

Chairperson: Supervisor Theodore Lipscomb
Legislative Assistant: Lyn Moore (278-4280)

**MEETING OF
THE MILWAUKEE COUNTY BOARD TASK FORCE ON
ECONOMIC STIMULUS**

Friday, March 13, 2009 – 9:30AM

Milwaukee County Courthouse, Room 201-B

1. Information from state and federal sources updating the committee
2. Information from departments on current efforts to identify, evaluate, and pursue economic stimulus funds
3. Discussion of potential use of an outside consultant to assist in identification and evaluation of appropriate economic stimulus opportunities
4. Current resolution on Economic Stimulus and proposal for follow-up Resolution
5. Information needs of the Task Force members
6. Set Future Meeting Date(s)

ADA accommodation requests should be filled with the Milwaukee County Office of Disabilities 278-3932 (voice) or 278-3937 (TDD) upon receipt of this notice.



March 11, 2009

Stimulus coordinator for Wisconsin urges patience

Deadlines and other details remain unknown

The Associated Press

MADISON — There's still time for those hoping to get federal stimulus money in Wisconsin.

"Nobody's missed the boat here," said Al Fish, the assistant director of the state office dealing with the stimulus money. "We're waiting for federal guidance."

Guidelines for qualifying for the money, deadlines to submit applications and many other details remain unknown, Fish said Tuesday at a briefing for state lawmakers and their staffs.

"We don't have much information at all," he said.

The law Congress passed last month gives Wisconsin residents and businesses \$5.1 billion in tax cuts over the next three years. Another \$3.7 billion will go to existing state programs, and an unknown amount will be awarded in competitive grants.

Wisconsin also received \$2 billion for education and Medicaid, which is being used to help address the state's projected \$5.7 billion budget shortfall.

The Wisconsin Legislature has already approved spending \$300 million in stimulus money on roads and bridges. Much of that work will be done this summer.

There is an additional \$229 million available for road projects, about \$158 million of which will go to cities and counties for work to be done next year. More state projects also will be done next year.

More details on the stimulus money, including deadlines for applying, will be posted on the state's Office of Recovery and Reinvestment Web site as it becomes available.

"That information does not exist at this point," Fish said. Guidance on some competitive grant programs isn't expected for months, he said.

Additional Facts

On the Web

Office of Recovery and Reinvestment: www.recovery.wisconsin.gov



Outreach Meeting with Milwaukee County Economic Recovery Taskforce

Milwaukee County Courthouse
901 North 9th Street, RM 203
Milwaukee, WI 53233

Agenda-Office of Recovery and Reinvestment

60 minutes	<ul style="list-style-type: none"> • Introduction/Opening • Wisconsin's highway, transit and airport stimulus • Process to apply for local projects-Rod and Don <ul style="list-style-type: none"> ○ Eligibility requirements ○ Timeline ○ Certification • Next Steps 	Reggie David Rod Clark and Don Miller ALL
------------	---	--

Appropriation for Highway
\$27.5 B

Less Amounts Allocated Before
Apportionment \$840M

Remainder Apportioned to States \$26.6B

\$529.1 M

Transportation Enhancements
- 3%
MILWAUKEE CO. ELIGIBLE/MPO

\$15.9 M

Bike Paths
STREETSCAPING
HISTORIC STRUCTURES

Sub-Allocation for Areas Based on Population - 30%

\$158.1 MILLION

For Any Area of State - 67%

\$354.5 M

For Individual Urbanized Areas over 200,000 by % of Population

For Areas with Population ? 200,000

For Areas with Population <5000

MKE
MSN
RLB

\$38.7 M

\$9.8 M

.6 M

\$49.1 MILLION

SEWPC
IN THE PAST
THEY HAVE USED
ENTITLEMENT
ALLOCATIONS
OR LANE MILES

\$109.7 M

\$14.8 M

Summary of ARRA Transit Projects Process and Project

Funding Distribution: National by Formula in Four Categories

<i>UZAs Over 1,000,000: Milwaukee</i>	\$28,531,852	
<i>UZAs 200k to 1,000,000: Madison:</i>	\$ 9,745,534	includes fixed guideway
<i>Governor's Apportionment:</i>	\$23,154,677	
<i>(UZAs 50k to 200k)</i>		
<i>Non Urbanized Areas:</i>	\$20,130,095	
<i>Total</i>	\$81,562,158	

Project Eligibility

- Capital projects only: as described in 49USC 53202(1)(a), including but not limited to bus, bus facilities, preliminary engineering activities, preventative maintenance, public transit improvements that enhance economic development, security, new technology, etc.
- Up to 100% at recipient's option; must be in TIP or STIP; compliance with DBE, Buy America, labor standards required.
- 50% of funds in each category must be obligated within 180 days: September 1, 2009
- Remaining funds must be obligated within one year: March 5, 2010.
- "Obligation" defined as "awarded grant": FTA paperwork complete, but before contract.
- Governor allocates amounts to each small UZA, but each small UZA recipient can apply to FTA and receive and administer funds directly.
- 15% of non-urbanized apportionments (\$3,019,514) must be used for intercity bus needs, unless Governor certifies needs have been met.
- Projects already in TIP/STIP for 2009 or 2010 can be funded with stimulus funds. Federal funds freed up must be used before they lapse (3 years).

Funding Application and Certification Process

- Milwaukee UZA and Madison UZA: MPOs select projects to be funded within each UZA allocation; each recipient applies directly to FTA to obligate and receive funds; each recipient must meet certification and reporting requirements.
- Small UZAs: Governor or designee selects projects to be funded. Recipients in each small UZA apply to FTA directly to obligate and receive funds; each small UZA recipient must meet certification and reporting requirements. Systems are currently waiting to be notified so they can begin the process of certifying and applying for funds.
- Non Urbanized Areas: Governor or designee selects project; state applies to FTA on behalf of all non UZA recipients to obligate and receive funds and sub-contracts funds to each non UZA recipient; Governor certifies on behalf of all sub-grantees; state is responsible for all reporting on behalf of all sub-grantees. Certification due March 19, 2009, per FTA.

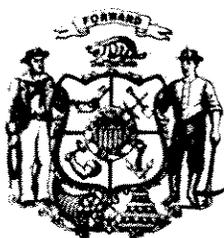
Wisconsin Transit Systems Background

Milwaukee Urbanized area: MCTS; Waukesha city; Waukesha County; Washington County Transit; Ozaukee County Transit

- Madison Urbanized Area: Madison Metro; Verona Transit; Monona Transit; Sun Prairie SRT; Stoughton SRT
- Small Urbanized areas: 13 areas, 17 systems
- Bus systems in Superior, Eau Claire, La Crosse, Wausau, Janesville, Beloit, Green Bay, Appleton, Oshkosh, Fond du Lac, Racine, Kenosha, Sheboygan plus SRT systems in Chippewa Falls, Onalaska, Holmen and West Salem.
- Non-Urbanized: small urban bus systems in Manitowoc, Stevens Point, Merrill and Ladysmith; 40 small urban SRT systems; seven county or multi-county systems; four tribal systems; seven intercity/commuter bus routes.

