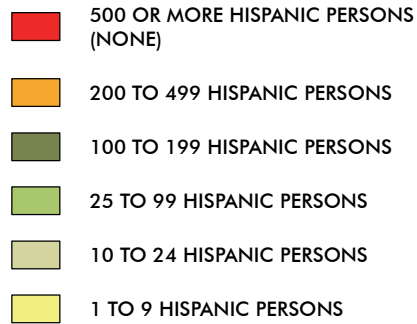
Source: U.S. Bureau of the Census and SEWRPC



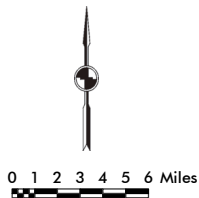
Map G-5

LOCATION OF CONCENTRATIONS OF HISPANIC PERSONS WITHIN SOUTHEASTERN WISCONSIN: 2010

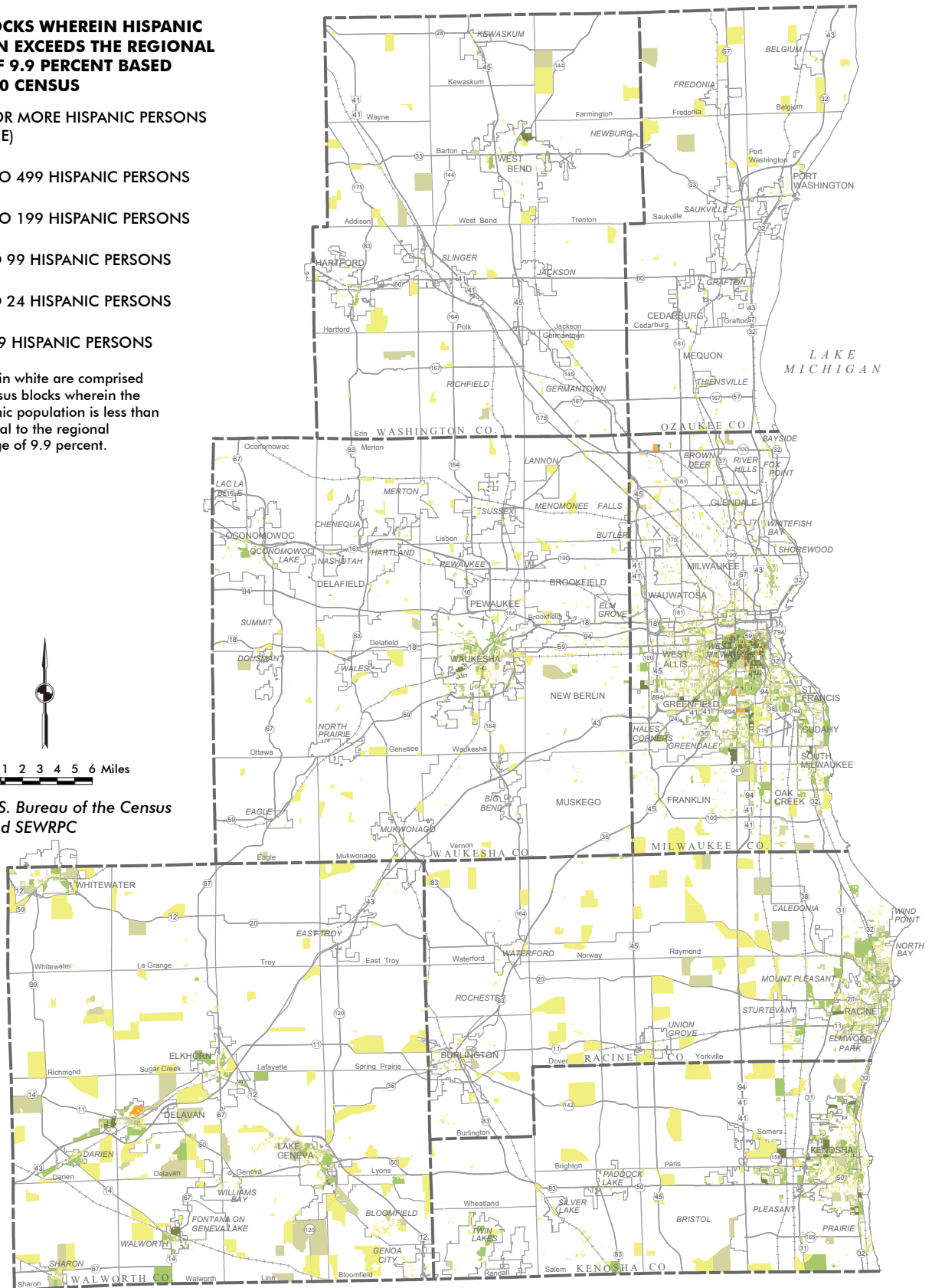
CENSUS BLOCKS WHEREIN HISPANIC POPULATION EXCEEDS THE REGIONAL AVERAGE OF 9.9 PERCENT BASED ON THE 2010 CENSUS



Note: Areas in white are comprised of census blocks wherein the Hispanic population is less than or equal to the regional average of 9.9 percent.



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



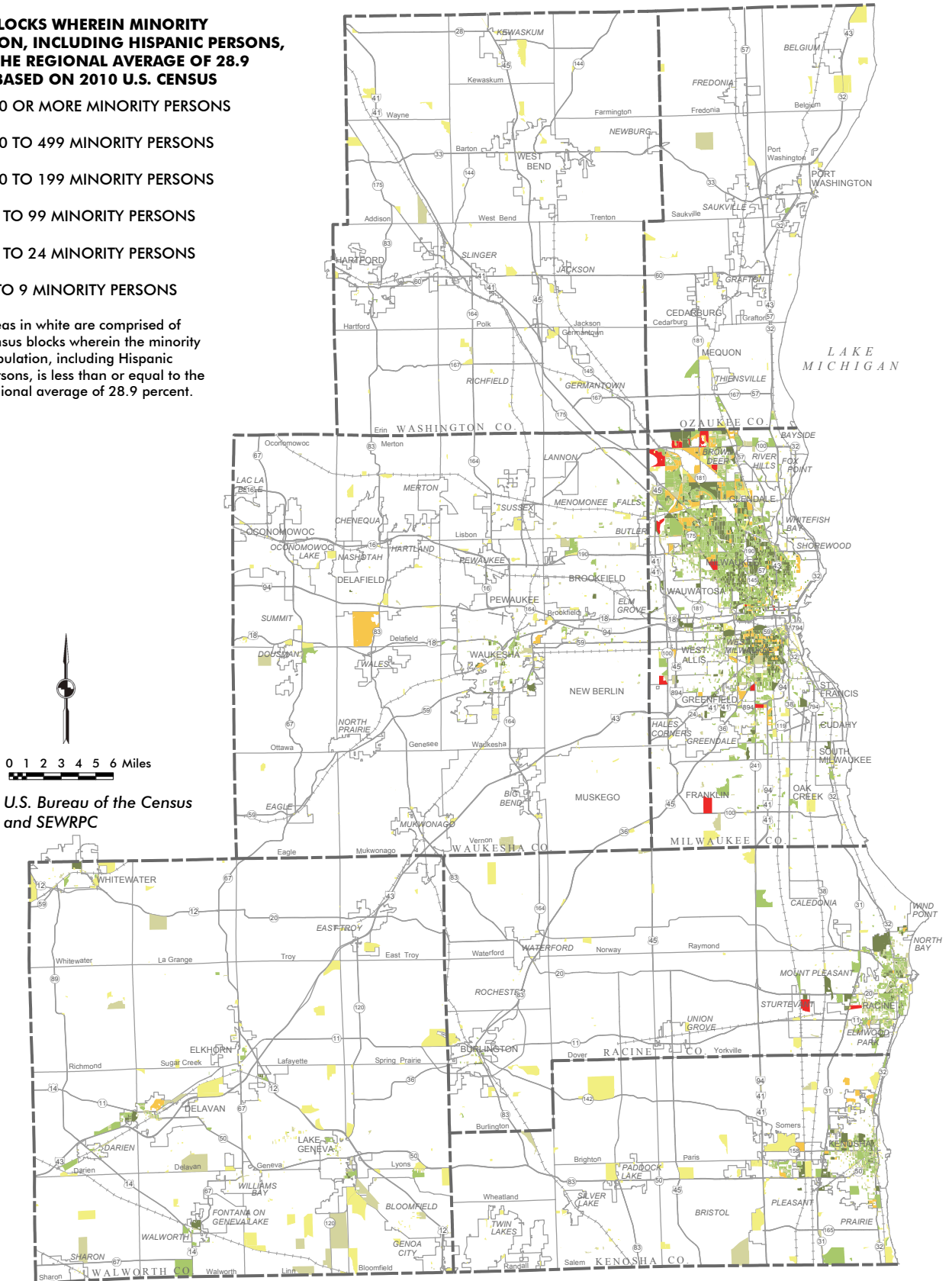
Map G-6

LOCATION OF CONCENTRATIONS OF TOTAL MINORITY PERSONS IN THE REGION: 2010

CENSUS BLOCKS WHEREIN MINORITY POPULATION, INCLUDING HISPANIC PERSONS, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON 2010 U.S. CENSUS

- 500 OR MORE MINORITY PERSONS
- 200 TO 499 MINORITY PERSONS
- 100 TO 199 MINORITY PERSONS
- 25 TO 99 MINORITY PERSONS
- 10 TO 24 MINORITY PERSONS
- 1 TO 9 MINORITY PERSONS

Note: Areas in white are comprised of census blocks wherein the minority population, including Hispanic persons, is less than or equal to the regional average of 28.9 percent.



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

Map G-7

COMPARISON OF LOCATIONS OF CONCENTRATIONS OF YEAR 2010 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 2010 U.S. CENSUS.

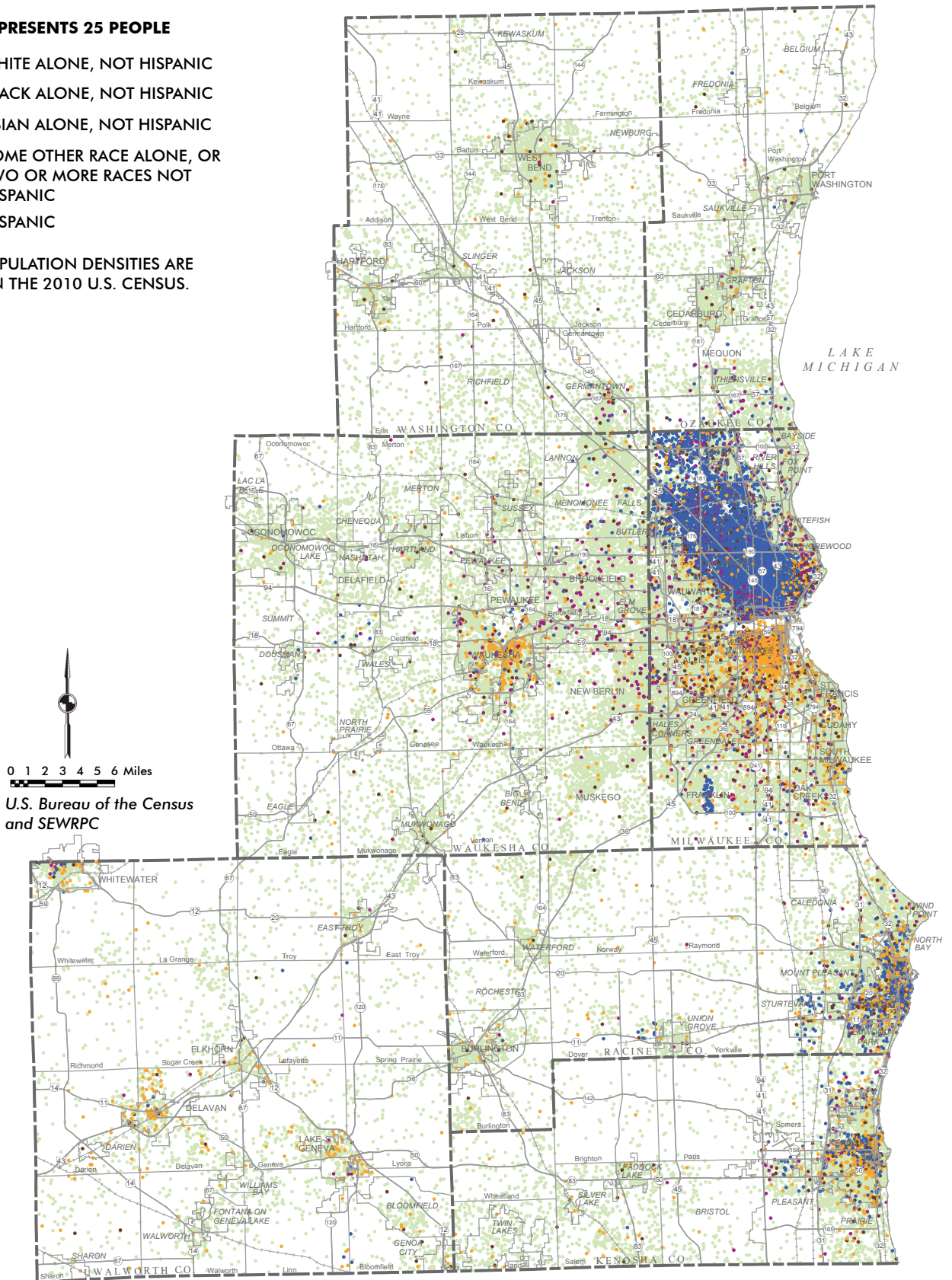


Table G-1
Population by Race and Hispanic Ethnicity in the Region by County: 2010

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	129,892	78.0	13,336	8.0	1,849	1.1	3,549	2.1	9,160	5.5	19,592	11.8	166,426
Milwaukee	514,958	54.3	269,246	28.4	13,729	1.4	38,642	4.1	58,663	6.2	126,039	13.3	947,735
Ozaukee	80,689	93.4	1,518	1.8	467	0.5	1,957	2.3	597	0.7	1,956	2.3	86,395
Racine	145,414	74.4	24,471	12.5	1,806	0.9	2,898	1.5	11,363	5.8	22,546	11.5	195,408
Walworth	88,690	86.8	1,436	1.4	738	0.7	1,215	1.2	5,098	5.0	10,578	10.3	102,228
Washington	124,348	94.3	1,740	1.3	798	0.6	1,889	1.4	1,327	1.0	3,385	2.6	131,887
Waukesha	353,114	90.6	6,528	1.7	2,205	0.6	12,852	3.3	4,955	1.3	16,123	4.1	389,891
Region	1,437,105	71.1	318,275	15.8	21,592	1.1	63,002	3.1	91,163	4.5	200,219	9.9	2,019,970

NOTE: As part of the 2010 Federal census, individuals could be reported as being of more than one race. In addition, persons of Hispanic ethnicity can be of any race or combination of races. The figures on this table indicate the number of persons 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.

Map G-8

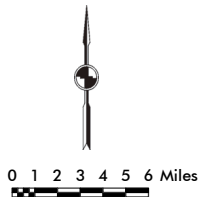
LOCATION OF CONCENTRATIONS OF FAMILIES IN POVERTY IN THE REGION: 2008-2012

CENSUS TRACTS WHEREIN THE FAMILIES IN POVERTY EXCEED THE REGIONAL AVERAGE OF 10.3 PERCENT BASED ON 2008-2012 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

Notes: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 10.3 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

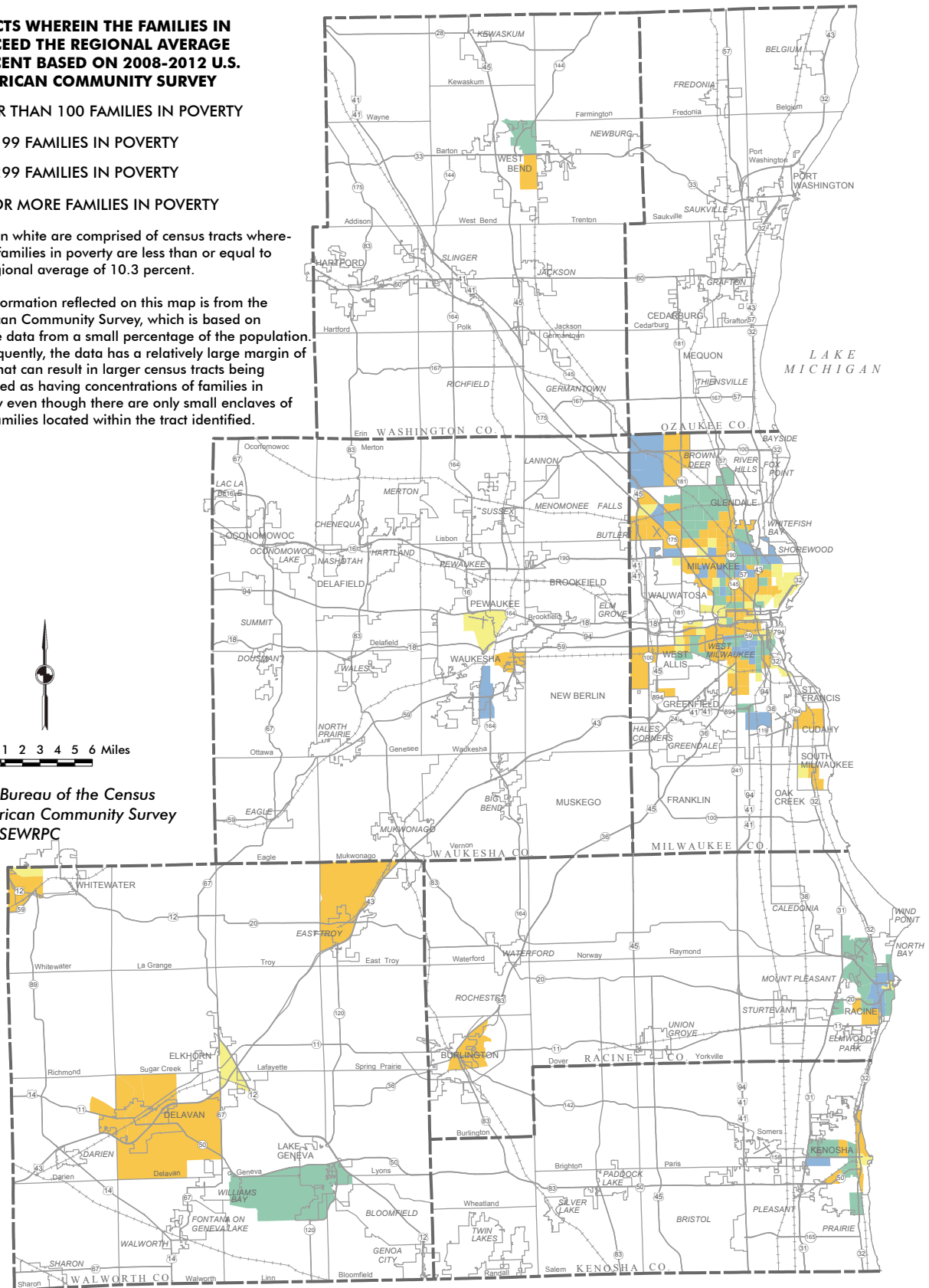


Table G-2
Families with Income Below the Poverty Level in the Region by County: 2008-2012