Transit capital programs and funding

- No state transit capital funding
- FTA Bus capital discretionary: earmarks average \$8 to 10 M annually statewide



Wednesday, March 11, 2009
Contact: Carla Vigue, Office of the Governor, 608-261-2162

Governor Doyle Advances \$42.5 Million in Local Transportation Projects

49 Projects Would Receive Federal Economic Recovery Funds

MADISON –Governor Jim Doyle today asked the Joint Committee on Finance to authorize spending \$42.5 million of federal economic recovery funds on 49 local road, bridge and transportation enhancement projects.

"We must move quickly to build America's future and create jobs for hardworking people of Wisconsin," Governor Doyle said. "These local projects are ready to begin, and they will put people to work and make the critical infrastructure improvements communities need to succeed now and in the future."

Governor Doyle submitted a list of 19 local bridge projects totaling \$8,192,400 and 30 local road, bridge and transportation enhancement projects with an estimated cost of \$34,262,700. The projects would be the first local road and bridge projects to receive a share of American Recovery and Reinvestment Act funds.

The local projects were identified through a solicitation conducted by the Wisconsin Department of Transportation. The department is currently conducting a second stage of solicitations to identify additional local projects. The Recovery and Reinvestment Act provided about \$529 million to Wisconsin for state and local highway and bridge projects. About 30 percent of this total, or about \$158 million, is available for local projects.

The state expects to begin letting these projects out for bid in April.

To view the Governor's letter to the Joint Committee on Finance, please visit:
www.wis.gov.state.wi.us/docview.asp?docid=16175.

For more information on the Wisconsin Office of Recovery and Reinvestment, please visit:
<http://recovery.wisconsin.gov/>.



JIM DOYLE
GOVERNOR
STATE OF WISCONSIN

March 11, 2009

The Honorable Mark Miller, Co-Chair
Joint Committee on Finance
317 East, State Capitol
Madison, WI 53702

The Honorable Mark Pocan, Co-Chair
Joint Committee on Finance
309 East, State Capitol
Madison, WI 53702

Dear Senator Miller, Representative Pocan and Members:

Pursuant to Section 84.03(2), Wisconsin Statutes, as modified by 2009 Wisconsin Act 2, and Section 9131(1)(c) of 2009 Wisconsin Act 2, I am submitting this plan for use of federal American Recovery and Reinvestment Act of 2009 (ARRA) transportation funds. On March 3, 2009, the Federal Highway Administration officially apportioned Wisconsin's share of ARRA funding (\$529.1 million).

Also, on March 3, 2009, Secretary Busalacchi, at my request, certified the 47 projects listed in Section 9150 of 2009 Wisconsin Act 2 with the USDOT. The certification, under Section 1511 of the ARRA, is required for each project before any funds may be obligated for the project. By that certification, those 47 projects and the first \$300 million of ARRA transportation funds to Wisconsin have been committed.

This plan is for projects and funds in addition to the 47 projects and \$300 million previously approved in 2009 Wisconsin Act 2. The projects in this plan have met federal eligibility criteria and requirements and will be certified to USDOT upon Committee approval. As with all other projects funded with ARRA funds, they will be subject to the stringent reporting and transparency requirements of the ARRA.

This plan encompasses Stage 1 local projects. These projects are the result of a solicitation conducted by the department prior to the signing of the ARRA, when there was the possibility that local projects would need to be let within 75 days of passage. It is divided into two subsets. The first subset is a list of 19 local bridge projects totaling \$8,192,400. Federal ARRA funding is requested for that amount.

The Honorable Mark Miller, Co-Chair
The Honorable Mark Pocan, Co-Chair
Page 2
March 11, 2009

These 19 projects are planned to be let to bid on April 28th. It is crucial that these projects be let in April or they will be delayed from several months to a year due to varying factors including:

- Eleven have restrictions by Department of Natural Resources related to sensitive fish populations and must be completed by September 15, 2009;
- Four bridges need to be completed and open by September 1, 2009 to accommodate the beginning of the school year;
- Two have migratory bird restrictions and construction must begin by mid-May;
- One bridge is a large project and needs to be started as soon as possible in order to be completed this construction season; and
- One bridge is a safety risk with a failing deck and is currently limited to one lane open for traffic.

To ensure that all of the necessary pre-let state and federal requirements are met so that these projects can be let in April, Committee approval is needed by March 17th. Therefore, it is respectfully requested that the Committee expedite its review and approval of these projects to meet that timeline.

The following is a list of the 19 local bridge projects:

<u>Sponsor (Location)</u>	<u>County</u>	<u>Project</u>
Village of Rockdale	Dane	CTH B Koshkonong Creek Bridge
Town of Wilton	Monroe	Kettle Road Birch Sleighton Creek Bridge and approaches
Lafayette County (Town of Benton)	Lafayette	CTH J Fever River Bridge and approaches
Sauk County (Town of Woodland)	Sauk	CTH G Baraboo River Bridge and approaches
Town of Freeman	Crawford	Rush Creek Road Bridge and approaches
Village of Oconomowoc Lake	Waukesha	Valentine Road Oconomowoc River Bridge
Town of Meeme	Manitowoc	South Cleveland Road Bridge and approaches
Town of Meeme	Manitowoc	County Line Road Bridge and approaches
Town of Newton	Manitowoc	Newton Road Bridge and approaches
Town of Manitowoc	Manitowoc	Valley Drive Bridge and approaches
Town of Auburn	Fond du Lac	Youth Camp Road Bridge and approaches
Town of Skanawan	Lincoln	Little Pine Creek Bridge
City of Hurley	Iron	Poplar St. Montreal River Bridge and approaches
Town of Prentice	Price	Morner Road Douglas Creek Bridge and approaches
Trempealeau County (Town of Hale)	Trempealeau	Bruce Valley Creek Bridge and approaches
Town of Barron	Barron	18th Avenue Yellow River Bridge

The Honorable Mark Miller, Co-Chair
 The Honorable Mark Pocan, Co-Chair
 Page 3
 March 11, 2009

<u>Sponsor (Location)</u>	<u>County</u>	<u>Project</u>
Town of Cloverland	Douglas	McNeil's Landing Road Brule River Bridge and approaches
Town of Oakland	Douglas	Rice Farm Road Little Amnicon River Bridge and approaches
City of Medford	Taylor	Allman Street Black River Bridge and approaches

The second subset of projects include 30 local road, bridge, and transportation enhancements projects that are planned to be let to bid in May and June. These projects are estimated to cost \$34,262,700 and federal ARRA funding is requested for that amount. While the timing of Committee review and approval is less critical than for the planned April let projects, I am still submitting these projects for the following reasons:

- All of these projects must have state municipal agreements in place.
- All of these projects must have the ARRA required Section 1511 certification signed by the Chief Executive Officer of each community.
- The department needs to work with Metropolitan Planning Organizations (MPOs) for all projects within MPO areas.