County	Total Families	Families with Income Below the Poverty Level	
		Number	Percent of Families
Kenosha	42,167	4,024	9.5
Milwaukee	218,244	35,962	16.5
Ozaukee	24,344	642	2.6
Racine	50,148	4,630	9.2
Walworth	26,268	2,102	8.0
Washington	37,757	1,388	3.7
Waukesha	108,845	3,586	3.3
Region	507,773	52,334	10.3

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

Table G-3
Poverty Thresholds by Size of Family and
Number of Children Under 18 Years of Age: 2010 Average

Size of Family Unit	Related Children Under 18 Years							
	None	One	Two	Three	Four	Five	Six	Seven
One person (unrelated Individual)								
Under 65 years	\$11,344	--	--	--	--	--	--	--
65 years and over	10,458	--	--	--	--	--	--	--
Two persons								
Under 65 years	14,602	\$15,030	--	--	--	--	--	--
65 years and over	13,180	14,973	--	--	--	--	--	--
Three Persons	17,057	17,552	\$17,568	--	--	--	--	--
Four Persons	22,491	22,859	22,113	\$22,190	--	--	--	--
Five Persons	27,123	27,518	26,675	26,023	\$25,625	--	--	--
Six Persons	31,197	31,320	30,675	30,056	29,137	\$28,591	--	--
Seven Persons	35,896	36,120	35,347	34,809	33,805	32,635	\$31,351	--
Eight Persons	40,146	40,501	39,772	39,133	38,227	37,076	35,879	\$35,575
Nine Persons or more	48,293	48,527	47,882	47,340	46,451	45,227	44,120	43,845

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

Table G-4
Distribution of Employed Persons by County of
Residence, Race, and Mode of Travel to Work: 2008-2012

Race	Mode of Travel	County of Residence						
		Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha
White alone, Non-Hispanic	Dive alone	85.2	80.1	83.8	86.6	81.4	86.0	86.4
	Carpool	8.2	8.1	6.5	7.0	8.1	7.4	6.4
	Bus	0.9	3.4	0.5	0.9	0.8	0.5	0.6
	Other	3.0	5.6	3.4	2.7	4.9	2.8	2.1
	Work at Home	2.7	2.8	5.8	2.8	4.8	3.3	4.5
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Black or African American alone	Dive alone	81.7	69.2	84.0	70.4	86.4	78.1	75.6
	Carpool	7.8	11.5	11.9	15.9	4.9	13.6	15.3
	Bus	4.2	13.4	0.0	8.3	1.4	0.2	3.1
	Other	4.3	3.6	4.1	2.7	7.3	2.7	4.7
	Work at Home	2.0	2.3	0.0	2.7	0.0	5.4	1.3
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Asian alone	Dive alone	76.4	71.9	67.4	88.3	93.3	77.0	84.4
	Carpool	11.9	15.6	28.5	6.2	0.0	19.1	12.0
	Bus	2.7	3.9	0.0	2.2	0.0	0.9	1.2
	Other	1.9	6.7	0.0	0.0	0.0	0.0	1.1
	Work at Home	7.1	1.9	4.1	3.3	6.7	3.9	1.3
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Other race alone or two or more races	Dive alone	81.2	69.7	76.6	79.4	68.9	77.3	78.5
	Carpool	10.4	17.3	11.3	11.0	20.5	13.3	12.0
	Bus	1.0	6.7	0.2	2.0	0.1	0.3	2.1
	Other	1.8	5.1	7.4	7.1	6.4	9.1	2.6
	Work at Home	5.6	1.2	4.5	0.5	4.1	0.0	4.8
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Hispanic	Dive alone	79.4	66.4	73.3	79.7	73.6	66.8	76.3
	Carpool	14.6	21.6	6.1	12.8	17.4	29.0	16.3
	Bus	1.3	6.4	0.1	1.5	0.1	0.2	2.4
	Other	2.0	4.3	11.6	5.8	7.2	2.6	2.3
	Work at Home	2.7	1.3	8.9	0.2	1.7	1.4	2.7
	Total	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.

Table G-5

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.

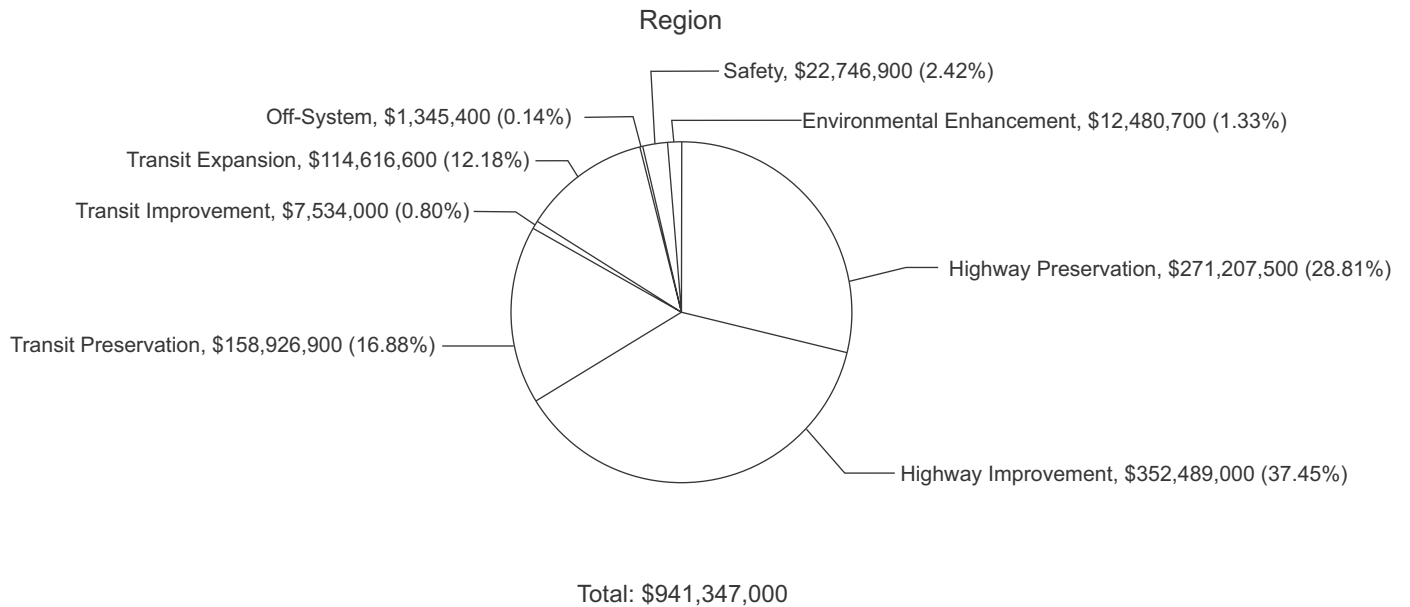
Table G-6
Percentage Distribution of Employed Region Residents by
County of Residence, County of Work, and Race: 2006-2010

Race	County of Residence	County of Work								Total
		Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha	Other	
Total Minority	Kenosha	59.3	3.0	0.0	8.1	0.1	0.0	1.3	28.3	100.0
	Milwaukee	0.3	84.3	1.8	0.5	0.1	1.2	10.5	1.3	100.0
	Ozaukee	0.2	44.9	42.2	0.0	0.0	2.5	5.4	4.9	100.0
	Racine	9.1	10.5	0.1	74.1	0.9	0.0	1.4	3.8	100.0
	Walworth	3.2	5.6	0.0	3.2	67.8	1.4	3.7	15.2	100.0
	Washington	0.0	19.0	9.2	0.0	0.0	51.9	16.3	3.7	100.0
	Waukesha	0.0	32.6	1.3	1.2	0.1	1.3	60.3	3.1	100.0
White	Kenosha	52.8	4.4	0.1	10.3	1.5	0.0	1.3	29.6	100.0
	Milwaukee	0.5	78.9	1.8	1.4	0.2	0.9	14.6	1.7	100.0
	Ozaukee	0.1	32.1	50.6	0.2	0.1	4.4	7.2	5.2	100.0
	Racine	6.9	18.1	0.1	63.1	1.9	0.2	5.9	3.7	100.0
	Walworth	2.3	5.4	0.1	4.3	62.7	0.0	8.0	17.2	100.0
	Washington	0.1	20.4	6.5	0.3	0.0	49.0	18.9	4.7	100.0
	Waukesha	0.3	30.5	0.8	1.0	0.7	1.8	62.1	2.9	100.0

Source: U.S. Bureau Census Transportation Planning Package based on 2006-2008 American Community Survey data, and SEWRPC.

Figure G-1

**DISTRIBUTION OF EXPENDITURES IN 2017 OF THE
2017 THROUGH 2020 TRANSPORTATION IMPROVEMENT PROGRAM BY PROJECT CATEGORY**



Notes: 1) The transit expansion expenditures shown in the figure do not include \$45 million (\$36 million in FTA 5309 Small Starts funding and \$9 million in local funds) that is illustratively shown in 2017 in the 2017-2020 TIP for Milwaukee County's bus rapid transit project. This funding would be added to the TIP by amendment should FTA approve the construction of the project with FTA 5309 Small Starts funding following the completion of preliminary engineering.

2) While no expenditure is shown in 2017 for highway expansion (or construction of a new roadway), a portion of the West Waukesha bypass project—which is identified as a highway improvement project—will be on new alignment.

- Highway Expansion: Projects which increase the capacity of the arterial highway system through development of new arterial streets or highways.
- Transit Preservation: Projects which are necessary to maintain the current quality and level of service on the existing transit system.
- Transit Improvement: Projects which improve the quality and level of service on the existing transit system.
- Transit Expansion: Projects which either expand the existing transit system or create new transit systems or subsystems.
- Highway Safety: Projects designed to improve or eliminate existing unsafe conditions, and are candidates for special federal safety program funding.
- Environmental Enhancement: Projects which do not affect highway system operation or capacity, and have the objective of encouraging alternative modes of travel, and reducing air, noise, or visual pollution.
- Highway Off-System: Projects on streets or highways which are not on the arterial street and highway system and are candidates for special federal funding.

Of the total \$941 million in programmed expenditures in the year 2017 by local and State government, approximately \$624 million or 66.3 percent are for arterial street and highway system projects and \$281 million or 29.9 percent are for the public transit system. The bulk of the public transit expenditures, \$159 million or 56.5 percent, are for system preservation, or maintaining existing services. The remainder of public transit expenditures—\$7.5 million or 2.7 percent and \$115 million or 40.8 percent—is for transit system improvement (principally the three Milwaukee County express bus routes) and transit system expansion (principally the two City of Milwaukee streetcar projects, the Milwaukee County bus rapid transit project, and the City of Kenosha bus service expansion), respectively.

Map G-9 shows the existing routes and service areas for the public transit systems in Southeastern Wisconsin. The transit preservation activities programmed in the 2017-2020 TIP are intended to maintain the extent and level of service of these transit systems. Most, but not all, of the existing transit services serve the principal concentrations of minority and low-income populations of Southeastern Wisconsin, as shown on Maps G-10, G-11, and G-12. Specifically, 488,100 minority persons (or 84 percent of total minority population) and 616,400 non-minority persons (or 43 percent of total non-minority population) are served by existing public transit. With respect to lower income populations, 40,800 (or 78 percent of) families in poverty and 203,500 (or 45 percent of) families not in poverty are served by existing public transit. Additionally, most of the existing transit service area that has quality service—Excellent, Very Good, or Good service—serves areas of minority and low-income persons as shown on Map G-13. Specifically, about 279,000 minority persons (or 48 percent of total minority population) and 210,400 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, 24,200 (or 46 percent of) families in poverty and 79,100 (or 17 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 51,600 minority persons (or 9 percent of total minority population) and 62,800 non-minority persons (or 4 percent of total non-minority population) are served by high quality transit service under existing conditions. With respect to lower income populations, 5,000 (or 10 percent of) families in poverty and 15,000 (or 3 percent of) families not in poverty are served by high quality transit service under existing conditions.

Maps G-14 and G-15 show the programmed transit improvement and transit expansion projects for the years 2017 through 2020 compared to areas of minority and low-income populations. The programmed transit system expansion projects includes two City of Milwaukee streetcar projects, the Milwaukee County bus rapid transit project, and six City of Kenosha Transit System routes. The streetcar projects are located near, but not within,

Map G-9

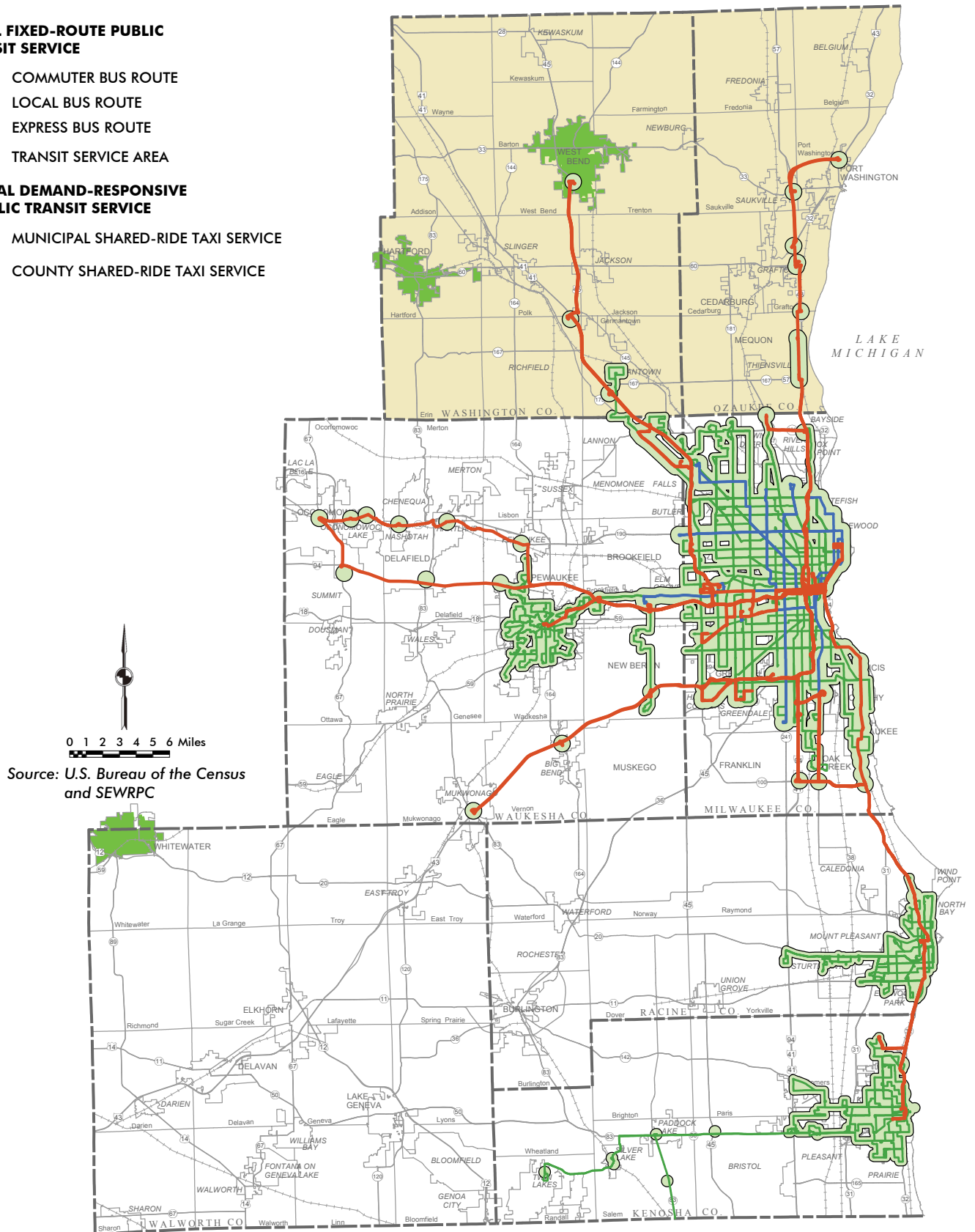
EXISTING PUBLIC TRANSIT SERVICE WITHIN THE SOUTHEASTERN WISCONSIN REGION: 2015

**LOCAL FIXED-ROUTE PUBLIC
TRANSIT SERVICE**

- COMMUTER BUS ROUTE
- LOCAL BUS ROUTE
- EXPRESS BUS ROUTE
- TRANSIT SERVICE AREA

**LOCAL DEMAND-RESPONSIVE
PUBLIC TRANSIT SERVICE**

- MUNICIPAL SHARED-RIDE TAXI SERVICE
- COUNTY SHARED-RIDE TAXI SERVICE



Map G-10

COMPARISON OF LOCATIONS OF EXISTING CONCENTRATIONS OF TOTAL MINORITY PERSONS TO PUBLIC TRANSIT ELEMENT: EXISTING

**CENSUS BLOCKS WHEREIN MINORITY
POPULATION, INCLUDING HISPANIC PERSONS,
EXCEEDS THE REGIONAL AVERAGE OF 28.9
PERCENT BASED ON 2010 U.S. CENSUS**

- | |
|------------------------------|
| 500 OR MORE MINORITY PERSONS |
| 200 TO 499 MINORITY PERSONS |
| 100 TO 199 MINORITY PERSONS |
| 25 TO 99 MINORITY PERSONS |
| 10 TO 24 MINORITY PERSONS |
| 1 TO 9 MINORITY PERSONS |

* MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THOSE LOCATIONS

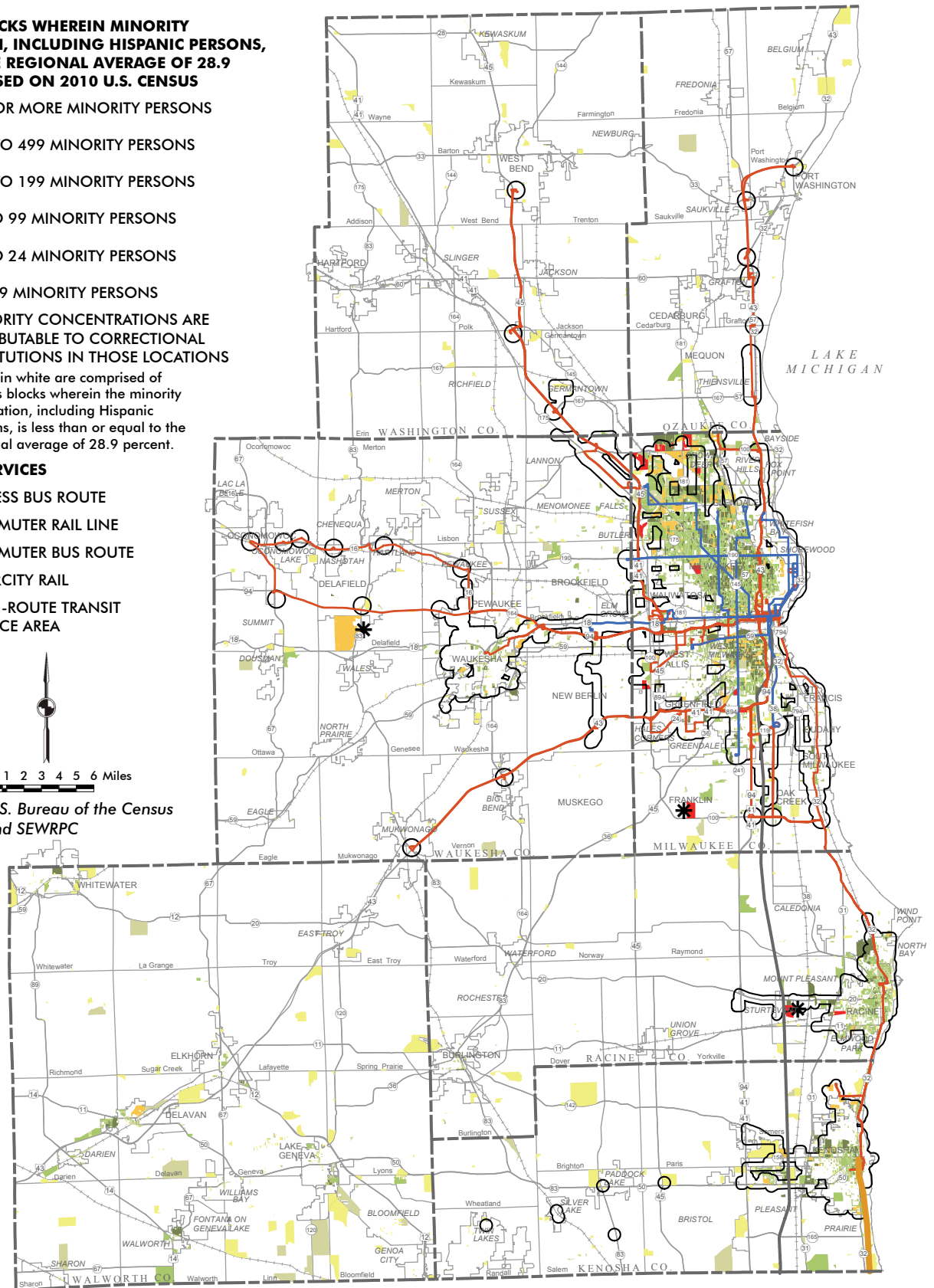
Note: Areas in white are comprised of census blocks wherein the minority population, including Hispanic persons, is less than or equal to the regional average of 28.9 percent.

TRANSIT SERVICES

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



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



Map G-11

COMPARISON OF LOCATIONS OF CONCENTRATIONS OF YEAR 2010 RACES/ETHNICITIES TO PUBLIC TRANSIT ELEMENT: EXISTING

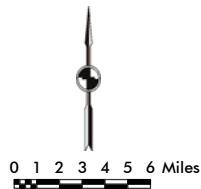
1 DOT REPRESENTS 25 PEOPLE

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

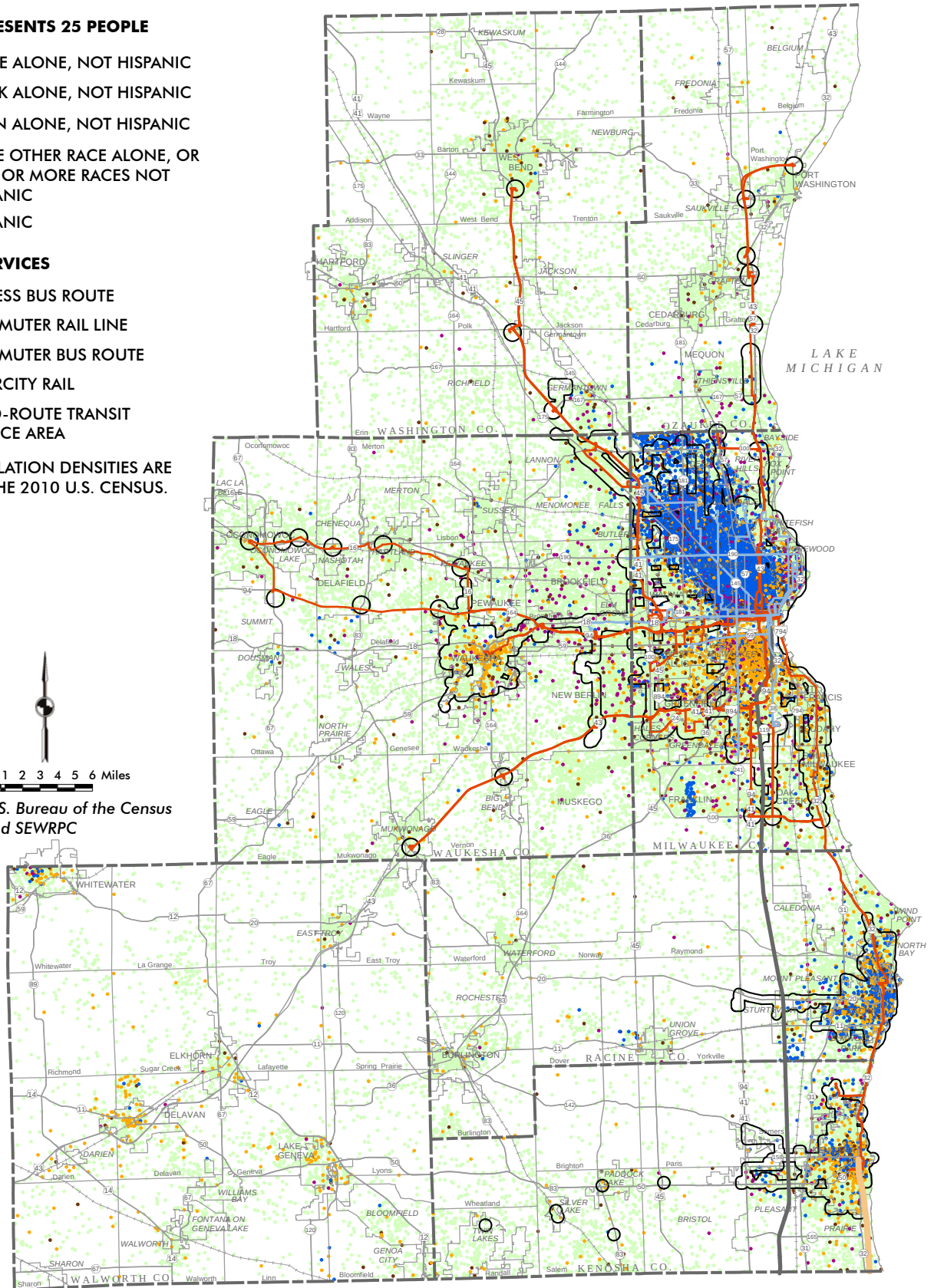
TRANSIT SERVICES

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

NOTE: POPULATION DENSITIES ARE BASED ON THE 2010 U.S. CENSUS.



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



Map G-12

COMPARISON OF LOCATIONS OF EXISTING CONCENTRATIONS OF FAMILIES IN POVERTY TO PUBLIC TRANSIT ELEMENT: EXISTING

CENSUS TRACTS WHEREIN THE FAMILIES IN POVERTY EXCEED THE REGIONAL AVERAGE OF 10.3 PERCENT BASED ON 2008-2012 U.S. CENSUS AMERICAN COMMUNITY SURVEY

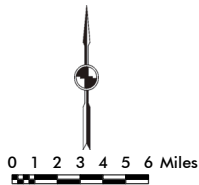
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Notes: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 10.3 percent.

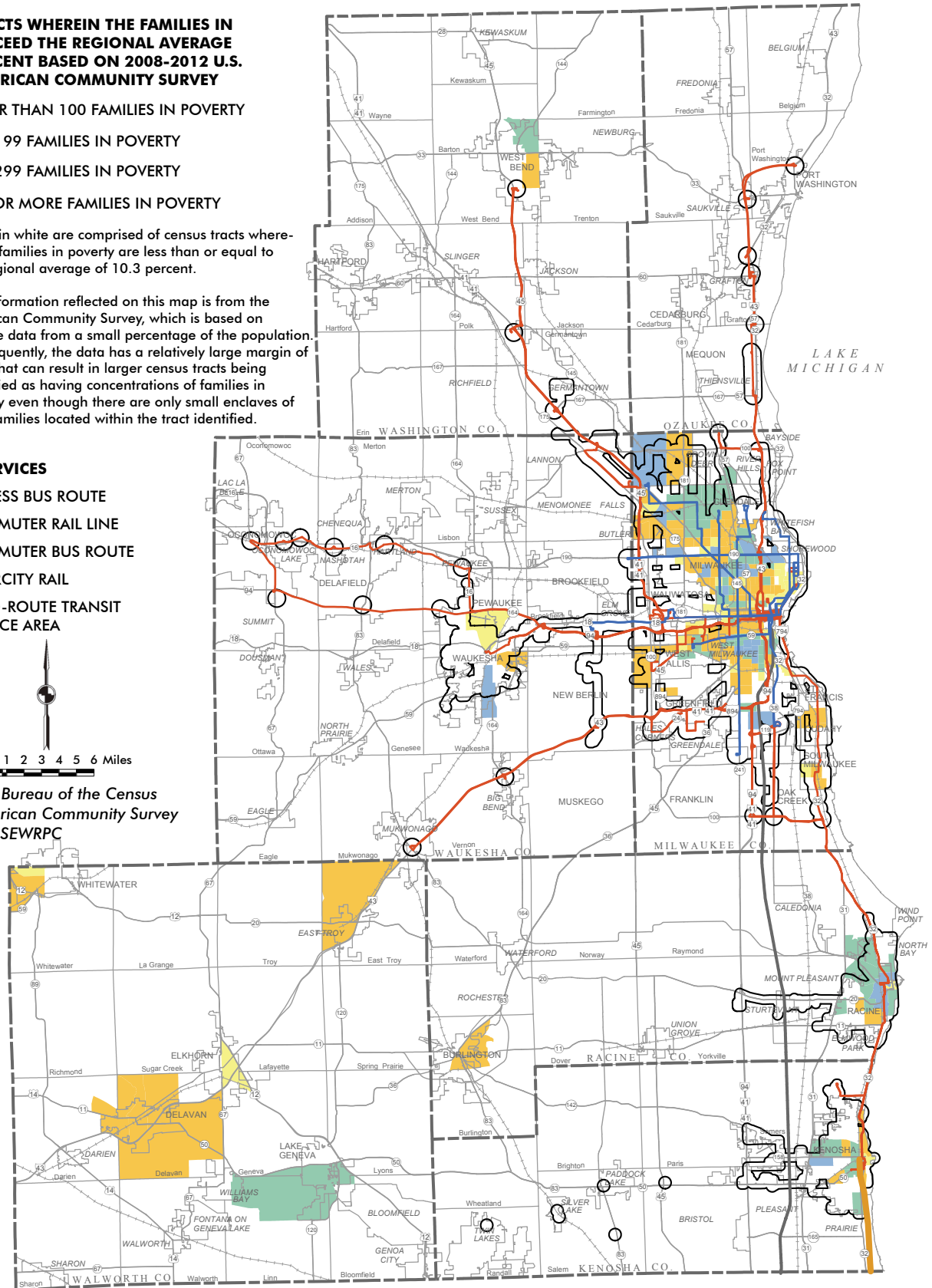
The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families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

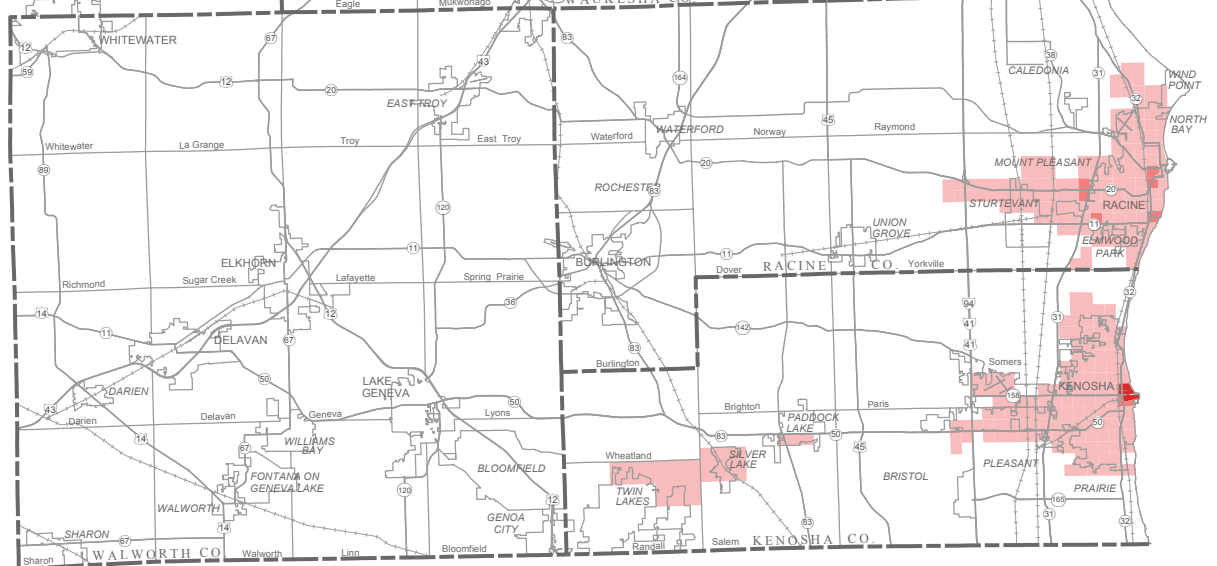
TRANSIT SERVICES

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



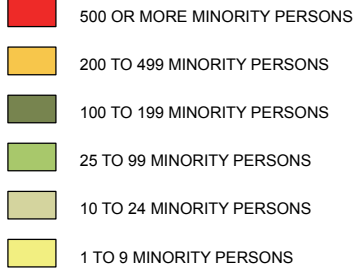
Source: U.S. Bureau of the Census
American Community Survey
and SEWRPC





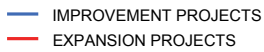
**COMPARISON OF LOCATION OF CONCENTRATIONS OF TOTAL MINORITY PERSONS
WITHIN SOUTHEASTERN WISCONSIN TO PROPOSED TRANSIT IMPROVEMENT AND EXPANSION
PROJECTS PROGRAMMED FOR THE YEARS 2017 THROUGH 2020**

**CENSUS BLOCKS WHEREIN MINORITY
POPULATION, INCLUDING HISPANIC PERSONS,
EXCEEDS THE REGIONAL AVERAGE OF 28.9
PERCENT BASED ON 2010 U.S. CENSUS**

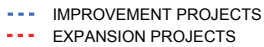


NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS
BLOCKS WHEREIN THE MINORITY POPULATION IS
LESS THAN OR EQUAL TO THE AVERAGE REGIONAL
PERCENTAGE OF 28.9 PERCENT

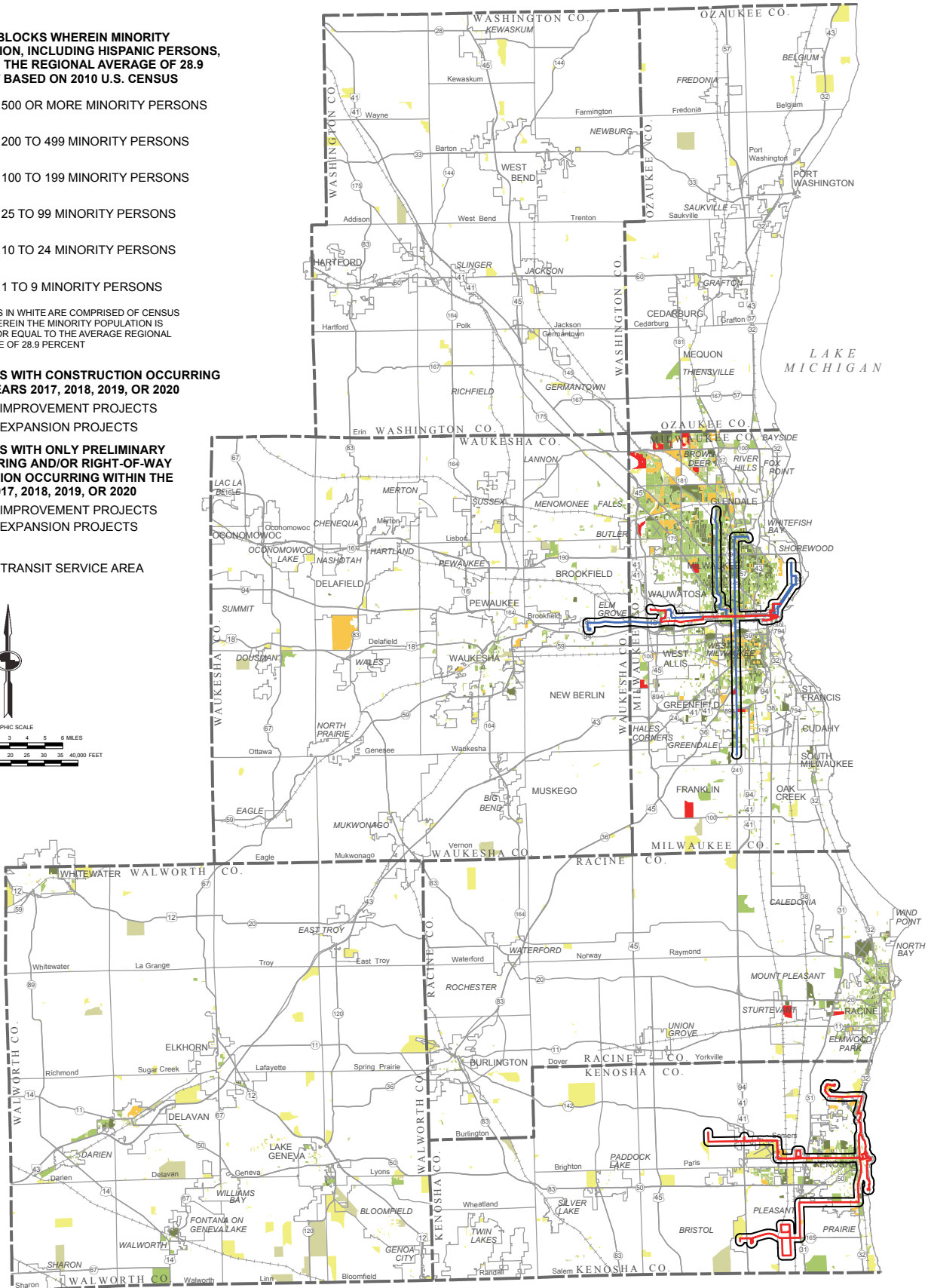
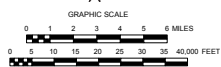
**PROJECTS WITH CONSTRUCTION OCCURRING
IN THE YEARS 2017, 2018, 2019, OR 2020**