Approval at this time will give the department ample time to address these issues so these projects can be included in the May and June special lettings.

The following are the 30 local road, bridge, and enhancements projects:

<u>Sponsor (Location)</u>	<u>County</u>	<u>Project</u>	<u>Program</u>
City of Madison	Dane	Starkweather Creek Bike/Pedestrian Trail	Enhancements
Dodge County (Town of Westford)	Dodge	CTH G - Glen Drive to STH 73	STP-Rural
City of Onalaska	La Crosse	Oak Avenue - Oak Forest Drive to Enterprise Avenue	STP-Urban
City of Sturgeon Bay	Door	Michigan Street - 1st Avenue to 4th Avenue	STP-Urban
Jackson County (Town of Adams)	Jackson	CTH A - 8th Street to CTH F	STP-Rural
Village of Sharon	Walworth	CTH C (Martin Street) - Stateline Road to Pleasant Street	STP-Rural
Village of Menomonee Falls	Washington	CTH Q (County Line Road)	STP-Urban
Village of Germantown	Washington	CTH Y (Lannon Road)	STP-Urban
Forest County (Town of Lincoln)	Forest	CTH W - CTH Q to USH 8	STP-Rural

<u>Sponsor (Location)</u>	<u>County</u>	<u>Project</u>	<u>Program</u>
Marathon County (Town of Marathon)	Marathon	CTH NN - STH 107 to USH 51	STP-Rural
Marathon County (Town of Halsey)	Marathon	CTH F - CTH H to CTH S	STP-Rural
Menominee County (STH 47 - Strawberry Lane)	Menominee	CTH M - STH 47 to Strawberry Lane	STP-Rural
Rock County (Town of Harmony)	Rock	CTH A - Blackhawk Creek Bridge and approaches	Bridge
Dane County (Town of Dunkirk)	Dane	CTH N - Yahara River Bridge and approaches	Bridge
Richland County (CTH A - CTH H)	Richland	CTH I - Gault Hollow Creek Bridge	Bridge
Sauk County (Town of Freedom)	Sauk	CTH PF - Seeley Creek Bridge and approaches	Bridge
Town of Arena	Iowa	River Road Bridge and approaches	Bridge
Grant County (Town of Millville)	Grant	CTH C - Warner Creek Bridge and approaches	Bridge
Village of River Hills	Milwaukee	River Road Bridge and approaches	Bridge
Town of Alto	Fond du Lac	Lake Maria Road Bridge and approaches	Bridge
Town of Alto	Fond du Lac	Oak Grove Road Bridge and approaches	Bridge
Green Lake County (Town of Mackford)	Green Lake	CTH A Grand River Crossing	Bridge
Portage County (Town of Linwood)	Portage	West River Drive Rocky Run Crossing	Bridge
Wood County (Town of Auburndale)	Wood	Branch of Mill Creek Crossing	Bridge
Town of Ogema	Price	Hallstrand Road Holmes Creek Bridge and approaches	Bridge
Trempealeau County (CTH J - STH 35)	Trempealeau	CTH G - Pine Creek Bridge and approaches	Bridge
Town of Pershing	Taylor	Hannibal Road - Branch Fisher River Bridge and approaches	Bridge
Town of Westboro	Taylor	Westboro Road - Mondeaux River Bridge and approaches	Bridge
Town of Sherwood	Clark	Ballard Road - Hay Creek Bridge and approaches	Bridge
Washington County (Town of Addison)	Washington	CTH W - Bridge over East Branch of Rock River	Bridge

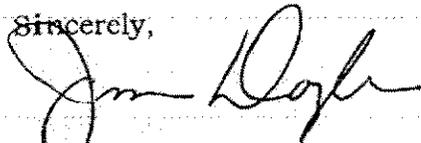
As mentioned, this plan is related to Stage 1 local projects. Applications for Stage 2 local projects are due April 1, 2009. After those projects have been reviewed, the projects meeting federal eligibility and other requirements, and the timeframe

The Honorable Mark Miller, Co-Chair
The Honorable Mark Pocan, Co-Chair
Page 5
March 11, 2009

requirements of the ARRA will be forwarded to the Committee for approval. Additional plans for transit funds and state projects will also be submitted in the future as will plans for airport and rail funds if the state is successful in competing for those funds.

The Committee's timely review of this plan is appreciated. If you or other members of the Committee have questions regarding this plan or the projects included, please contact Casey Newman, Director of the Office of Policy, Budget and Finance at the Department of Transportation.

Sincerely,



Jim Doyle
Governor

cc: Members, Joint Committee on Finance
Secretary Frank Busalacchi, DOT
Secretary Michael Morgan, DOA
Casey Newman, DOT Budget Director

American Recovery and Reinvestment Act of 2009 WisDOT Process for State and Local Projects

State ARRA Projects

Stage 1 – Obligated 120 days from March 10th, 2009 (construction start in 2009)

- Phase 1 ARRA projects program DOT delivery process – Centrally managed by DOT State ARRA Projects Program Manager and regionally produced.
- Phase 1 ARRA project mix available, \$300 Million (Governor's list)
 - DOT advanceable projects program
 - I-94 N-S Freeway projects
 - Additional statewide freeway pavement replacement projects
- Proposed Bid letting schedules for Phase 1 ARRA projects - April 28, May 27, and June 23, 2009
- Construction engineering oversight by consultants selected spring 2009

Stage 2 – Obligated one year from March 10, 2010 (construction start in 2010)

- FY 2009 ARRA projects not used in Phase 1
- DOT advanceable projects program
- Will be ready to take advantage of redistributed money

Local Program ARRA Projects

Funding Calculation Methodology (using TMA funds and total funds)

- TMA funds and total funds from the Act were used as base numbers.
Total STP-Urban, STP-Rural, and Local Bridge \$158,733,575
 - Milwaukee \$38,736,210
 - Madison \$ 9,752,260
 - Round Lake Beach \$ 585,550
 - Total of TMAs \$49,074,020
 - Remaining \$109,659,555 could be distributed over the remaining 3 STP-Urban groups, STP-Rural, and Local Bridge.

Local Project Solicitation Process

- Local Program ARRA projects delivery process - Centrally managed by DOT Local Program ARRA Projects Program Manager.
- Solicitation for local program ARRA projects will be in the following two stages:

Stage 1 Solicitation (February 2, 2009)

1. Project identification and qualification process

- Solicitation letter to all Wisconsin local governments (2/6/09) identifying qualification requirements and application procedures, applications required by February 18th, 2009.
 - WisDOT will finalize this initial group of qualified local program projects and form a qualified list.
2. All Stage 1 solicitation qualifying ARRA local program project bidding packages to be submitted to WisDOT by March 17, 2009 and will be placed in lettings along with State ARRA projects April 28, May 27, and June 23, 2009. The intent is to have these projects constructed in summer and fall 2009.