**PROJECTS WITH ONLY PRELIMINARY
ENGINEERING AND/OR RIGHT-OF-WAY
ACQUISITION OCCURRING WITHIN THE
YEARS 2017, 2018, 2019, OR 2020**



TRANSIT SERVICE AREA



**COMPARISON OF LOCATION OF CONCENTRATIONS OF FAMILIES IN POVERTY
WITHIN SOUTHEASTERN WISCONSIN TO PROPOSED TRANSIT IMPROVEMENT AND EXPANSION
PROJECTS PROGRAMMED FOR THE YEARS 2017 THROUGH 2020**

**CENSUS TRACTS WHEREIN THE FAMILIES IN POVERTY
EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 10.3
PERCENT BASED ON 2008-2012 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
IS LESS THAN OR EQUAL TO THE REGIONAL
PERCENTAGE OF 10.3 PERCENT.**

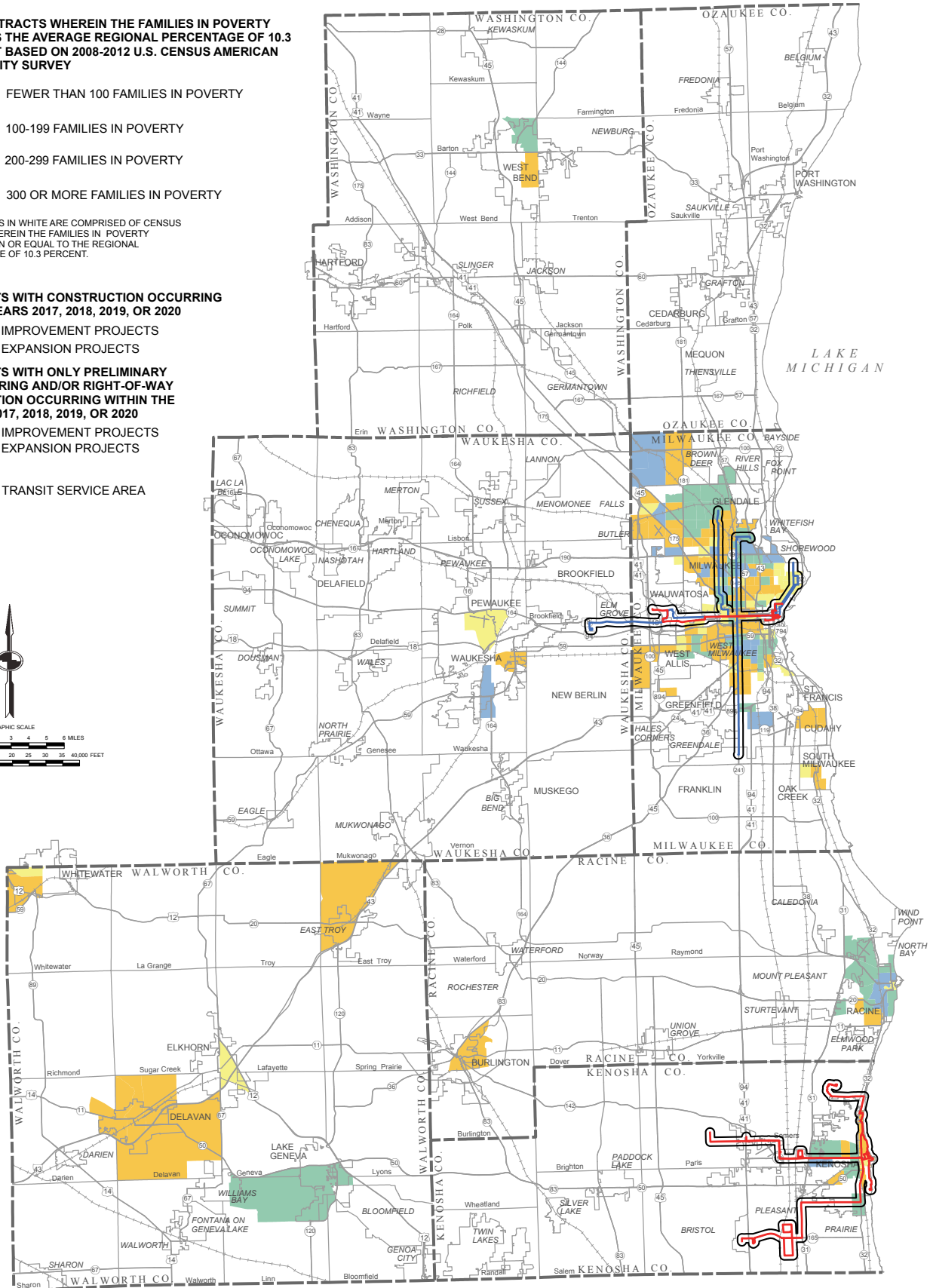
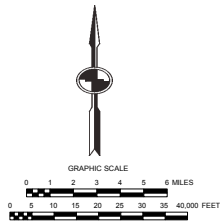
**PROJECTS WITH CONSTRUCTION OCCURRING
IN THE YEARS 2017, 2018, 2019, OR 2020**

- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS

**PROJECTS WITH ONLY PRELIMINARY
ENGINEERING AND/OR RIGHT-OF-WAY
ACQUISITION OCCURRING WITHIN THE
YEARS 2017, 2018, 2019, OR 2020**

- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS

TRANSIT SERVICE AREA



areas of minority and low-income populations. The initial City of Milwaukee streetcar project is funded with Federal Highway Administration (FHWA) Interstate Cost Estimate (ICE) funds which were flexed to transit use, and the Lakefront extension streetcar project is funded with Federal Transportation Investment Generating Economic Recovery (TIGER) funds. The operation of the two City of Milwaukee streetcar projects will be funded with CMAQ funds flexed to transit use. Milwaukee County is seeking FTA 5309 Small Starts funding for a bus rapid transit project that would be predominately located along Wisconsin Avenue and Bluemound Road between downtown Milwaukee and the Regional Medical Center. In 2017, Milwaukee County will continue to work on the preliminary engineering for the project. When completed, the FTA will determine whether this project is approved for constructing the project with FTA 5309 Small Starts funding. This project would directly serve minority and low income populations. The six new City of Kenosha Transit System routes would be funded with CMAQ funds. These routes would provide additional transit service to large City of Kenosha employers, including Amazon, and would directly serve minority and low income populations. The transit improvement projects include three express bus routes for the Milwaukee County transit system. The operation of these express bus routes are being funded with FHWA CMAQ funds flexed to transit use. These express bus routes are mostly located within areas having concentrations of minority and low-income populations, or provide access for these populations to major activity centers, such as the Milwaukee Regional Medical Center, Aurora St. Luke's Medical Center, the University of Wisconsin-Milwaukee campus, Brookfield Square shopping center, and the commercial and retail activity areas along 27th Street. The minority population represents about 51 percent of the total population located within a quarter-mile of these programmed transit improvement and transit expansion projects, exceeding the Regional average of 29 percent.

About 43.5 percent or \$271 million of the arterial highway system expenditures are for highway preservation (resurfacing and reconstruction)¹. The remaining 56.5 percent or \$352 million are for highway improvement projects, typically involving the arterial reconstruction projects which include additional traffic lanes. About 83.5 percent or \$294 million of the programmed expenditures for highway improvement projects is programmed for the reconstruction of the Zoo Interchange in Milwaukee County and the reconstruction of IH 94 from the Mitchell Interchange in Milwaukee County to the State line in Kenosha County. The implementation of highway improvement projects typically occurs when an existing facility requires reconstruction and the reconstruction 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 project. For example, while the reconstruction of the Zoo Interchange represents about \$205 million, or 58.2 percent, of the programmed expenditures in 2017 for highway improvement projects, only about 10 to 15 percent of the costs of the project, or about \$20 to \$30 million, are due to its widening from six to eight lanes as part of the reconstruction.

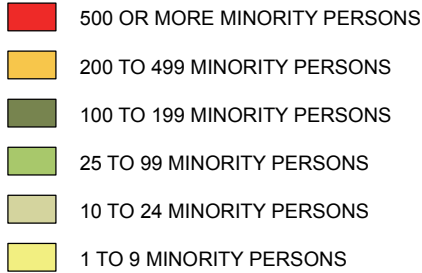
Maps G-16 and G-17 show a comparison of the minority and low-income populations to the arterial street and highway system preservation, improvement, and expansion projects programmed for the years 2017 through 2020. This comparison indicates that there is a balance of programmed highway projects, located within and outside areas of minority and low-income populations. Also, projects which would significantly improve and expand arterial system capacity—such as widening of existing arterials with additional traffic lanes and the construction of new arterials—are predominately located outside of areas of minority and low-income populations.

Maps G-18 and G-19 show the percentage of automobile trips within each TAZ that would utilize the segments of surface arterials and freeway improvements programmed in the 2017-2020 TIP. These maps were compared to locations of current concentrations of minority 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 new or widened surface arterials. The proposed new and widened surface arterials are largely located

¹ Similar programmed funding patterns exist for the full four years of the 2017-2020 TIP. About \$1.80 billion or 68.1 percent of the total \$2.64 billion 2017-2020 programmed funding is for highways (of which \$847 million or 47.1 percent is for highway preservation, \$948 million or 52.7 percent is for highway improvement, and about \$3 million or 0.2 percent is for highway expansion). About \$753 million or 28.5 percent of the 2017-2020 programmed funding is for transit (of which \$605 million or 80.1 percent is for transit preservation, \$21 million or 2.8 percent is for transit improvement, and \$129 million or 17.2 percent is for transit expansion).

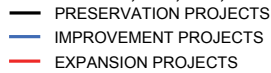
**COMPARISON OF LOCATION OF CONCENTRATIONS OF TOTAL MINORITY PERSONS
WITHIN SOUTHEASTERN WISCONSIN TO THE HIGHWAY PRESERVATION, IMPROVEMENT, AND EXPANSION
PROJECTS PROGRAMMED FOR THE YEARS 2017 THROUGH 2020**

**CENSUS BLOCKS WHEREIN MINORITY
POPULATION, INCLUDING HISPANIC PERSONS,
EXCEEDS THE REGIONAL AVERAGE OF 28.9
PERCENT BASED ON 2010 U.S. CENSUS**

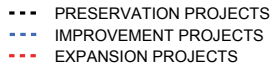


NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS
BLOCKS WHEREIN THE MINORITY POPULATION IS
LESS THAN OR EQUAL TO THE AVERAGE REGIONAL
PERCENTAGE OF 28.9 PERCENT

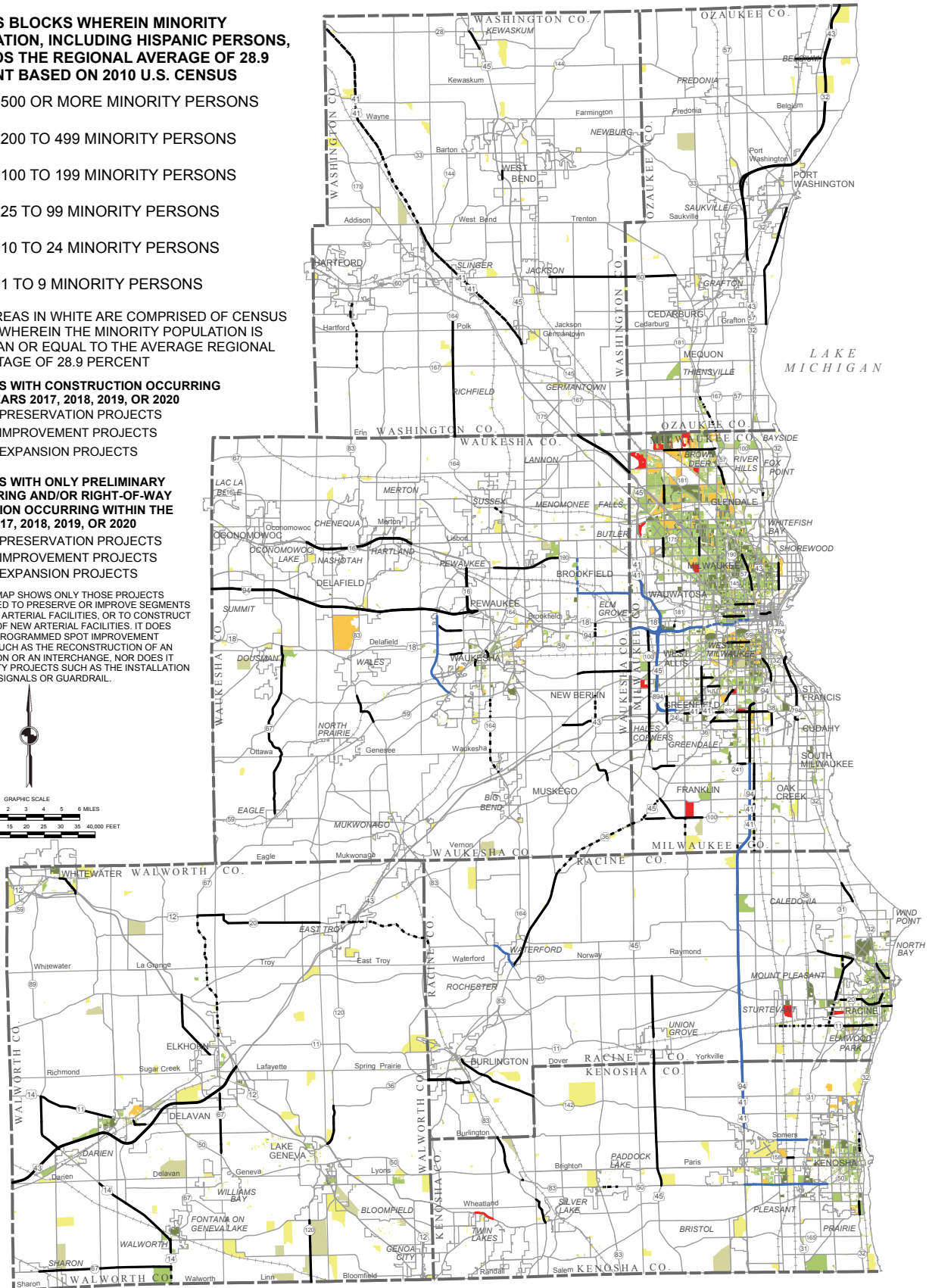
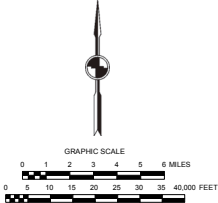
**PROJECTS WITH CONSTRUCTION OCCURRING
IN THE YEARS 2017, 2018, 2019, OR 2020**



**PROJECTS WITH ONLY PRELIMINARY
ENGINEERING AND/OR RIGHT-OF-WAY
ACQUISITION OCCURRING WITHIN THE
YEARS 2017, 2018, 2019, OR 2020**



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 INSTALLATION
OF TRAFFIC SIGNALS OR GUARDRAIL.



COMPARISON OF LOCATION OF CONCENTRATIONS OF FAMILIES IN POVERTY WITHIN SOUTHEASTERN WISCONSIN TO THE HIGHWAY PRESERVATION, IMPROVEMENT, AND EXPANSION PROJECTS PROGRAMMED FOR THE YEARS 2017 THROUGH 2020

CENSUS TRACTS WHEREIN THE FAMILIES IN POVERTY EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 10.3 PERCENT BASED ON 2008-2012 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 IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 10.3 PERCENT.

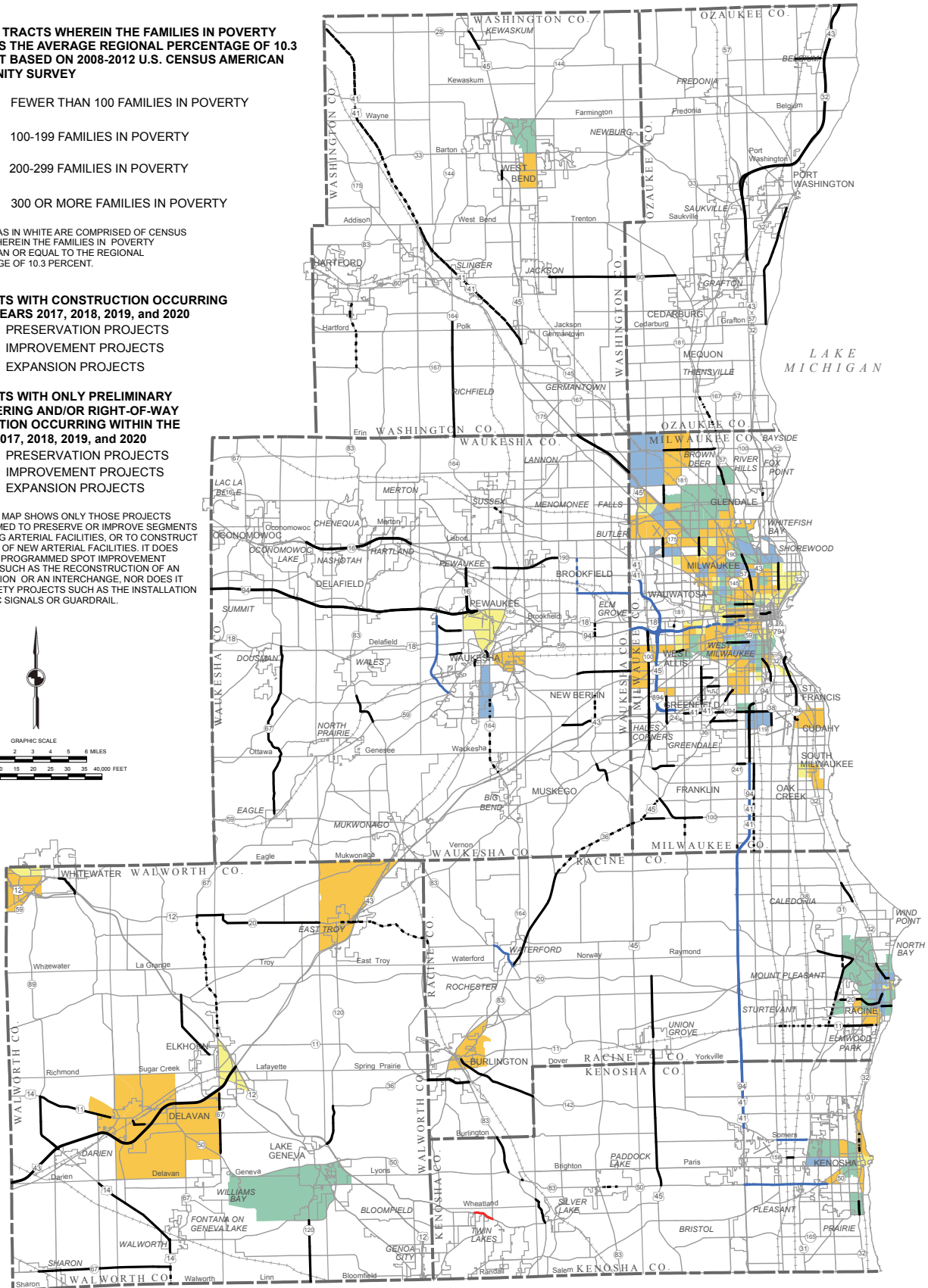
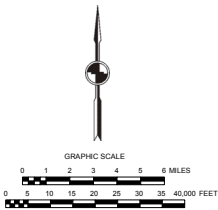
PROJECTS WITH CONSTRUCTION OCCURRING IN THE YEARS 2017, 2018, 2019, and 2020

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS

PROJECTS WITH ONLY PRELIMINARY ENGINEERING AND/OR RIGHT-OF-WAY ACQUISITION OCCURRING WITHIN THE YEARS 2017, 2018, 2019, and 2020

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS

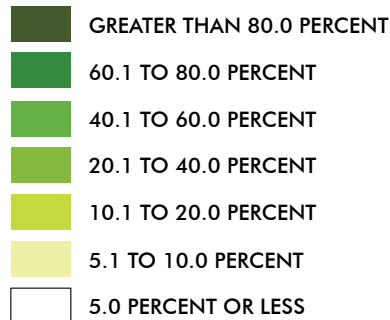
NOTE: THIS MAP SHOWS ONLY THOSE PROJECTS PROGRAMMED TO PRESERVE OR IMPROVE SEGMENTS OF EXISTING ARTERIAL FACILITIES, OR TO CONSTRUCT SEGMENTS OF NEW ARTERIAL FACILITIES. IT DOES NOT SHOW PROGRAMMED SPOT IMPROVEMENT PROJECTS SUCH AS THE RECONSTRUCTION OF AN INTERSECTION OR AN INTERCHANGE, NOR DOES IT SHOW SAFETY PROJECTS SUCH AS THE INSTALLATION OF TRAFFIC SIGNALS OR GUARDRAIL.