Stage 2 Solicitation (March 2, 2009)

1. Project identification and qualification process
 - WisDOT Local Program web site solicitation (March 2, 2009) identifying qualification requirements and application procedures. Applications required by April 1, 2009.
 - Will solicit for two groups of projects:
 - Projects that can be submitted for PS&E by May 1, 2009 for letting in the June 23, 2009 letting or a July 2009 ARRA letting (date to be determined). The intent is to have these projects constructed in summer and fall 2009.
 - Projects that can be submitted for PS&E by Dec 1, 2009 for letting in late February or late March 2010 (dates to be determined). The intent is to have these projects constructed in summer and fall 2010
 - WisDOT will select and finalize the Stage 2 solicitation group of qualified local program projects and form qualified lists by April 10, 2009 for the May and December PS&E dates.
2. Construction engineering oversight by consultants will be selected in the spring of 2009 for 2009 ARRA construction projects and early spring of 2010 for the 2010 ARRA construction projects
 - WisDOT Local Project Managers and Local Program Management Consultants (MC's) from all regions will assist locals to expedite delivery of qualifying projects.

Criteria for Federal Eligibility in the STP-Urban, STP-Rural, Local Bridge, and Transportation Enhancements Programs

Federal eligibility requirements for all programs:

- All projects must be in the TIP/STIP.

STP- Rural Program federal eligibility requirement:

- Roadways must be functionally classified as a Major Collector or higher.

STP- Urban Program federal eligibility requirement:

- Roadways must to be functionally classified as a Collector or higher.

Local Bridge Program federal eligibility requirements for Highway Bridge Replacement and Rehabilitation Program (HBRRP):

- Bridges must be located on a locally owned public roadway.
- Bridges must be greater than 20 feet in length.
- Bridges must be on the National Bridge Inventory (NBI) list.
- Bridges must be classified as deficient (structurally deficient or functionally obsolete).
- If a bridge is deficient, it must meet the following Sufficiency Rating (SR) requirements:
 - If the SR is less than 50, the bridge is eligible for either replacement or rehabilitation.
 - If the SR is from 80 down through 50, the bridge is eligible for rehabilitation only.
 - An eligible local bridge with a SR rating of 80 or less shall have an engineering study undertaken and funded independently by the eligible applicant that indicates that any rehabilitation would be cost effective, would extend the life of the bridge by at least 10 years, and would correct all deficiencies.
 - If the SR is greater than 80, the bridge is not eligible for HBRRP funding. However, bridge work that is otherwise justified may be funded with other federal fund types, such as NHS or STP funds.
- A bridge is not eligible for HBRRP funding if it has been reconstructed within the last ten years regardless of the funding used to accomplish the work.

Transportation Enhancements Program federal eligibility requirements:

- The project must fit in to one of the following twelve categories:
 - Provision of facilities for pedestrians/bicycles.
 - Provision of safety and educational activities for pedestrians & bicyclists.
 - Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
 - Historic Preservation.
 - Rehabilitation/operation of historic transportation buildings (including historic railroad facilities and canals).
 - Establishment of transportation museums.
 - Acquisition of scenic easements and scenic or historic sites.
 - Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
 - Landscaping and other scenic beautification.
 - Control and removal of outdoor advertising.
 - Environmental mitigation of water pollution due to highway run-off or reduce vehicle caused wildlife mortality while maintaining habitat connectivity.
 - Archeological planning and research.
- The project must "relate to surface transportation".

The following federal/state requirements must be completed by the PS&E dates:

- Environmental document must be approved, including tribal notification letters, final DNR concurrence and 401 permit. Environmental commitments also need to be included.
- Design Study Report (DSR) must be completed and approved.
- If required, a 404 Permit must be in hand from the Army Corps of Engineers.
- Railroad coordination and certification must be complete.
- Utility coordination must be complete, including all right-of-way issues.
- All right-of-way must be owned and easements with utilities and railroads secured.
- Traffic Management Plan (TMP) must be complete.
- Latest start date and required construction windows must be known and clearly identified.
- Projects must be in the TIP/STIP.
- Electronic PS&E package successfully submitted to WisDOT.

WisDOT Assistance to the City of Milwaukee and other Communities

- Milwaukee UZA meeting with SEWRPC and communities to discuss rules, requirements and opportunities
 - Website tools
 - Follow-up with SEWRPC
 - Possible local meeting
 - Additional ideas?

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DRAFT

DATE: March 12, 2009
TO: Supervisor Theodore Lipscomb, Chairman, Stimulus Task Force
FROM: Jack H. Takerian, Acting Director, Transportation and Public Works
Subject: **TPW Stimulus Project Selection - Traffic**

WisDOT Phase 1 Federal Stimulus Applications

On February 6, 2009, WisDOT Secretary of Transportation sent out a correspondence informing all the local units of government about the upcoming stimulus applications with the deadline due date of February 18, 2009.

Due to the fact that the guidelines were not out on the same date, Milwaukee County, Department of Transportation and Public works (DTPW) submitted a list of eighteen (18) tentative projects that might meet the requirements. On receipt of the guidelines, DTPW found that no Traffic Safety projects qualified.

There was a set of seven requirements that must be met for a project to qualify by Tuesday, March 17, 2009.

1. The project must achieve approval of all Environmental Documents.
2. WisDOT must have approved all exceptions to standards requested.
3. Agency must have a Design Study Report approved by WisDOT.
4. Agency must be able to complete coordination of 404 Permit, Railroad, Utility, Right of Way Acquisition and Traffic Mitigation Plan within time.
5. The starting date and construction complete date is defined.
6. Project must be in Transportation Improvement Plan.
7. The Agency must submit and achieve approval for Electronic Plans, Specifications and Estimates packages to WisDOT.
8. Project must be scheduled to be bid let after September 30, 2010.

WisDOT Phase 2 Federal Stimulus Applications

On February 27, 2009, the WisDOT Secretary of Transportation announced the Phase 2 solicitation of the stimulus application. The requirements for this phase are as follows:

1. The project must achieve approval of all Environmental Documents.
2. WisDOT must approve all exceptions to standards requested
3. Agency must have a Design Study Report completed and approved.
4. Agency must be able to complete 404 Permit, Railroad Coordination, Utility Coordination, Right of Way Acquisition and Traffic Mitigation Plan within timeframe.

5. The starting date and required construction must be known.
6. Projects must be in the Transportation Improvement Plan.
7. The Agency must submit and achieve approval for Electronic Plans, Specifications and Estimates package to WisDOT.
8. Existing approved projects must be an unauthorized project scheduled to be let after September 30, 2010
9. A new project is one that has not been approved by WisDOT.
10. Plans, Specifications and Estimates package to WisDOT by May 1, 2009 or December 1, 2009

DTPW has prepared several Traffic Safety Projects for application submission to WisDOT with the hope of favorable approval. These projects are:

Intersection Improvements

1. South 13 th Street – S. County Line Road to Ryan Road	\$ 216,000
2. W. Layton Ave – W. Loomis Road to S. 27 th St.	\$ 417,000
3. W. Rawson Ave – S. North Cape Road to Hawthorne Lane	\$ 144,000
4. S. 92 nd Street – W. Forest Home Ave. to W. Howard Avenue	\$ 115,000
5. W. Ryan Road – W. Loomis Rd. to STH 100	\$ 117,000
6. S. North Cape Road – Hiview Dr. to W. Forest Home Ave.	\$ 144,000
7. South 76 th Street – S. County Line Rd. to W. Puetz Rd.	\$ 216,000

Traffic Signal Improvements

8. W. Oklahoma Ave. – S. 92 nd St., S. 84 th St., W. Beloit Road, N. 43 rd St., W. Bradley Road, N. Teutonia Ave.	\$ 566,000
---	------------

Signing Enhancements

9. S. 13 th St., W. Layton Ave., W. Rawson Ave., S. 92 nd St., W. Ryan Road, S. North Cape Road, S. & 6 th St., W. Mill Road, W. College Ave., W. Saint Martins Road, W. Forest Home Ave., S. 68 th St., N. 43 rd St., N. Teutonia Ave.	\$ 642,000
---	------------

Pavement Markings

10. W. Rawson Ave., S. 76 th St., W. Good Hope Rd., N. Port Washington Rd	\$1,043,000
11. Four Way Stop Improvements	\$ 116,000

Other traffic safety projects within the current ten (10) year plan are currently being analyzed to determine their eligibility for Phase 2 Stimulus Application. Those projects will be identified as the determination is made.

Several projects on DTPW's current ten (10) year plan may not be selected due to the following reasons:

1. Projects did not meet the above application requirements.
2. Ease of project design and delivery for construction to meet the deadline of December 1, 2009.
3. Right of way acquisition needed due to the two (2) windows needed for such acquisition as required by WisDOT design process.

A number of projects within the County system are rated higher than those that are on the application list within Phase 2. These projects were not selected due to the current requirement at the time of application. These projects will be reviewed in future Phases to determine whether or not they qualify.

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DRAFT

DATE: March 12, 2009

TO: Supervisor Theodore Lipscomb, Chairman, Stimulus Task Force

FROM: Jack H. Takerian, Acting Director, Transportation and Public Works

Subject: **TPW Stimulus Project Selection - Pavement**

WisDOT Phase 1 Federal Stimulus Applications

On February 6, 2009, WisDOT Secretary of Transportation sent out a correspondence informing all the local units of government about the upcoming stimulus applications with the deadline due date of February 18, 2009.

Due to the fact that the guidelines were not out on the same date, Milwaukee County, Department of Transportation and Public works (DTPW) submitted a list of eighteen (18) tentative projects that might meet the requirements. On receipt of the guidelines, DTPW sent in three (3) highway projects that we felt met these guidelines.

There was a set of seven requirements that must be met for a project to qualify by Tuesday, March 17, 2009.

1. The project must achieve approval of all Environmental Documents.
2. WisDOT must have approved all exceptions to standards requested.
3. Agency must have a Design Study Report approved by WisDOT.
4. Agency must be able to complete coordination of 404 Permit, Railroad, Utility, Right of Way Acquisition and Traffic Mitigation Plan within time.
5. The starting date and construction complete date is defined.
6. Project must be in Transportation Improvement Plan.
7. The Agency must submit and achieve approval for Electronic Plans, Specifications and Estimates packages to WisDOT.
8. Project must be scheduled to be bid let after September 30, 2010.

Application was made for the following list of projects:

- | | |
|--|-------------|
| 1. CTH EE – West Hampton Avenue (Hwy 100 to 124 th Street) | \$ 671,000 |
| 2. CTH E – West Silver Spring Drive (124 th St. to 90 th Street) | \$3,716,600 |
| 3. CTH PP – West Good Hope Road 107 th St. to 76 th St.) | \$6,224,200 |

WisDOT Phase 2 Federal Stimulus Applications

On February 27, 2009, the WisDOT Secretary of Transportation announced the Phase 2 solicitation of the stimulus application. The requirements for this phase are as follows:

1. The project must achieve approval of all Environmental Documents.
2. WisDOT must have approved all exceptions to standards requested.
3. Agency must have a Design Study Report approved by WisDOT.
4. Agency must be able to complete coordination of 404 Permit, Railroad, Utility, Right of Way Acquisition and Traffic Mitigation Plan within time.
5. The starting date and construction complete date is defined.
6. Project must be in Transportation Improvement Plan.
7. The Agency must submit and achieve approval for Electronic Plans, Specifications and Estimates packages to WisDOT.
8. Project must be scheduled to be bid let after September 30, 2010.
9. Design has to be completed and delivered for construction December 1, 2009

DTPW has prepared several Pavement Projects for application submission to WisDOT with the hope of favorable approval based on Milwaukee County 10-year plan. These projects are:

1. CTH F – North 107 th Street (Brown Deer Rd. to NCL)	\$4,500,000
2. CTH NN – West Oklahoma Ave. (S. 72 nd St. to STH 100)	\$5,600,000
3. CTH W – North Port Washington Rd. (Daphne to Good Hope)	\$6,000,000
4. CTH S - West Mill Road (N. 56 th St. to N. 84 st St.)	\$3,260,000
5. CTH ZZ – West College Ave. (S. 13 th St. to S. 27 th St.)	\$2,500,000
6. CTH ZZ – East College Ave. (Pennsylvania to Packard)	\$ 600,000
7. CTH Y - West Layton Ave. (S. 27 th St. to Loomis Rd.)	\$6,000,000
8. CTH U – South 76 th Street (Peutz Rd. to Imperial Dr.)	\$6,200,000
9. CTH S – West Mill Road (N. 43 rd St. to Teutonia Ave.)	\$4,500,000
10. CTH T – West Beloit Road (S. 124 th St. to Hwy 100)	\$6,000,000
11. CTH BB – West Rawson Ave. (North Cape to S. 92 nd St.)	\$4,000,000
12. CTH ZZ – West College Ave. (Loomis Rd. to S. 51 st St.)	\$ 600,000

The rest of the projects on the 10-year plan were not prepared for submission due to any of the following:

1. The project did not meet any of the ten application requirements.
2. To qualify for consideration, the project has to be in Milwaukee County highway 10-year plan.
3. Ease of project design and delivery for construction to meet the deadline of December 1, 2009.
4. Right of way acquisition must be completed by December 1, 2009 in order for the project to proceed to bid letting.

A number of projects within the County's Pavement Management System currently are rated higher than those that were chosen for application within Phase 2. These projects were not selected due to the current requirement at the time of application. These projects will be reviewed in future Phases to determine whether or not they qualify.

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DRAFT

DATE: March 12, 2009

TO: Supervisor Theodore Lipscomb, Chairman, Stimulus Task Force

FROM: Jack H. Takerian, Acting Director, Transportation and Public Works

Subject: TPW Stimulus Project Selection - Bridges

WisDOT Phase 1 Federal Stimulus Applications

On February 6, 2009, WisDOT Secretary of Transportation sent out a correspondence informing all the local units of government about the upcoming stimulus applications with the deadline due date of February 18, 2009.