Map G-18

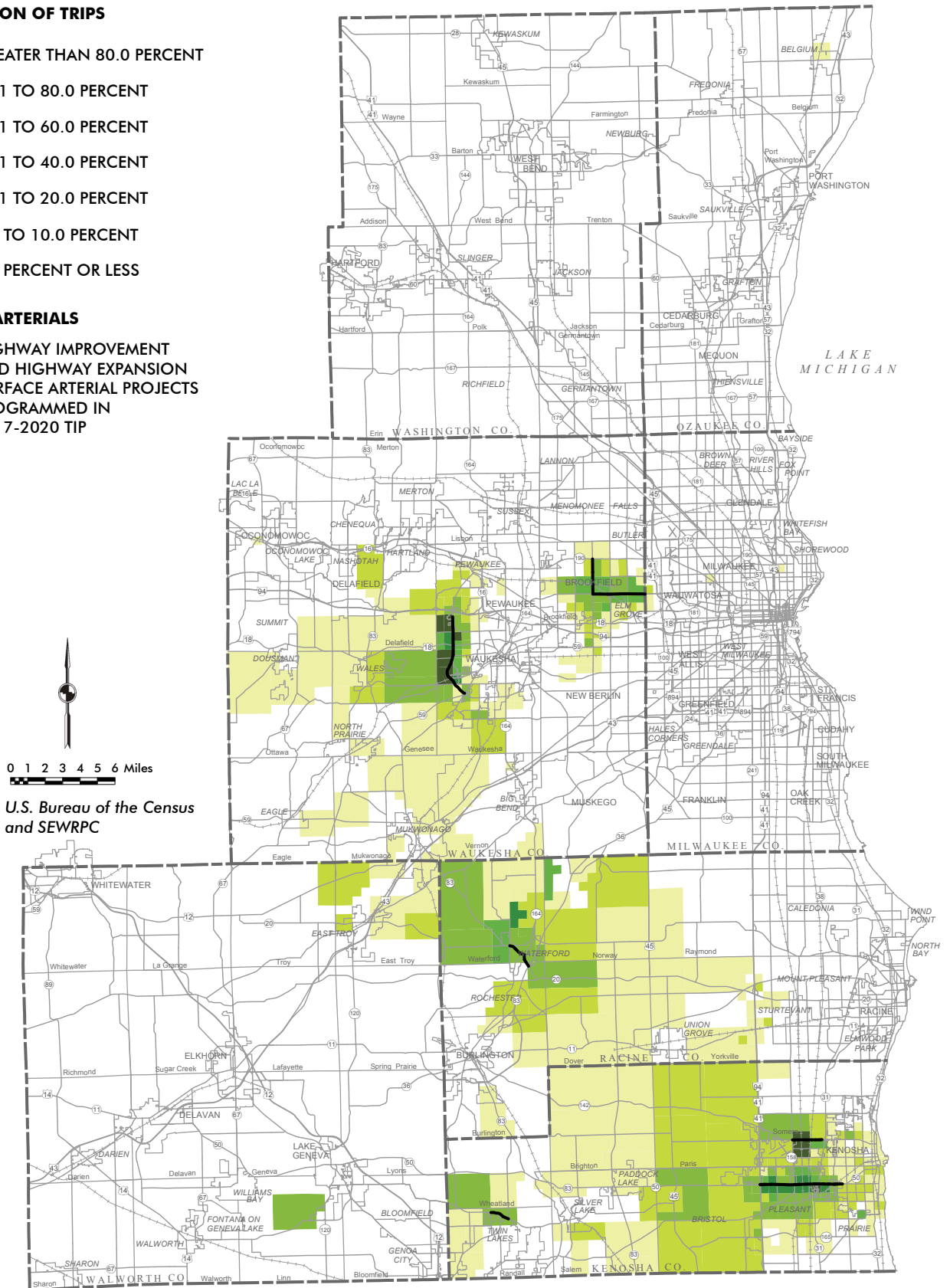
PROPORTION OF AUTOMOBILE TRIPS USING THE PROGRAMMED HIGHWAY IMPROVEMENT OR EXPANSION SURFACE ARTERIAL PROJECTS WITHIN EACH TRAFFIC ANALYSIS ZONE: 2017-2020 TIP

PROPORTION OF TRIPS



SURFACE ARTERIALS

— HIGHWAY IMPROVEMENT AND HIGHWAY EXPANSION SURFACE ARTERIAL PROJECTS PROGRAMMED IN 2017-2020 TIP

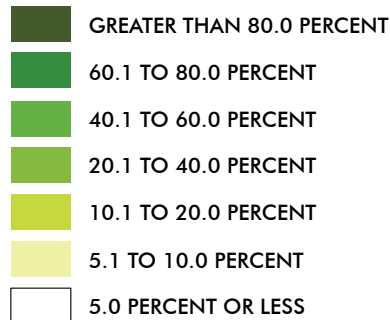


Source: U.S. Bureau of the Census and SEWRPC

Map G-19

PROPORTION OF AUTOMOBILE TRIPS USING THE PROGRAMMED FREEWAY WIDENING PROJECTS WITHIN EACH TRAFFIC ANALYSIS ZONE: 2017-2020 TIP

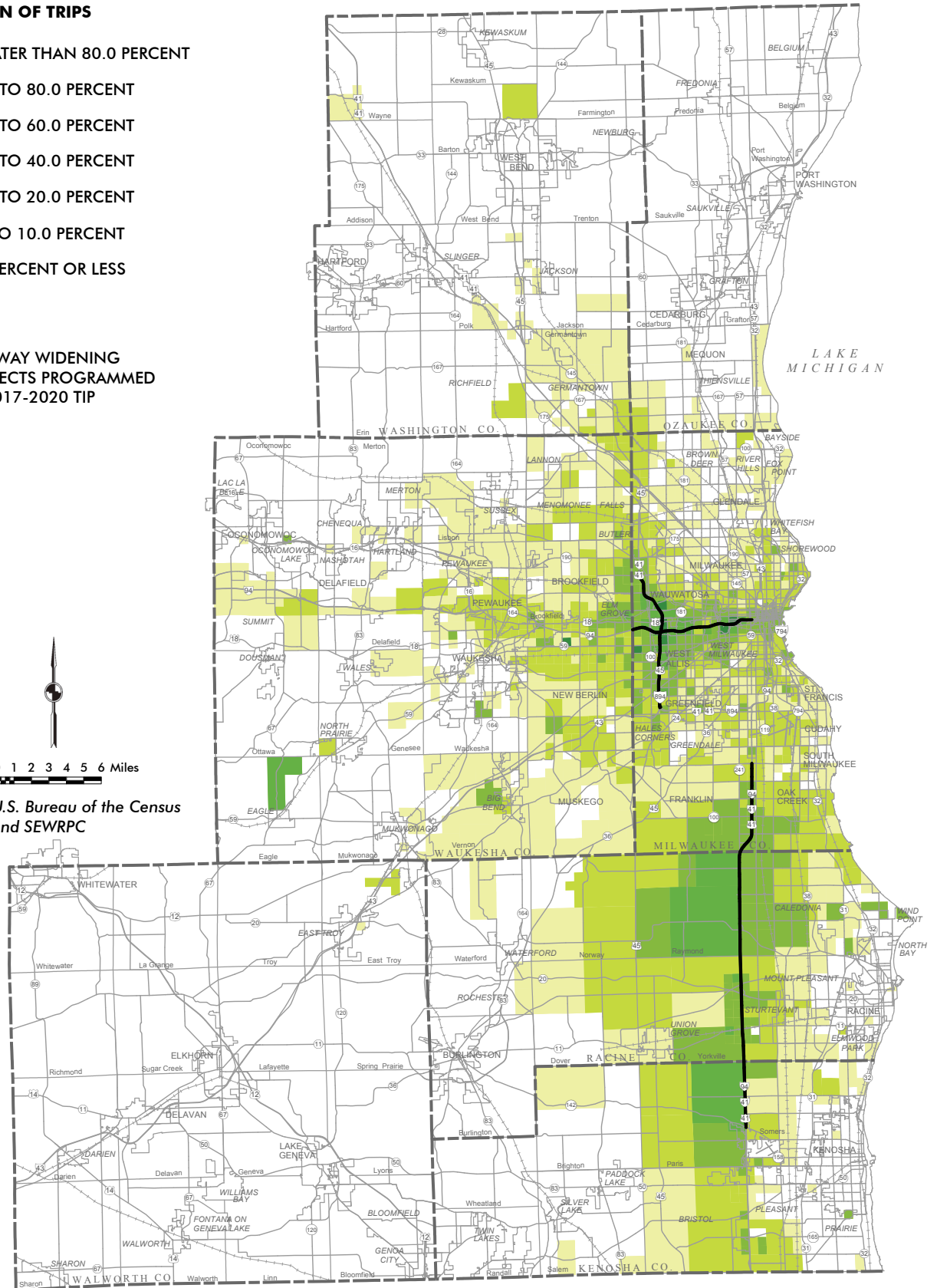
PROPORTION OF TRIPS



FREEWAYS



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



outside of existing areas of minority and low-income populations. With respect to freeways, the segments of freeway proposed to be widened programmed in the 2017-2020 would directly serve areas of minority and low-income population, particularly in Milwaukee County. As a result, it is expected that minority and low-income populations, particularly those residing adjacent to the freeway widenings, would be utilizing and experiencing benefit from the expected improvement in accessibility associated with the proposed widenings.

Maps G-20 and G-21 show a comparison of the minority and low-income populations to the bicycle and pedestrian facility projects programmed for the years 2017 through 2020. Review of the programmed projects indicates that there is a balance of projects located within/adjacent to and outside areas of minority and low-income populations.

The programmed highway system expenditures of \$624 million in 2017 are capital projects. Arterial system annual operating and maintenance costs in 2017 would represent an estimated additional \$79 million. Public transit programmed expenditures of \$281 million include both capital and annual operating and maintenance costs. The programmed expenditures on public transit represent about 28.6 percent of total combined highway and transit expenditures when arterial system operating costs are included with capital costs. The 28.6 percent expenditure on public transit in 2017 substantially exceeds the percentage of travel—2 percent—in the Region made on public transit, as well as the percentage of travel in the Region made by minority populations on public transit.

The year 2050 regional transportation plan—VISION 2050— was completed in 2016. As part of VISION 2050, plan implementation of the previous year 2035 regional transportation plan was reviewed over the first seven years, or 24 percent, of the year 2035 plan's 29 year planning period. The assessment concluded that implementation was lagging somewhat across all modes, but some implementation had taken place with respect to each mode. Between 2006 and 2013, about 17 percent of the plan recommended arterial street and highway capacity improvement and expansion was implemented and about 14 percent of the plan recommended off-street bicycle and path system expansion was implemented. With respect to public transit, about a 12 percent expansion of public transit was proposed by 2012, and a decline of about 7 percent in fixed route transit service had occurred along with a 17 percent increase in demand-responsive transit service. Beginning in 2012, Milwaukee County initiated three express bus route lines for the Milwaukee County transit system with \$19.1 million in Federal CMAQ funds. Milwaukee County has as well initiated three more express bus routes in 2015 with \$22.0 million in Federal CMAQ funds. The City of Milwaukee downtown streetcar line (which had received \$54.9 million in Federal Highway Administration (FHWA) Interstate Cost Estimate (ICE) funds) and the lake extension (which had received \$14.2 million in Federal TIGER funds) is in final engineering and design. These streetcar services have also received \$6.2 million in CMAQ funding for their operation. In addition, Milwaukee County is conducting preliminary engineering for a bus rapid transit route between downtown Milwaukee and the Regional Medical Center.

Funding availability has affected implementation of both highway and transit projects. When funding lags, the implications for highways differs from transit as highway expenditures are largely capital expenditures and transit expenditures are largely operating expenditures. The effect on highways is a deferral or delay in capital projects. The principal effect on transit is a lack of transit improvement and expansion, and 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 funding. 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 which 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

**COMPARISON OF LOCATION OF CONCENTRATIONS OF TOTAL MINORITY PERSONS
WITHIN SOUTHEASTERN WISCONSIN TO THE BICYCLE AND PEDESTRIAN PRESERVATION,
IMPROVEMENT, AND EXPANSION PROJECTS PROGRAMMED FOR THE YEARS 2017 THROUGH 2020**

**CENSUS BLOCKS WHEREIN MINORITY
POPULATION, INCLUDING HISPANIC PERSONS,
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PERCENT BASED ON 2010 U.S. CENSUS**

- 500 OR MORE MINORITY PERSONS
- 200 TO 499 MINORITY PERSONS
- 100 TO 199 MINORITY PERSONS
- 25 TO 99 MINORITY PERSONS
- 10 TO 24 MINORITY PERSONS
- 1 TO 9 MINORITY PERSONS

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS
BLOCKS WHEREIN THE MINORITY POPULATION IS
LESS THAN OR EQUAL TO THE AVERAGE REGIONAL
PERCENTAGE OF 28.9 PERCENT

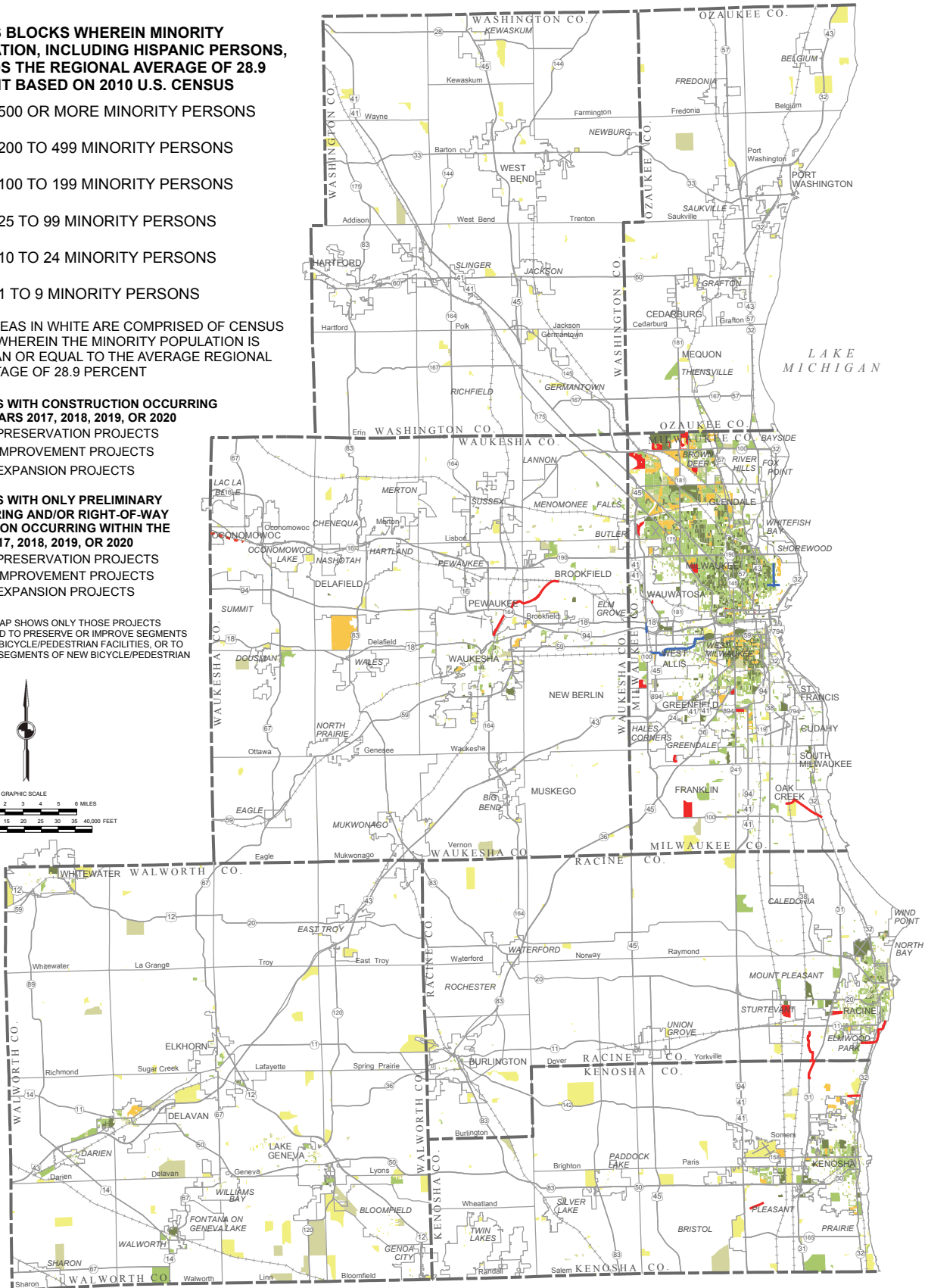
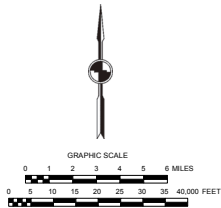
**PROJECTS WITH CONSTRUCTION OCCURRING
IN THE YEARS 2017, 2018, 2019, OR 2020**

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS

**PROJECTS WITH ONLY PRELIMINARY
ENGINEERING AND/OR RIGHT-OF-WAY
ACQUISITION OCCURRING WITHIN THE
YEARS 2017, 2018, 2019, OR 2020**

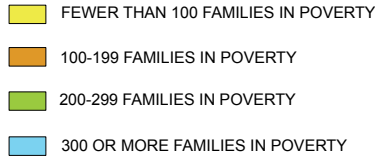
- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS

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.