Due to the fact that the guidelines were not out on the same date, Milwaukee County, Department of Transportation and Public works (DTPW) submitted a list of eighteen (18) tentative projects that might meet the requirements. On receipt of the guidelines, DTPW found that no bridge projects qualified.

There was a set of seven requirements that must be met for a project to qualify by Tuesday, March 17, 2009.

1. The project must achieve approval of all Environmental Documents.
2. WisDOT must have approved all exceptions to standards requested.
3. Agency must have a Design Study Report approved by WisDOT.
4. Agency must be able to complete coordination of 404 Permit, RailRoad, Utility, Right of Way Acquisition and Traffic Mitigation Plan within time.
5. The starting date and construction complete date is defined.
6. Project must be in Transportation Improvement Plan.
7. The Agency must submit and achieve approval for Electronic Plans, Specifications and Estimates packages to WisDOT.
8. Project must be scheduled to be bid let after September 30, 2010.

WisDOT Phase 2 Federal Stimulus Applications

On February 27, 2009, the WisDOT Secretary of Transportation announced the Phase 2 solicitation of the stimulus application. The requirements for this phase are as follows:

1. The project must achieve approval of all Environmental Documents.
2. WisDOT must approve all exceptions to standards requested
3. Agency must have a Design Study Report completed and approved.
4. Agency must be able to complete 404 Permit, Railroad Coordination, Utility Coordination, Right of Way Acquisition and Traffic Mitigation Plan within timeframe.
5. The starting date and required construction must be known.

6. Projects must be in the Transportation Improvement Plan.
7. The Agency must submit and achieve approval for Electronic Plans, Specifications and Estimates package to WisDOT.
8. Existing approved projects must be an unauthorized project scheduled to be let after September 30, 2010.
9. A new project is one that has not been approved by WisDOT.
10. Plans, Specifications and Estimates package to WisDOT by May 1, 2009 or December 1, 2009.

DTPW has prepared several bridge projects for application submission to WisDOT with the hope of favorable approval. These projects are:

- | | |
|--|--------------|
| 1. Rehabilitation of Root River Parkway Bridge P-40-0561, at approximately | \$1,000,000. |
| 2. Rehabilitation of Jackson Park Drive Bridge P-40-056, at approximately | \$1,000,000. |
| 3. Rehabilitation of the East Mason Street Bridge B-40-0524, at approximately | \$5,000,000. |
| 4. Rehab/Restore three historic pedestrian bridges in Lake Park at approximately | \$3,500,000. |
| 5. Replace three multi-use/pedestrian bridges in Lyons Park at approximately | \$ 400,000. |

Other bridge projects within the current ten (10) year plan are currently being analyzed to determine their eligibility for Phase 2 Stimulus Application. Those projects will be identified as the determination is made.

Several projects on DTPW's current ten (10) year plan may not be selected due to the following reasons:

1. Projects did not meet the above application requirements.
2. Ease of project design and delivery for construction to meet the deadline of December 1, 2009.
3. Right of way acquisition needed due to the two (2) windows needed for such acquisition as required by WisDOT design process. .

A number of projects within the County Bridge Rating System are currently rated higher than those chosen for application within Phase 2. These projects were not selected due to the current requirement at the time of application. These projects will be reviewed for future Phases to determine whether or not they qualify.

COPY

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

W239 N1812 ROCKWOOD DRIVE • PO BOX 1607 • WAUKESHA, WI 53187-1607 • TELEPHONE (262) 547-6721
FAX (262) 547-1103

Serving the Counties of:

KENOSHA
MILWAUKEE
OZAUKEE
RACINE
WALWORTH
WASHINGTON
WAUKESHA



MEMORANDUM

TO: Robert R. Dreblow, Highway Commissioner, Ozaukee County
Jack Takerian, Interim Director, Transportation and Public Works, Milwaukee County
Jon E. Edgren, Washington County Highway Commissioner
Richard A. Bolte, Director of Public Works, Waukesha County
Robert C. Johnson, Transit Director, Waukesha Metro Transit

FROM: Kenneth R. Yunker, Executive Director, SEWRPC

DATE: March 12, 2009

SUBJECT: DISTRIBUTION OF AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 TRANSIT FUNDS WITHIN THE MILWAUKEE URBANIZED AREA

The purpose of this memorandum is to advise you of the availability of additional Federal transit formula assistance funds that have been made available within the Milwaukee urbanized area as a result of the passage of the Federal American Recovery and Reinvestment Act (ARRA) of 2009. The Commission, as the metropolitan planning organization for southeastern Wisconsin, has a responsibility to work with the public providers of transit services in the Milwaukee urbanized area to distribute these formula transit funds and is seeking your formal response to the proposed distribution of these funds identified in this letter. Within the last several days, Commission staff has contacted each of you regarding this proposed distribution and each of you have agreed that the distribution of these ARRA funds – essentially a supplemental amount of Section 5307/5340 funds – should follow the distribution method used annually for Section 5307/5340 funds.

The additional ARRA transit assistance is being distributed by the Federal Transit Administration (FTA) through its existing transit formula grant programs. An allocation of \$28,531,852 in Section 5307/5340 Urbanized Area Formula Program funds to the Milwaukee urbanized area was published by the FTA in the March 5, 2009, *Federal Register* (Vol. 74, No. 42). This amount is nearly 40 percent more than the total 2008 FTA Section 5307/5340 allocation to the Milwaukee urbanized area of \$20,644,976. The distribution of this allocation of among the four formally designated recipients in the Milwaukee urbanized area—Milwaukee, Ozaukee, Washington, and Waukesha Counties—is set forth in Exhibit A to this letter. Exhibit A also identifies the portion of each recipient's allocation that must be used for transit enhancement and security projects, as directed by the FTA under the Section 5307/5340 program guidelines, and the remaining portion of the allocation that is available for general capital projects.

The distribution of the ARRA Section 5307/5340 funds presented in Exhibit A is based entirely on the 2007 transit ridership and service data—revenue vehicle miles of transit service, revenue vehicle hours of transit service, revenue passengers, and passenger miles—reported by each transit operator to the Federal Transit Administration and the Wisconsin Department of Transportation, with 25 percent of the total

allocation distributed using each criterion. The Commission began using this method in 2007 in accordance with the June 29, 2006, e-mail sent by Commission staff to all the affected transit operators. The allocation of Federal formula funds based on transit ridership and service criteria results in the fairest and most equitable distribution of funds among the transit operators. Each unit of transit service and each transit passenger in the Milwaukee urbanized area receives an equal and identical amount of Federal transit assistance. Exhibit B to this letter includes a series of tables identifying the calendar year 2007 transit ridership and service data that were used in developing the partial 2009 allocations of Section 5307/5340 funds to each operator.