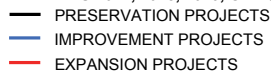
COMPARISON OF LOCATION OF CONCENTRATIONS OF FAMILIES IN POVERTY WITHIN SOUTHEASTERN WISCONSIN TO THE BICYCLE AND PEDESTRIAN PRESERVATION, IMPROVEMENT, AND EXPANSION PROJECTS PROGRAMMED FOR THE YEARS 2017 THROUGH 2020

CENSUS TRACTS WHEREIN THE FAMILIES IN POVERTY EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 10.3 PERCENT BASED ON 2008-2012 U.S. CENSUS AMERICAN COMMUNITY SURVEY

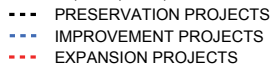


NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS TRACTS WHEREIN THE FAMILIES IN POVERTY IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 10.3 PERCENT.

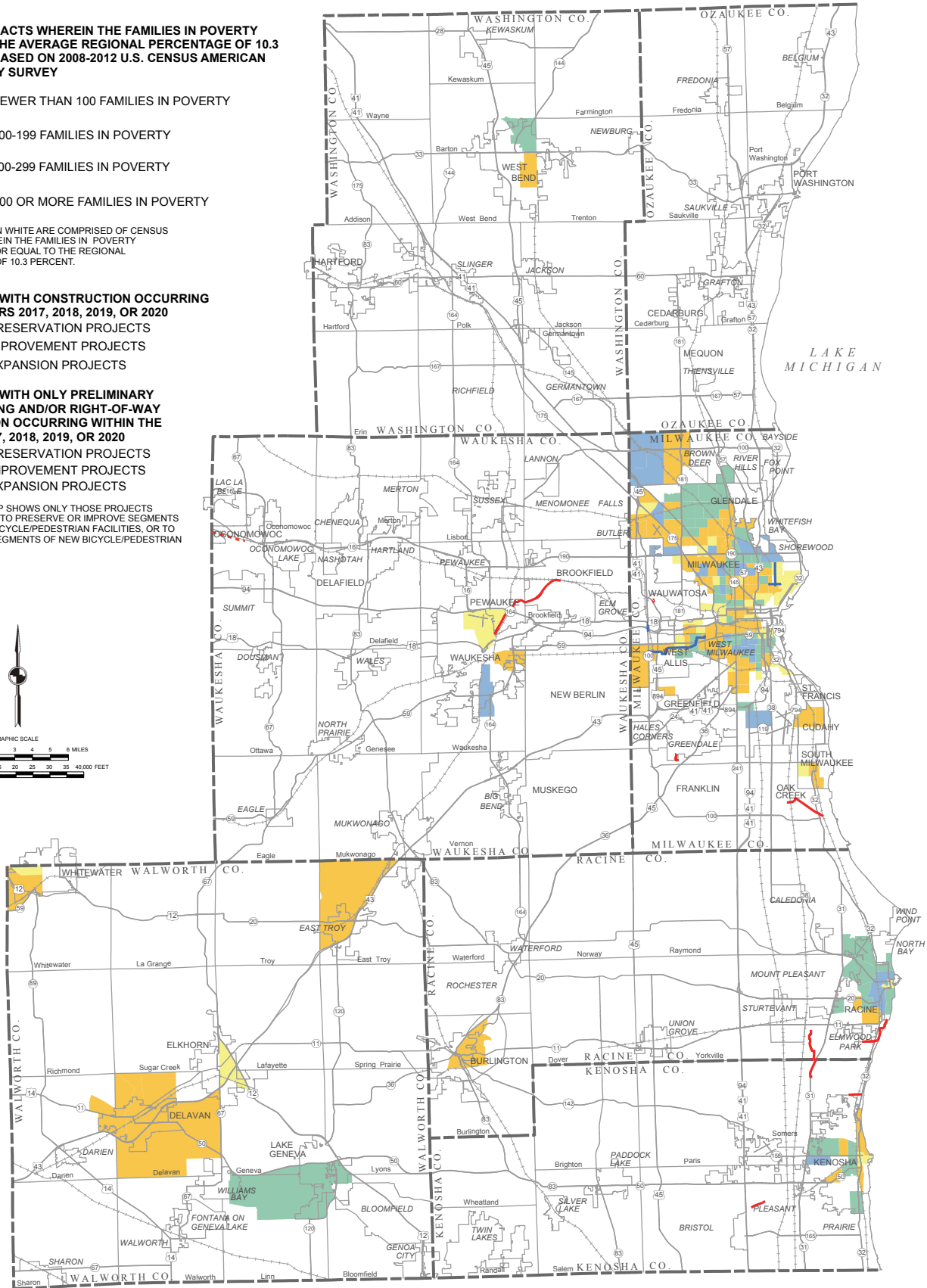
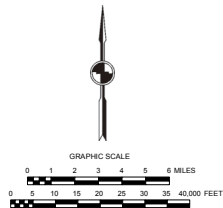
PROJECTS WITH CONSTRUCTION OCCURRING IN THE YEARS 2017, 2018, 2019, OR 2020



PROJECTS WITH ONLY PRELIMINARY ENGINEERING AND/OR RIGHT-OF-WAY ACQUISITION OCCURRING WITHIN THE YEARS 2017, 2018, 2019, OR 2020



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.



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 as 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 H

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION SUMMARY OF RECORD OF PUBLIC INVOLVEMENT

A TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2017-2020

BACKGROUND AND CONTEXT

This appendix constitutes the formal record of public involvement in the preparation and review of the 2017-2020 transportation improvement program (TIP). The TIP was compiled by an interagency staff team drawn from the Wisconsin Department of Transportation (WisDOT), Southeast Region; the Milwaukee County Department of Public Works; the Milwaukee County Transit System; the City of Milwaukee; and the Regional Planning Commission. As part of the development of the TIP, local engineers, planners, and transit operators within the Region were contacted in an attempt to include all proposed State and local government transportation projects in the TIP. The TIP is reviewed by the Regional Planning Commission's Advisory Committees for Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, Round Lake Beach, and West Bend urbanized areas. These committees are comprised of local elected and appointed officials and agency representatives responsible for transportation system improvement, operation, and maintenance within each urbanized area and also representatives of Federal and State transportation and environmental protection agencies. The TIP is reviewed by the Regional Planning Commission for consistency with the regional transportation system plan.

The public comment period on the draft TIP extended from October 12, 2016 through November 10, 2016. A public meeting was held on the draft TIP on October 26, 2016, during this comment period. Formal announcement of the public meeting was provided through paid notices appearing in the *Milwaukee Journal-Sentinel* on October 12, 2016, in the *Milwaukee Community Journal* on October 12, 2016, and in *El Conquistador* on October 13, 2016. A copy of these notices is included in Figure H-1 of this appendix.

Also, beginning on October 12, 2016, copies of the preliminary *Transportation Improvement Program for Southeastern Wisconsin: 2017-2020* were available from the Commission, and were posted on the Commission's website, and were also available for review at the Commission offices during normal business hours of 8:00 a.m. to 4:30 p.m., Monday through Friday. A summary description of the draft TIP, notice of the public meeting on the draft TIP, and opportunity to submit email comments were also available on the Commission's website. A copy of the webpage posted on the Commission's website for the draft TIP, along with the webpages summarizing the TIP development and approval process, are as well included in Figure H-1 of this appendix. Comments on the transportation improvement program could be submitted by fax, electronically via electronic mail, or via the U.S. mail.

Additional outreach, including outreach to minority and low-income populations, included the Commission staff sending an electronic mail to members of the Commission's Environmental Justice Task Force (EJTF) describing the purpose of the TIP, informing them of the availability of the draft TIP and the public meeting, and inviting them to comment on the draft TIP either at the meeting or during the 30-day comment period. In addition, the Commission staff maintains a list of about 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 that are informed of the Commission's public

participation opportunities for its planning and programming activities, including 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 and the public information meeting, and inviting them to comment on the draft TIP. The Commission staff offered to meet with each group and organization to further explain the TIP and obtain their comments. Announcements of the availability of the draft TIP and of the public comment period and meeting on the draft TIP were sent via electronic mail to over 2,600 individuals who have signed up to receive electronic notices and newsletters and to members of the nine task forces on key issues—natural resources, land use, human services transportation needs, freight movement, non-motorized transportation, public transit, woman’s land use and transportation needs, transportation systems management, and transportation needs of business, industry, workforce development, and higher education—that were developed and convened as part of the development of the VISION 2050 regional land use and transportation plan.

Since the TIP is consistent with, and serves as a stage of implementation of, the regional transportation plan, most of the projects in the TIP receive public involvement and comment as part of the regional transportation planning process. Many projects in the TIP also receive public involvement and comment as part of a local annual or State biennial budget, capital improvement program or program of projects, and preliminary engineering and environmental assessment processes.

Figure H-2 provides a summary of, and attendance record for, the public meeting. Figure H-3 provides a copy of the materials handed out at the public meeting and available at the Commission’s office. Three oral comments on the draft TIP were made at the public meeting, and the Commission staff received five written comments either at the public meeting or via electronic mail during the public comment period. Figure H-4 provides the oral and written comments received on the draft TIP.

SUMMARY OF COMMENTS

Summaries of the written comments specific to the Draft TIP and responses to the comments are provided below:

- Comment: A total of five persons provided comment that the level of funding should be increased for projects other than highway projects, particularly highway improvement projects (widening upon reconstruction of the roadway) and highway expansion projects (construction of new roadways). Specifically, four persons suggested that the level of funding for transit projects be increased, two persons suggested that the level of funding for bicycle/pedestrian projects be increased, and one person suggested that environmental enhancement, transit, and highway preservation and safety projects should be prioritized over highway improvement and expansion projects.

Response: The TIP is a list of all transportation projects that State and local governments propose to implement over the next four years with Federal U.S. Department of Transportation funding. Therefore, the TIP is a reflection of the priorities of State and local governments in Southeastern Wisconsin. During the compilation of the TIP, each implementing agency submits its projects for inclusion, and they are then reviewed by Commission staff for consistency with the recommendations of the regional transportation plan.

By law, the Commission is an advisory regional planning agency, and cannot ensure funding for, or implementation of, any element of the regional transportation plan. The public transit element of the regional transportation plan recommends substantial improvement and expansion of the existing transit system in the Region—approximately a doubling of service—including expansion of the area of the Region served by public transit, expanded days and hours of transit service, increased frequency of transit service, and implementation of express bus, commuter bus, rapid transit (e.g. bus rapid transit or

light rail), and commuter rail service. The bicycle and pedestrian element of the regional transportation plan recommends expanding the on-street bicycle network as streets are resurfaced and reconstructed, implementing enhanced bicycle facilities in key regional corridors, expanding the off-street bicycle path system, implanting additional bike share programs, and providing pedestrian facilities that facilitate safe, efficient, and accessible pedestrian travel. While the regional transportation plan indicates that all elements of the plan are considered to be of equal priority, implementation of each element of the regional plan is dependent upon actions taken by State and local governments, as well as the Federal government. The State Legislature and Governor establish the level of State funding of public transit, and also establish whether regional transit authorities and dedicated local funding of transit are permitted. Local government elected officials establish the level of local funding of public transit, and set the level of transit fares, and attendant improvement and expansion or reduction of transit service. Neither WisDOT nor the Commission is enabled to transfer State highway project construction funds to fund transit operating or capital costs.

Funding for all projects included in the draft 2017-2020 TIP totals about \$2.62 billion. Of the total 2017-2020 programmed resources, a substantial proportion is for transit (\$762 million, or 29.1 percent), despite the fact that transit currently carries about 2 percent of all trips in the Region. Of the total 2017-2020 programmed resources, a substantial proportion will also benefit the bicycle and pedestrian transportation modes. About \$21 million, or 0.8 percent, is allocated to bicycle and pedestrian projects, including expansion of off-street bicycle and pedestrian paths and expansion of bike-sharing systems. In addition, bicycle accommodations will likely be provided as part of most of the projects in the draft TIP involving the resurfacing, reconstruction, and new construction of arterial highways.

- Comment: A total of three persons commented that there is not a need for the highway improvement and expansion projects listed in the draft 2017-2020 TIP. Specifically, two persons commented that implementing measures to reduce the demand for driving in the Region—such as, developing walkable communities, implementing roadway and parking pricing strategies, and investing in public transit, bicycle, and pedestrian accommodations—would eliminate the need for highway improvement and expansion, and one person commented that vehicle miles travelled (VMT) in the Region no longer is increasing and, as a result, expansion of street and highway capacity in the Region is no longer justified.

Response: The highway improvement and expansion projects listed in the draft 2017-2020 TIP are consistent with the VISION 2050 regional land use and transportation plan, as adopted by the Commission in July 2016. As part of the development of VISION 2050, more efficient land use, expanded public transit, bicycle and pedestrian facilities, and transportation system management and travel demand management measures were considered first to address existing and probable future congestion prior to any consideration given to arterial street and highway system improvement and expansion. With respect to land use, VISION 2050 proposes that new development be at higher densities focused in areas within or adjacent to existing urban development served by public sanitary sewer and water systems, while avoiding development in the Region's environmentally sensitive areas and best remaining agricultural lands. VISION 2050 also proposes more than a doubling of transit service in the more densely developed areas of the Region, including the development of two commuter rail corridors and a network of eight rapid transit corridors (either bus rapid transit or streetcar extension operating as light rail). In addition, VISION 2050 proposes the development of a 713-mile network of off-street bicycle paths and the provision of bicycle accommodations on the 3,300 mile arterial street and highway system as it is resurfaced or reconstructed segment-by-

segment. Arterials street and highway system improvement and expansion—widening of arterials upon their reconstruction and new arterial facilities—was then considered to address the residual highway traffic volume and traffic congestion which may not be expected to be alleviated by the other measures.

The arterial system capacity expansion proposed in VISION 2050 represents about an 8 percent expansion in arterial system lane-miles over the next 35 years. The year 2050 arterial street and highway system is designed to serve the expected increase in VMT in the Region of 23 percent by the year 2050 (even with the more than doubling of transit and a more compact development pattern proposed under the VISION 2050). Even with this expected growth in travel by the year 2050, implementation of the arterial highway improvements and expansion under VISION 2050 would be expected to maintain or slightly improve from current levels overall traffic congestion, travel time delay, and average trip times.

With respect to the recent decline in VMT, national estimates of VMT, as maintained by the Federal Highway Administration, show a nationwide decline in VMT from 2007 (3,031,000 million annual vehicle miles travelled) to 2011 (2,946,000 million annual vehicle miles travelled), coinciding with the national recession that began at the end of 2007 and ended in mid-2009. However, VMT began increasing again nationwide in 2012, reaching a new record high in 2015 (3,148,000 million annual vehicle miles travelled). Estimates of VMT prepared by WisDOT for each county in Southeastern Wisconsin show a similar trend, with VMT in the seven-county Region declining from 18,700 million annual vehicle miles travelled in 2004 to about 15,900 million annual vehicle miles travelled in 2013 and increasing since then to about 16,700 million annual vehicle miles travelled in 2015.

- Comment: One person commented that public input should be solicited earlier in the TIP development process to provide the public a greater opportunity to help shape the final TIP.

Response: The public has several opportunities to comment on proposed projects during development of the TIP. The initial 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 budgets identify levels of funding for specific programs, and typically also identify specific projects. The processes used by State and local governments to develop their budgets provide opportunities for public input. For some categories of funding, a competitive project selection process is used by the State and local governments to select 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 selected through a competitive process are typically selected for a multi-year period which extends to or beyond the TIP four-year period. Furthermore, projects requiring preliminary engineering and preparation of an environmental study prior to construction also provide an opportunity for public input during those phases of development. Projects identified by the State and local governments are then submitted to the Commission staff, which prepares the Draft TIP. The Draft TIP is reviewed and refined by TIP Committees representing each urbanized area in the Region at meetings that are open to the public. During a subsequent 30-day public comment period, the Draft TIP and Draft TIP outreach materials are made available to the public, and a public meeting on the Draft TIP is held. Commission staff then review and respond to all public comments received and make changes to the Draft TIP as appropriate. Finally, the Draft TIP is reviewed and approved at a joint meeting of the TIP Committees that is also open to the public.

In addition, some of the comments received were not necessarily specific to the Draft TIP. One person commented that advocacy should be increased for implementing complete streets measures and creating a regional transit authority, and that the Region needs to focus on creating a sustainable future. Two persons commented that the fiscally-constrained regional transportation plan does not include all of the recommendations of the VISION 2050 regional transportation plan. One person commented that there is a need to construct a bypass around the Village of Walworth in Walworth County.

* * *

H-6
Figure H-1

NOTICE OF PUBLIC MEETING AND REVIEW PERIOD

AN OPPORTUNITY TO PROVIDE INPUT

THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION INVITES RESIDENTS TO REVIEW AND COMMENT ON TWO IMPORTANT DOCUMENTS

NEW

- TRANSPORTATION IMPROVEMENT PROGRAM
FOR SOUTHEASTERN WISCONSIN
- PUBLIC PARTICIPATION PLAN FOR
SOUTHEASTERN WISCONSIN

The draft Transportation Improvement Program for Southeastern Wisconsin: 2017-2020 (TIP) and attendant air quality conformity demonstration are now available for review and comment through November 10, 2016. The TIP lists State and local public transit and roadway projects within Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties proposed by State and local governments to use Federal Transit and Highway Administration funding over the next four years.

The draft Public Participation Plan outlines how the Commission proposes to achieve public participation in its regional planning and is available for review and comment through November 28, 2016. The plan has been updated since it was originally prepared in 2012. It was developed based on the Commission's goal to ensure early and continuous public notification about its regional planning activities, and in so doing, provide meaningful information with opportunities to achieve participation and input. An appendix to the plan focuses on the public participation activities to be used in the Commission's transportation planning and programming. This appendix provides further detail with respect to public meetings and comment periods, and contains measures to be used to evaluate the public participation plan. A second appendix describes the Commission's regional transportation consultation process, which summarizes how the Commission would coordinate with other agencies and officials in its transportation planning and programming efforts.