Please indicate on the enclosed return postcard whether or not you agree with the proposed distribution of the ARRA Section 5307/5340 funds identified in Exhibit A and the amount of these funds that you intend to apply for. Unlike the allocations of Section 5307/5340 funds that you receive each year for which any unused portions can be carried over for use in succeeding years, the ARRA Section 5307/5340 funds presented in Exhibit A will be available for a limited period. One-half of the ARRA Section 5307/5340 funds identified in Exhibit A must be obligated in a grant by September 1, 2009, and the remaining funds must be obligated in a grant by March 5, 2010. Funds that are not obligated in accordance with these deadlines will revert to the FTA for reallocation to other urbanized areas. Consequently, we are asking that you inform the Commission staff of your intent to use these funds so that any unused portion of your allocation can be redistributed to the other transit operators in the Milwaukee urbanized area before the funds lapse. Please return the enclosed postcard to us by March 19, 2009.

Should you have any questions concerning this matter, please do not hesitate to call.

* * *

KRY/AAB/lgh
143318v2

Enclosures (#143300)

cc: Ms. Anita Gulotta-Connelly, Managing Director, Milwaukee County Transit System
Mr. Brian Dranzik, Fiscal and Policy Administrator, Milwaukee County Transportation and Public Works Department
Mr. Joseph Steier III, Transit Manager, Washington County Highway Department
Ms. Allison Bussler, Chief of Staff, Waukesha County Executive's Office
Mr. Rodney A. Clark, Director, Bureau of Transit, Local Roads, Railroads and Harbors, Division of Transportation Investment Management, Wisconsin Department of Transportation
Ms. Angelica Salgado, Transportation Program Specialist, U. S. Department of Transportation, Federal Transit Administration, Region V

Exhibit A

**DISTRIBUTION OF AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 TRANSIT FUNDING AMONG THE TRANSIT OPERATORS
 IN THE MILWAUKEE URBANIZED AREA INCLUDING FUNDS REQUIRED FOR TRANSIT ENHANCEMENT AND SECURITY PROJECTS**

County	American Recovery and Reinvestment Act of 2009 Transit Funds ^a							
	Total Funds Allocated to Transit Operators		Adjustments				Net Allocation Available to Transit Operators to Use for Other Purposes	
			Less Required Funding for Transit Enhancement Projects ^b		Less Required Funding for Transit Security Projects ^c			
	Amount	Percent of Total Urbanized Area Funds	Amount	Percent of Allocation	Amount	Percent of Allocation	Amount	Percent of of Total Net Funds
Jefferson	--	--	--	--	--	--	--	--
Ozaukee	\$591,323	2.07	-\$5,913	-1.00	-\$5,913	-1.00	\$ 579,497	2.07
Milwaukee	\$25,675,100	89.99	-\$256,751	-1.00	-\$256,751	-1.00	\$ 25,161,598	89.99
Racine	--	--	--	--	--	--	--	--
Washington	\$787,478	2.76	-\$7,875	-1.00	-\$7,875	-1.00	\$ 771,728	2.76
Waukesha								
Waukesha County ^d	\$738,976	2.59	-\$7,390	-1.00	-\$7,390	-1.00	\$ 724,196	2.59
City of Waukesha ^d	\$738,975	2.59	-\$7,390	-1.00	-\$7,390	-1.00	\$ 724,195	2.59
Subtotal	\$1,477,951	5.18	-\$14,780	-1.00	-\$14,780	-1.00	\$ 1,448,391	5.18
Transit Operator Total	\$28,531,852	100.00	-\$285,319	-1.00	-\$285,319	-1.00	\$ 27,961,214	100.00

^a Reflects the allocations of transit funds to the Milwaukee urbanized area made available under the American Recovery and Reinvestment Act (ARRA) of 2009 as published in the March 5, 2009 Federal Register (Vol. 74, No. 42). The funds will be made available through the Federal Transit Administration (FTA) Section 5307/5340 Program.

^b As required under the FTA Section 5307/5340 program, a minimum of one percent of the total allocation of ARRA funds to urbanized areas with 200,000 or more persons must be used for transit enhancement projects. The FTA does not specifically require each grantee of formula funds to meet the requirement as long as it is met within the urbanized area as a whole. The figures shown represent suggested funding levels for each transit operator.

^c As required under the FTA Section 5307/5340 program, a minimum of one percent of the total annual allocation of the 5307/5340 funds must be used for mass transportation security projects unless the grantee certifies, and the Secretary of Transportation accepts, that the expenditure for security projects is unnecessary. The FTA requires each grantee to meet the requirement.

^d The amounts shown reflect a January 2002 letter agreement between Waukesha County and the City of Waukesha under which both agreed to share equally the total amount of Section 5307 funds distributed to Waukesha County.

Source: SEWRPC.

Exhibit B-1

DISTRIBUTION OF AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 TRANSIT FUNDING AMONG THE TRANSIT OPERATORS IN THE MILWAUKEE URBANIZED AREA USING 2007 TRANSIT RIDERSHIP AND SERVICE CRITERIA

County	Transit Operator and Service	Initial Allocation of 2009 FTA Section 5307/5340 Funds								Total Funds	
		Allocation Based on Revenue Vehicle Miles ^a		Allocation Based on Revenue Vehicle Hours ^a		Allocation Based on Revenue Passengers ^a		Allocation Based on Passenger Miles ^a			
		Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Jefferson	--	--	--	--	--	--	--	--	--	--	--
Ozaukee	Ozaukee County										
	Ozaukee County Express Bus System.....	\$ 61,344	0.86	\$ 31,385	0.44	\$ 17,932	0.25	\$ 117,694	1.65	\$ 228,255	0.80
	Ozaukee County Taxi System.....	\$ 193,303	2.71	\$ 134,813	1.89	\$ 11,413	0.16	\$ 23,539	0.33	\$ 363,068	1.27
	Subtotal	\$ 254,647	3.57	\$ 166,198	2.33	\$ 29,245	0.41	\$ 141,233	1.98	\$ 591,323	2.07
Milwaukee	Milwaukee County										
	Milwaukee County Transit System.....	\$ 4,666,671	65.41	\$ 4,958,836	69.52	\$ 6,698,566	93.91	\$ 5,980,276	83.84	\$ 22,303,349	78.17
	Milwaukee County Vanpool Program.....	\$ 63,483	0.89	\$ 19,259	0.27	\$ 4,280	0.06	\$ 47,078	0.66	\$ 134,100	0.47
	Milwaukee County Transit Plus Program.....	\$ 1,365,249	19.14	\$ 1,382,368	19.38	\$ 171,904	2.41	\$ 316,130	4.46	\$ 3,237,651	11.35
	Subtotal	\$ 6,095,403	85.44	\$ 6,360,463	89.17	\$ 6,874,750	96.38	\$ 6,343,484	88.96	\$ 25,675,100	89.99
Racine	--	--	--	--	--	--	--	--	--	--	--
Washington	Washington County										
	Washington County Commuter Express.....	\$ 62,770	0.88	\$ 40,658	0.57	\$ 14,266	0.20	\$ 126,253	1.77	\$ 243,947	0.85
	Washington County Taxi System.....	\$ 297,445	4.17	\$ 181,177	2.54	\$ 15,692	0.22	\$ 49,217	0.69	\$ 543,531	1.91
	Subtotal	\$ 360,215	5.05	\$ 221,835	3.11	\$ 29,958	0.42	\$ 175,470	2.46	\$ 787,478	2.76
Waukesha	City of Waukesha										
	Waukesha County Contract Bus/Paratransit Services ^b	\$ 211,849	2.97	\$ 192,234	2.70	\$ 99,505	1.39	\$ 235,388	3.30	\$ 738,976	2.59
	Waukesha Metro/MetroLift Paratransit Services.....	\$ 211,849	2.97	\$ 192,233	2.69	\$ 99,505	1.40	\$ 235,388	3.30	\$ 738,975	2.59
	Subtotal	\$ 423,698	5.94	\$ 384,467	5.39	\$ 199,010	2.79	\$ 470,776	6.60	\$ 1,477,951	5.18
Urbanized Area	Total	\$ 7,132,963	100.00	\$ 7,132,963	100.00	\$ 7,132,963	100.00	\$ 7,132,963	100.00	\$ 28,531,852	100.00