Copies of the draft TIP, its conformity demonstration, and the Public Participation Plan are available electronically at the Regional Planning Commission's website—www.sewrpc.org—or from the Commission offices. Commission staff are available weekdays between 8:00 a.m. and 4:30 p.m. to meet with the public and to answer any questions. Public comments are encouraged and invited.

PUBLIC INFORMATIONAL MEETING

A public informational meeting on the draft TIP and Public Participation Plan will be held October 26, 2016. Staff will be available in an "open house" format from 4:30 p.m. to 6:30 p.m. to individually answer questions and provide information. Oral comment may be given to a court reporter during the meeting or written comments may be submitted. The public meeting will be held:

WEDNESDAY, OCTOBER 26, 2016, 4:30 – 6:30 P.M.
MILLER ROOM, O'DONNELL PARK PAVILION
910 EAST MICHIGAN STREET
MILWAUKEE, WISCONSIN

People needing disability-related accommodations are asked to contact the Commission offices (below) a minimum of 3 business days in advance so that appropriate arrangements can be made.

Written comments may also be provided following the public informational meeting via U.S. mail, fax or e-mail. Please contact:

Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax: 262-547-1103
E-mail for TIP comments: TIP@sewrpc.org
E-mail for Public Participation Plan comments: PublicPlan@sewrpc.org
Website: www.sewrpc.org

The public involvement activities and the length of public review and comment period described in this notice for the draft *Transportation Improvement Program for Southeastern Wisconsin: 2017-2020* will satisfy the Federal Transit Administration public involvement requirements for the Program of Projects prepared by the City of Hartford, City of Kenosha, Kenosha County, Milwaukee County, Ozaukee County, City of Racine, Walworth County, Washington County, Waukesha County, and City of West Bend.

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Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax: 262-547-1103
E-mail for TIP comments: TIP@sewrpc.org
E-mail for Public Participation Plan comments: PublicPlan@sewrpc.org
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Figure H-1 (continued)

AN OPPORTUNITY TO PROVIDE INPUT

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UNA OPORTUNIDAD PARA OFRECER SU OPINION

**EL SOUTHEASTERN WISCONSIN
REGIONAL PLANNING COMMISSION
INVITA RESIDENTES A REVISAR Y COMENTAR EN
DOS DOCUMENTOS IMPORTANTES**

NUEVO

- PROGRAMA DE MEJORAS DE TRANSPORTACION PARA EL SURESTE DE WISCONSIN
- PLAN DE PARTICIPACION PUBLICA PARA EL SURESTE DE WISCONSIN

El bosquejo del Programa de Mejoras en Transportación para el Sureste de Wisconsin: 2017-2020 (TIP) y asistente a la demostración de conformidad de calidad de de aire están ahora disponibles para revisión y comentarios hasta el 28 de noviembre de 2016. La lista TIP de tránsito público al nivel de Estado local y proyectos de ferrocarril dentro de los Condados de Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington y Waukesha propuesto por gobiernos estatales y locales para el uso de fondos de la Federal Transit and Highway Administration durante los próximos cuatro años,

El bosquejo del Plan de Participación Pública subraya como la Comisión propone lograr participación pública en su planeo regional y está disponible para revisión y comentarios a través 28 de noviembre de 2016. El plan a sido actualizado desde que fue originalmente preparado en 2012. Fue desarrollado basado en las metas de la Comisión para asegurar notificación pública temprana y continua sobre sus actividades de planes regionales, y haciendo eso, provee información con oportunidades para lograr participación e opiniones. Un apéndice al plan se enfoca en las actividades de participación pública a ser usadas en la en el planeo y programación de transportación de la Comisión. Este apéndice provee más detalles con respecto a las reuniones publicas y periodos de comentarios, y contiene medidas a ser usadas para evaluar el plan de participación pública. Un segundo apéndice describe el proceso de consultas sobre transportación regional de la Comisión, la cual sumaría como la Comisión va a coordinar con otras agencias y oficiales en su esfuerzos de planeo y programación.

Copias del bosquejo de TIP, su demostración de conformidad, y el Plan de Participación Pública están disponibles electrónicamente en la pagina de la internet del, Regional Planning Comisión - www.aewepc.org—o en las oficinas de la Comisión. Personal de la comisión están disponibles los días de semana entre las 8:00 a.m. y 4:30 p.m. para reunirse con el público y para contestar cualquier pregunta. Comentarios públicos son alentados e invitados.

REUNION INFORMATIVA PUBLICA

Una reunion informaciones sobre el bosquejo TIP y el Plan de Participación Pública se llevará a cabo el 26 de octubre de 2016. Personal estará disponible en un formato "casa abierta" de 4:30 p.m. a 6:30 p.m. para contestar preguntas individualmente y proveer información. Comentarios orales podrán ser dados a reporteros de corte durante la reunión o comentarios escritos podrán ser sometidos. La reunión pública se llevará a cabo:

MIÉRCOLES 26 DE OCTUBRE DE 2016, 4:30 - 6:30 P.M.
MILLER ROOM, O'DONNELL PARK PAVILION
910 EAST MICHIGAN STREET
MILWAUKEE, WISCONSIN

Personas necesitando acomodaciones relacionadas con incapacidad se les pide que se comuniquen con las oficinas de la Comisión (abajo) con un mínimo de 3 días de trabajo en avance para que puedan hacer los arreglos necesarios

Comentarios escritos pueden ser también proveídos siguiendo las reuniones informativas por medio del correo de EEUU, fax o e-mail. Favor de comunicarse con:

Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax: 262-547-1103
E-mail for TIP comments: TIP@sewrpc.org

E-mail para comentarios sobre el Plan de Participación Pública: PublicPlan@sewrpc.org
Website: www.sewrpc.org

Las actividades de involucramiento público y el periodo de tiempo de revisión pública y comentarios descritos en esta nota para el bosquejo *Transportation Improvement Program for Southeastern Wisconsin: 2017-2020* va a satisfacer los requisitos del involucramiento público del Federal Transit Administration para el Programa de Proyectos preparado la Ciudad de Hartford, Ciudad de Kenosha, Condado de Kenosha, Condado de Milwaukee, Condado de Ozaukee, Ciudad de Racine, Condado de Racine, Condado de Walworth, Condado de Washington, Condado de Waukesha y la Ciudad de West Bend.

H-9

Figure H-1 (continued)



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SEWRPC > Transportation > Draft Regional Transportation Improvement Program: 2017-2020

Draft Regional Transportation Improvement Program: 2017-2020

2016 Certification Review of the SEWRPC Metropolitan Transportation Planning Process

2012 Certification Review of the SEWRPC Metropolitan Transportation Planning Process

Public Participation in Regional Planning

Regional Transportation Improvement Program: 2015-2018

Section 5310 Program

2035 Regional Transportation Plan

STH 60 Northern Reliever Route Feasibility Study

2014 Interim Review and Update of the Year 2035 Regional Transportation Plan

Jurisdictional Highway Plans

Regional Transportation Operations Plan: 2012-2016

Congestion Management Process in Southeastern Wisconsin

Transit Development Plans

Human Services Transportation Coordination

Environmental Justice Task Force

Regional Airport System Plan

Other Transportation Project Websites

Links and Document Downloads

MPD Designation, Geography, and Responsibilities

Lake Parkway Extension Study

Draft Regional Transportation Improvement Program: 2017-2020

The Commission has prepared a [draft 2017-2020 regional transportation improvement program](#) (TIP). 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 (2017-2020) in the seven county Southeastern Wisconsin Region. The TIP indicates the transportation system improvement priorities of State and local governments in Southeastern Wisconsin by their programming of projects to be undertaken in each of the next four years. Transit, arterial highway, and other improvement projects proposed to be implemented in the next four years with Federal U.S. Department of Transportation funding should be included in this program. The draft 2017-2020 TIP is available for review and comment through November 10, 2016.

The draft TIP was compiled 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. This staff team was directly involved in preparing the TIP including contacting 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.

Commission staff reviewed each project proposed to be listed in the TIP for consistency with the adopted year 2050 fiscally constrained transportation plan (FCTP). 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. In addition, the Commission staff conducted an evaluation assessing the impact of the projects programmed in the TIP on minority and low-income populations—both positive and negative—and evaluates whether minority 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.

The draft TIP along with public comment on the draft TIP are reviewed by the Regional Planning Commission's Advisory Committees for Transportation System Planning and Programming for the [Kenosha, Milwaukee, Racine, Round Lake Beach-McHenry-Grayslake, Illinois-Wisconsin](#), and [West Bend](#) urbanized areas. These committees are comprised of local elected and appointed officials and agency representatives responsible for transportation system improvement, operation, and maintenance within each urbanized area.

The project-by-project listing of the draft 2017-2020 TIP includes for each project a brief description; estimated costs; estimated levels of Federal, state, and local funding; and the state or local unit of government sponsor responsible for project implementation. The draft 2017-2020 TIP contains 402 projects representing a total potential investment in transportation improvements and services of \$2.62 billion over the next four years. Of this total, \$962 million, or about 36.7 percent, is proposed to be provided in Federal aids; \$1.25 billion, or about 47.7 percent, in State funds; and \$405 million, or about 15.5 percent, in local funds.

Transportation Improvement Program Development and Approval

[Transportation Improvement Program Development Process](#)

[Transportation Improvement Program Review and Approval Process](#)

Program Materials

[Draft Regional Transportation Improvement Program](#)

[Air Quality Assessment Report](#)

Supplemental Materials

[Draft TIP Brochure](#)

Related Materials

[VISION 2050](#)

[Draft Public Participation Plan](#)

Committees

[Advisory Committee on Transportation System Planning and Programming for the Kenosha Urbanized Area](#)

[Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area](#)

[Advisory Committee on Transportation System Planning and Programming for the Racine Urbanized Area](#)

[Advisory Committee on Transportation System Planning and Programming for the Round Lake Beach-McHenry-Grayslake, IL-WI Urbanized Area \(Wisconsin Portion\)](#)

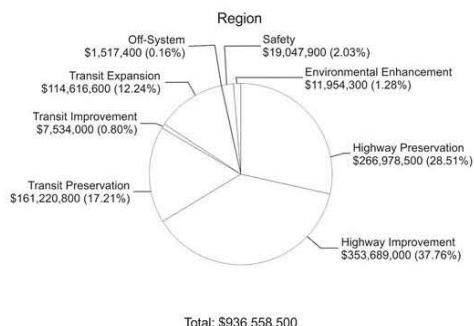
[Advisory Committee on Transportation System Planning and Programming for the West Bend Urbanized Area](#)

H-10

Figure H-1 (continued)

About 36.0 percent of the four year draft 2017–2020 TIP proposed expenditures, or about \$965 million, are programmed in 2017, the first year of the TIP (as shown in the graphic below).

DISTRIBUTION OF EXPENDITURES IN 2017 OF THE 2017 THROUGH 2020 TRANSPORTATION IMPROVEMENT PROGRAM BY PROJECT CATEGORY



- The proportion of financial resources programmed for 2017 to be devoted to the preservation of the existing transportation facilities and services—both highway and transit—is about \$428 million, or 45.7 percent in the Region. It should be noted that none of the projects included in the TIP 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 2017 are approximately \$354 million, or 37.8 percent of total expenditures. (It should be noted that much of the cost of a highway improvement project is attendant to reconstruction of the existing highway facility. The cost of additional traffic lanes provided may only represent 10 to 20 percent of the total costs of a highway improvement project.) About 83.2 percent or \$294 million of the total \$354 million of programmed expenditures for highway improvement projects in Southeastern Wisconsin in 2017 is programmed for two projects: the reconstruction of the Zoo Interchange in Milwaukee County and the reconstruction of IH 94 from the Mitchell Interchange to the Wisconsin State line. There are no programmed expenditures for highway expansion projects in 2017.
- About \$283 million, or 30.2 percent of total financial resources in 2017 is devoted to public transit projects. Public transit ridership represents about two percent of all person trips made on an average weekday in Southeastern Wisconsin. Of the total year 2017 programmed resources for public transit, \$161 million, or 56.9 percent is for preservation, and \$7 million, or 2.7 percent, and \$115 million, or 40.4 percent for service improvement and service expansion, respectively.

Similar programmed funding patterns exist for the full four years of the draft 2017–2020 TIP.

To download a copy of the draft 2017–2020 TIP click [here](#).

Public Comment Opportunities

A public informational meeting on the draft 2017–2020 transportation improvement program (being held jointly with the [draft Public Participation Plan](#)) will be held October 26, 2016. Staff will be available in an "open house" format from 4:30 p.m. to 6:30 p.m. to individually answer questions and provide information. Oral comment may be given to a court reporter during the meeting or written comments may be submitted. The public meeting will be held:

Wednesday, October 26, 2016, 4:30 – 6:30 p.m.
Miller Room, O'Donnell Park Pavilion
910 East Michigan Street
Milwaukee, Wisconsin

People needing disability-related accommodations are asked to contact the Commission offices a minimum of 3 business days in advance so that appropriate arrangements can be made.

Written comments may also be provided through November 10, 2016 via U.S. mail, fax, e-mail, or using the comment form below. Please contact:

Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax: 262-547-1103
E-mail: TIP@sewrpc.org

Comment on the Draft 2017–2020 TIP

You can use the box below to submit any comments you may have about the draft transportation improvement program (comments submitted through November 10, 2016 will become part of the public record for the draft transportation improvement program):

Please provide the following information prior to submitting your request:

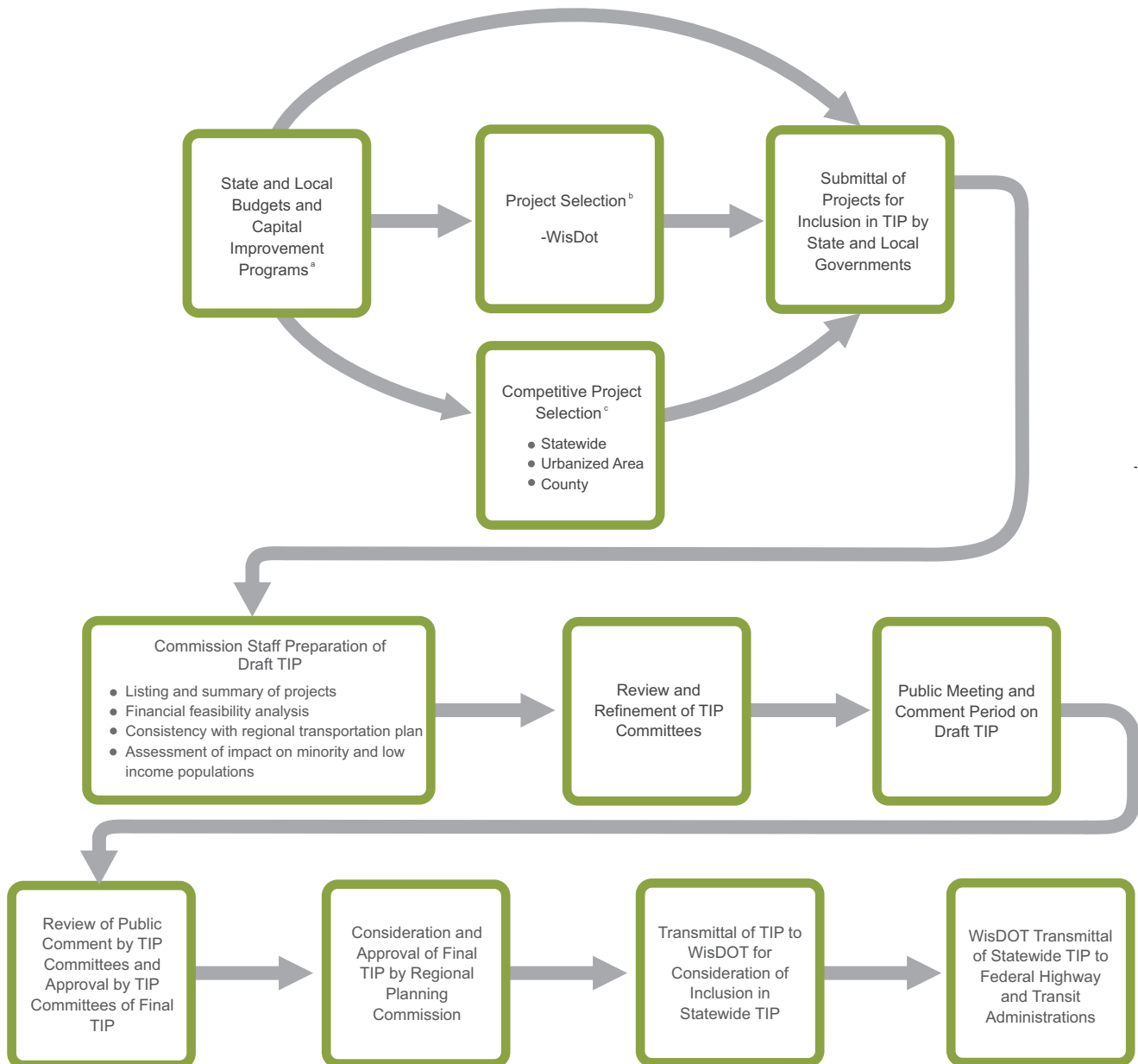
First Name:*	
Last Name:*	
Email Address:*	
Organization	
Mailing Address:	
City:*	
State:*	
Zip:	

* Denotes a required field

Press the "Submit" button when finished.

Figure H-1 (continued)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 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
FTA 5339 Bus and Bus Facilities Capital Funding
FTA 5310 Mobility for Seniors and Persons 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 Block Grant Program - Urbanized Area
FHWA Congestion Mitigation and Air Quality (Southeastern Wisconsin)
FHWA Transportation Alternatives (Milwaukee Only)
FTA 5310 Mobility for Seniors and Persons 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 Bridge (WisDOT determines amount of funding available to each county)

H-12

Figure H-1 (continued)



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SEWRPC > [Transportation](#) > [Regional Transportation Improvement Program: 2015–2018](#) > [TIP Review and Approval Process](#)

[Draft Regional Transportation Improvement Program: 2017–2020](#)

[2016 Certification Review of the SEWRPC Metropolitan Transportation Planning Process](#)

[2012 Certification Review of the SEWRPC Metropolitan Transportation Planning Process](#)

[Public Participation in Regional Planning](#)

[Regional Transportation Improvement Program: 2015–2018](#)

[Online Database](#)

[TIP Review and Approval Process](#)

[Section 5310 Program](#)

[2035 Regional Transportation Plan](#)

[STH 60 Northern Reliever Route Feasibility Study](#)

[2014 Interim Review and Update of the Year 2035 Regional Transportation Plan](#)

[Jurisdictional Highway Plans](#)

[Regional Transportation Operations Plan: 2012–2016](#)

[Congestion Management Process in Southeastern Wisconsin](#)

[Transit Development Plans](#)

[Human Services Transportation Coordination](#)

[Environmental Justice Task Force](#)

[Regional Airport System Plan](#)

[Other Transportation Project Websites](#)

[Links and Document Downloads](#)

[MPO Designation, Geography, and Responsibilities](#)

[Lake Parkway Extension Study](#)

TIP Review and Approval Process

The final approval of the TIP is by the Regional Planning Commission as the Metropolitan Planning Organization for the Kenosha, Milwaukee, Racine, West Bend, and Wisconsin portion of the Round Lake Beach urbanized areas. For its approval, the Commission considers the recommendations of its Advisory Committees on Transportation System Planning and Programming (TIP Committees) for the [Kenosha, Milwaukee, Racine, West Bend](#) and [Wisconsin portion of the Round Lake Beach](#) Urbanized Areas. These Committees include representation from the local governments of the urbanized areas and State and Federal transportation and environmental agencies. The membership of each committee can be viewed by clicking on each urbanized area listed above. The representation of local governments on each urbanized area is shown on these maps: [Milwaukee](#), [Kenosha](#), [Racine](#), [Round Lake Beach](#), and [West Bend](#).

As an example, the Milwaukee urbanized area committee membership -- which totals 22 members and is population proportional -- is as follows:

Milwaukee County

5 members – Milwaukee County
6 members – City of Milwaukee
1 member – North Shore Suburbs
1 member – Southern Suburbs
2 members – Western Suburbs

Waukesha County

2 members – Waukesha County
3 members – Waukesha County municipalities

Ozaukee County

1 member – Ozaukee County

Washington County

1 member – Washington County

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 (with respect to the five members representing Milwaukee County, four are appointed by the County Executive and one by the County Board Chairwoman and with respect to the six members representing the City of Milwaukee, five are appointed by the Mayor and one by the Common Council President). The Milwaukee TIP Committee 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 Committee also includes ex-officio or non-voting members from the Wisconsin Departments of Transportation and Natural Resources, the Federal Highway and Transit Administrations, and the Regional Planning Commission.

In addition to guiding the preparation and development of a recommended Milwaukee urbanized area Transportation Improvement Program, the Committee also establishes the selection of projects to be funded with Federal highway and transit funds specifically allotted to the Milwaukee urbanized area. This includes guiding the development of procedures to evaluate, prioritize, and recommend projects for Federal Highway Administration (FHWA) Surface Transportation Program funding allocated to the Milwaukee urbanized area (including the allocation of these funds between highway and transit projects), reviewing and approving the allocation of Federal Transit Administration (FTA) Section 5307 Milwaukee urbanized area funds to the area's five public transit operators, guiding the selection of projects to receive FHWA Transportation Alternatives Program funding, and along with the TIP Committees for the Region's other urbanized areas, guiding the development of the procedures to evaluate, prioritize, and recommend projects for FHWA Congestion Mitigation and Air-Quality Improvement Program (CMAQ) funding.

Following approval of the TIP by the Regional Planning Commission, the TIP must be sent to the Wisconsin Department of Transportation (WisDOT) for review and approval. Upon WisDOT approval, the Region's TIP is incorporated in the Statewide Transportation Improvement Program (STIP), and the STIP is sent by WisDOT to the U.S. Department of Transportation, Federal Highway and Transit Administrations. The Region's TIP must be approved by WisDOT and incorporated in the STIP before these Federal agencies can consider funding the projects in the Region's TIP.

Figure H-2

SUMMARY AND ATTENDANCE RECORD, PUBLIC MEETING
WEDNESDAY, OCTOBER 26, 2016

TRANSPORTATION IMPROVEMENT PROGRAM
FOR SOUTHEASTERN WISCONSIN: 2017-2020

4:30-6:30 p.m.
O'Donnell Park Pavilion
Miller Room
910 E. Michigan Street
Milwaukee, Wisconsin

The public meeting began at 4:30 p.m. and ended at 6:30 p.m. The meeting was held in an open house format, displaying information regarding and relevant to the *Transportation Improvement Program for Southeastern Wisconsin: 2017-2020*. Staff from the Southeastern Wisconsin Regional Planning Commission was available to discuss the transportation improvement program (TIP) and to answer questions from the public.

Three attendees made an oral comment and three attendees provided written comment on the draft TIP.

ATTENDANCE RECORD

SEWRPC Staff

Stephen P. Adams
Michael G. Hahn
Christopher T. Hiebert
Ryan W. Hoel
Eric Lynde
Nakeisha N. Payne
Xylia N. Rueda

Public Involvement and Outreach Manager
Deputy Director
Chief Transportation Engineer
Principal Engineer
Chief Special Projects Planner
Senior Public Involvement and Outreach Specialist
Transportation Planner

Attendees

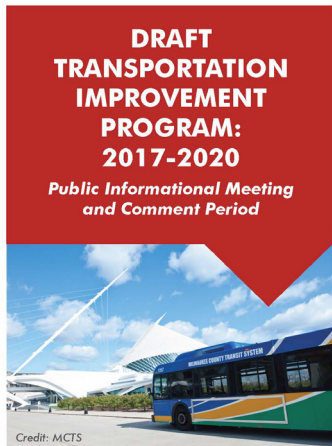
Tom Connelly
Denis Guequierre
Helga Guequierre
Nicholas Lajoie
Gerald Ottone
Steven M. Popek
Robert Schneider
Jeffrey Stubler
Bruce Wiggins
Terry Wiggins

Trustee, Village of Walworth
League of Women Voters
League of Women Voters
Marquette University
Citizen
Citizen
Citizen
Milwaukee Transit Riders Union
Citizen
Citizen

H-14

Figure H-3

SUMMARY MATERIALS AVAILABLE ON COMMISSION'S WEBSITE AND DISTRIBUTED AT PUBLIC MEETING



A public informational meeting on the draft Transportation Improvement Plan (TIP) will be held:

**Wednesday, October 26, 2016,
4:30 - 6:30 p.m.
Miller Room, O'Donnell Park Pavilion
910 East Michigan Street
Milwaukee, Wisconsin**

Staff will be available in an "open house" format to individually answer questions and provide information. Oral comment may be given to a court reporter during the meeting or written comments may be submitted. Public comments are encouraged and invited on the draft 2017-2020 TIP through November 10, 2016. A copy of the draft TIP is available at the Commission's website: www.sewrpc.org/draftTIP



What is a TIP?

- A listing of highway, public transit, and other transportation improvement projects. The projects listed are proposed to be carried out by State and local governments over the next four years (2017-2020) in the seven counties of southeastern Wisconsin.
- Includes all projects to be funded with Federal transit and highway funding.
- Developed in cooperation with the State and local transit operators, as well as the City of Milwaukee, Milwaukee County, Waukesha County, and local governments throughout southeastern Wisconsin.
- Reviewed and approved by the Commission's Advisory Committees on Regional Transportation Planning and Programming for the Kenosha, Milwaukee, Racine, West Bend, and Round Lake Beach Urbanized areas.
- Projects in the TIP must be determined to be consistent with available funding (for example, a project for which funding is considered to not be available may not be included in the TIP).
- Projects must be consistent with the regional transportation system plan. Information on the 2050 regional transportation plan (VISION 2050) can be found on the Commissions website (www.sewrpc.org/2050transplan).

Contact Us

For additional information or to provide written comment by mail or email following the meeting and by November 10, 2016, you may contact SEWRPC staff using the following information:



tip@sewrpc.org



(262) 547-6721



Southeastern Wisconsin
Regional Planning Commission
P.O. Box 1607
Waukesha, WI 53187-1607

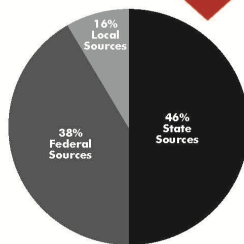
For more information on the draft TIP, check out our website at:
www.sewrpc.org/draftTIP



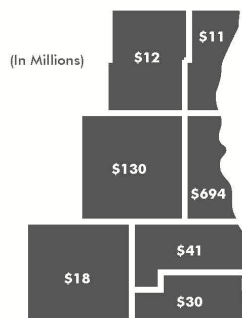
Proposed Total Year 2017-2020 Expenditures

Federal funds	\$962 million
State Funds	\$1.25 billion
Local	\$405 million
Total	\$2.62 billion

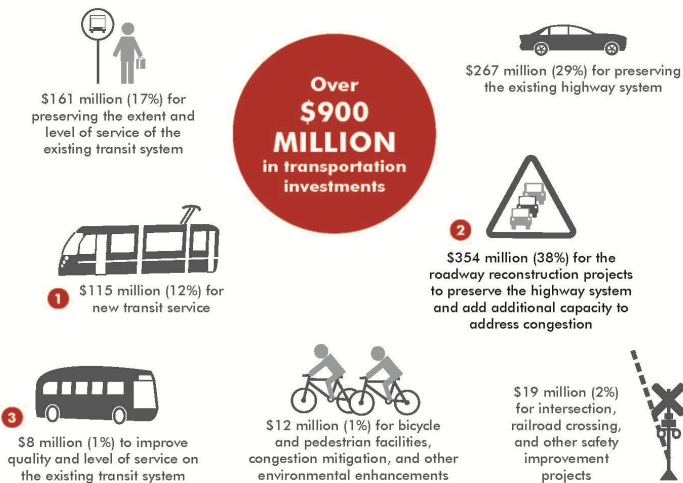
Where is the 2017 funding coming from?



How is the 2017 funding being divided amongst our counties?



How is the money being spent in 2017?



Project Highlights?

- Includes the City of Milwaukee's two streetcar projects, a Milwaukee County's bus rapid transit project, and a City of Kenosha bus service expansion project.
- The Zoo Interchange and I-94 North-South Freeway (From Milwaukee County to Kenosha County) Reconstruction Projects accounts for \$294 million (83.2%) of the \$354 million programmed for highway improvements.
- Transit improvement projects include the 3 new Milwaukee County Transit System express bus routes along 27th Street, Wisconsin Avenue, and Sherman Boulevard.

H-15
Figure H-4a

ORAL COMMENTS RECEIVED DURING PUBLIC MEETING

PUBLIC COMMENTS IN RE:

DRAFT TRANSPORTATION IMPROVEMENT PROGRAM

and

PUBLIC PARTICIPATION PLAN

PUBLIC COMMENTS, taken before

PEGGY MITCHELL, a Certified Realtime Reporter,

Registered Merit Reporter and Notary Public in and for

the State of Wisconsin, at O'Donnell Park Pavilion,

Miller Room, 910 East Michigan Street, Milwaukee,

Wisconsin, on October 26, 2016, commencing at 5:00 p.m.

and concluding at 6:32 p.m.

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I N D E X

CITIZEN COMMENT:Page

Ms. Terry Wiggins..... 3

Mr. Tom Connelly, Jr., Village of Walworth..... 3

Trustee, Plan Commissioner..... 3

Mr. Bruce Wiggins..... 4

04:39

04:39

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H-16
Figure H-4a (continued)

3	1 TRANSCRIPT OF PROCEEDINGS 2 MS. TERRY WIGGINS: My basic comment is 3 that the benefits of Vision 2050 Plan board is 4 extremely deceiving because it seems to talk about 5 all kinds of wonderful things, but that's not 6 really what's happening. It's the 7 fiscally-constrained plan that's much more likely 8 to be happening. 9 And I guess my other feeling is that 10 the -- there's a lot of discussion on the early 11 boards about environmental justice, but there isn't 12 any statement about what's -- what happens to 13 environmental justice issues in the boards talking 14 about the actual plans. 15 MR. TOM CONNELLY, JR.: My comment is 16 with regards to the 2050 Plan and the reserved 17 right-of-way indicated on Map 1.19 of the 2050 Plan 18 that shows a bypass for the Village of Walworth. 19 That particular bypass has been talked about for 20 51 years. So since 1965. And I was just talking 21 to these gentlemen about what the process is to 22 actually have a reserved right-of-way become a 23 project. 24 There's a great need and a great many 25 concerned citizens that would like to see that	4	1 project come to fruition. Really, that's -- that's 2 why I'm here is to help promote and educate myself 3 to come back to our board of trustees and plan 4 commission and figure out what needs to be done to 5 make that plan happen. 6 I think that's really it. 7 MR. BRUCE WIGGINS: I want to compliment 8 the staff for making extra efforts on environmental 9 justice and the partner groups to reach 10 difficult-to-reach populations. But I didn't see 11 the results, particularly of the environmental 12 justice work, in the final plan. I would like to 13 see a board explaining how the plan promotes 14 environmental justice. 15 And the board at the end of the room 16 talks about benefits of the Vision 2050 Plan is 17 really deceiving because it doesn't make clear the 18 difference between the fiscally-constrained plan 19 and the total plan. Maybe this is an issue of 20 language, but the fiscally-constrained plan, I 21 think, does not show the desires of the citizens of 22 the region. 23 What else do I say? I recognize that 24 it's difficult to get people to come out for 25 regional planning, especially in the early phases,
5	1 because it seems pretty remote from many people's 2 concerns. So it's also good that the commission is 3 using a variety of tools to try to assess public 4 opinions. And all that's good. I just wish the 5 plan would be able to reflect public opinion more 6 carefully. Something like that. 7 In general, the Public Participation Plan 8 is good and well thought out. 9 I think that's it. 10 (Proceedings concluded at 6:32 p.m.)	6	1 STATE OF WISCONSIN) 2) SS: 3 COUNTY OF MILWAUKEE) 4 5 I, MARGARET M. MITCHELL, a Certified 6 Realtime Reporter, Registered Merit Reporter and Notary 7 Public in and for the State of Wisconsin, do hereby 8 certify that the above TIP and PPP Public Comments were 9 recorded by me on October 26, 2016, and reduced to 10 writing under my personal direction. 11 I further certify that I am not a 12 relative or employee or attorney or counsel of any of 13 the parties, or a relative or employee of such attorney 14 or counsel, or financially interested directly or 15 indirectly in this action. 16 In witness whereof I have hereunder set 17 my hand and affixed my seal of office at Milwaukee, 18 Wisconsin, this 2nd day of November, 2016. 19 20 21 22 _____ 23 Notary Public 24 In and for the State of Wisconsin 25 26 My Commission Expires: December 18, 2016

WRITTEN COMMENTS RECEIVED AT PUBLIC MEETING OR DURING PUBLIC COMMENT PERIOD

#234646

Draft 2017-2020 Transportation Improvement Program For Southeastern Wisconsin (TIP) Comment Form

Name Helga Daeguene

Date 26 Oct, 2016

Address 1313 N. Franklin Place

Comments will also be accepted until: **November 10, 2016** via:

#1101

Milwaukee WI 53201

Web: www.sewrpc.org/tip

E-mail: tip@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187



Comments:

I am shocked at the difference in funds allocated to transit compared to automobile traffic.

If we are encouraging walkable communities, it will become unnecessary to provide for increasing traffic; if we charge drivers "real" cost of driving, people will seek out transit alternatives. We should update the studies we rely on to determine the need for more traffic lanes or fewer lanes (as car use diminishes).

Transit, done well, carries more people in a cost effective way than individual cars.

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper _____; Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) _____

#234646

Draft 2017-2020 Transportation Improvement Program For Southeastern Wisconsin (TIP) Comment Form

Name Robert Schneider

Date 10/26/16

Address 2447 N Humboldt Blvd
Milwaukee, WI 53212

Comments will also be accepted until: **November 10, 2016** via:

Web: www.sewrpc.org/tip
E-mail: tip@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187



Comments:

- ① "Highway Improvement" projects include widening roadways, so this ^{could be} a misleading term.
- ② Our region should prioritize ^{Environmental Enhancement, Transit Improvement + Expansion and Highway Safety projects} Highway Preservation over Highway Improvement and Expansion projects.
We need to reduce demand for auto travel through compact, mixed land use development, roadway and parking pricing, and transit ^{pedestrian, and bicycle investments.}
- ③ Public input should be included much earlier in the TIP process (it feels like the ^{decisions are already made}).
- ④ I fully support the transit improvement and expansion projects in the TIP, especially the East-West Corridor BRT and 27th Street Corridor. ^{I hope 27th Street will be BRT.}
- ⑤ \$12M (or 1%) of funding going toward pedestrian and bicycle facilities and other environmental enhancements is insufficient. Walking and bicycling account for well over 1% of trips and well over 1% of traffic crashes. ^{More funding and more improvements are needed.}

Thanks! Bob

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper _____; Newspaper Article _____; Radio or TV _____; Website X; Other (please specify) _____

#234646

Draft 2017-2020 Transportation Improvement Program For Southeastern Wisconsin (TIP) Comment Form

Name NICHOLAS LAJOE

Date Oct 26, 2016

Address 2761 N DOWNER AVE

MILWAUKEE, WI

53211

Comments will also be accepted until: **November 10, 2016** via:

Web: www.sewrpc.org/tip

E-mail: tip@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187



Comments:

FUNDING FOR BIKE/PED FACILITIES IS TOO LOW COMPARED TO OTHER PROJECT COSTS. ONLY 1% for BIKE/PED and other CMAQ considerations will not sufficiently meet the needs of a growing # of bicyclists in the region.

✓ WORK with the BikeFed to get this data, but more than 5,000 persons/year regularly ^{commute} to work by bicycle in the city of Milwaukee alone.

✓ State cuts to bike/ped projects needs to be rectified through much greater investment in Bike/PED infrastructure.

Also, transit funding needs to be increased as well as advocacy for complete streets →

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter ☒; Flyer _____; Ad in Newspaper _____; Newspaper Article _____; Radio or TV _____; Website ☒; Other (please specify) _____

→ legislation and RTA legislation at the state level.

Projected traffic numbers show stagnation and declines in VMT data. There is not sufficient data to justify roadway expansion and reconstruction. Highway preservation is sufficient and much greater funding should be given to transit and bike/ped projects instead.

Figure H-4b (continued)

FirstName1: Jean
LastName1: Brooks
Email: jeanas007@gmail.com
Organization1:
MailingAddress1: 7706 W. Hayes Avenue
City1: West Allis
State1: WI
Zipcode1: 53219
comments: I am in favor of improved mass transit. Building more roads encourages more people to own cars. If the mass transit is poor and expensive and it is difficult to get around without a car, then everybody who can afford and many who really can't will be driving cars. Mass transit is the only sensible solution for city people. It should be convenient and inexpensive. There would then be less pollution, fewer car crashes, better parking. The cities would not be so ugly and there could be more green space. Thank you.

FirstName1: Barbara
LastName1: Richards
Email: ba_45_rbara@yahoo.com
Organization1: Friends of Milwaukee's Downtown Forest
MailingAddress1: 3210 N 83rd Street
City1: Milwaukee
State1: WI
Zipcode1: 53222-3844
comments: The graph on this page which is also on p. 21 of the document is very telling. It shows the amount of effort we will need to make to change our emphasis from the automobile to mass transit. Reversing the numbers is my recommendation. As we move into a more uncertain future our whole infrastructure vision needs to be reversed from "fighting the past war" to creating a sustainable future.