^a Revenue vehicle miles, revenue vehicle hours, and passenger miles were taken from the 2007 FTA National Transit Database reports filed by each transit operator. Revenue passengers were taken from 2007 reports filed by each transit operator with the Wisconsin Department of Transportation.

^b The figures shown reflect the January 2002 letter agreement between Waukesha County and the City of Waukesha under to share equally the total Section 5307 funds distributed to Waukesha County.

Source: SEWRPC.

Exhibit B-2

2007 TRANSIT RIDERSHIP AND SERVICE CRITERIA USED TO DISTRIBUTE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 TRANSIT FUNDING WITHIN THE MILWAUKEE URBANIZED AREA

County	Transit Operator and Service	2007 Ridership and Service Criteria ^a							
		Revenue Vehicle Miles		Revenue Vehicle Hours		Revenue Passengers		Passenger Miles	
		Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Jefferson	--	--	--	--	--	--	--	--	--
Ozaukee	Ozaukee County								
	Ozaukee County Express Bus System.....	219,286	0.86	8,175	0.44	113,981	0.25	2,536,167	1.65
	Ozaukee County Taxi System.....	695,444	2.71	35,338	1.89	73,006	0.16	507,866	0.33
	Total	914,730	3.57	43,513	2.33	186,987	0.41	3,044,033	1.98
Milwaukee	Milwaukee County								
	Milwaukee County Transit System.....	16,742,026	65.41	1,300,369	69.52	42,531,691	93.91	129,172,613	83.84
	Milwaukee County Vanpool Program.....	227,991	0.89	5,065	0.27	24,937	0.06	1,019,320	0.66
	Milwaukee County Transit Plus Program.....	4,899,932	19.14	362,614	19.38	1,091,823	2.41	6,865,930	4.46
	Total	21,869,949	85.44	1,668,048	89.17	43,648,451	96.38	137,057,863	88.96
Racine	--	--	--	--	--	--	--	--	--
Washington	Washington County								
	Washington County Commuter Express.....	226,210	0.88	10,623	0.57	90,592	0.20	2,721,388	1.77
	Washington County Taxi System.....	1,065,376	4.17	47,468	2.54	97,614	0.22	1,056,037	0.69
	Total	1,291,586	5.05	58,091	3.11	188,206	0.42	3,777,425	2.46
Waukesha	City of Waukesha ^b								
	Waukesha County Contract Bus/Paratransit Services.....	739,414	2.89	39,611	2.12	612,156	1.35	7,325,784	4.76
	Waukesha Metro/MetroLift Paratransit Services.....	781,527	3.05	61,336	3.27	651,248	1.44	2,637,713	1.84
	Total	1,520,941	5.94	100,947	5.39	1,263,404	2.79	10,163,497	6.60
Urbanized Area	Total	25,597,206	100.00	1,870,599	100.00	45,287,048	100.00	154,042,838	100.00

^a Revenue vehicle miles, revenue vehicle hours, and passenger miles were taken from the 2007 FTA National Transit Database reports filed by each transit operator. Revenue passengers were taken from 2007 reports filed by each transit operator with the Wisconsin Department of Transportation.

^b Waukesha County awarded the responsibility for administration of the County's contract bus services to the City of Waukesha Metro Transit System in June 2003. Data for all the transit services operated by the City and County were combined into one Federal Transit Administration National Transit Database report submitted by the City beginning with the 2003 report.

Source: FTA 2007 National Transit Database, Wisconsin Department of Transportation, and SEWRPC

COPY

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

W239 N1812 ROCKWOOD DRIVE • PO BOX 1607 • WAUKESHA, WI 53187-1607 • TELEPHONE (262) 547-6721
FAX (262) 547-1103

Serving the Counties of

KENOSHA
MILWAUKEE
DZAUKEE
RACINE
WALWORTH
WASHINGTON
WAUKESHA



MEMORANDUM

TO: Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area.

FROM: SEWRPC Staff

DATE: April 1, 2008

SUBJECT: PROPOSED ALLOCATION OF FY 2010, 2011, AND 2012 SURFACE TRANSPORTATION PROGRAM FUNDS AND SELECTION OF PROJECTS FOR FUNDING WITHIN THE MILWAUKEE URBANIZED AREA.

INTRODUCTION

There is a need at this time to select those transportation projects to be funded in the years 2010, 2011, and 2012 with Federal Highway Administration Surface Transportation Program (STP) funds designated for the Milwaukee urbanized area. The Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (Milwaukee Area TIP Committee) has developed guidelines for the selection of projects to be funded with STP-Milwaukee urbanized area funds; has previously selected projects for funding for the years 1992 through 2009 under those guidelines; and has programmed those projects for implementation in previous transportation improvement programs for southeastern Wisconsin.

The purpose of this memorandum is to review the guidelines, and apply the guidelines for the years 2010, 2011, and 2012, so that projects can be recommended for funding.

GUIDELINES FOR SELECTION OF PROJECTS FOR FUNDING

At meetings held on April 16 and May 28, 1992, April 20, 1993, September 15, 1995, November 6, 1997, January 5, 2000, February 7, 2002, November 12, 2003, and January 19, 2006 the Committee acted to recommend, and/or reaffirm, to the Regional Planning Commission as the Metropolitan Transportation Planning Organization (MPO) for the Milwaukee urbanized area, guidelines for the selection of projects to receive Milwaukee urbanized area STP funds. The following briefly summarizes the Committee's recommendations to date:

1. Projects of a "safety" and "transportation enhancement" nature should be funded through funds made available on a statewide basis for these two Federal program categories, and not with STP funds allocated to the Milwaukee urbanized area.

2. Projects of a “transportation control” nature, having positive air quality impacts, should be funded with Federal congestion mitigation and air quality (CMAQ) improvement program funds which apply to the entire air quality nonattainment area in Wisconsin, and not with STP funds allocated to the Milwaukee urbanized area.
3. Prior to November 2003, projects on those arterial streets and highways identified for inclusion in the National Highway System (NHS) were to be funded with Federal funds provided statewide for this purpose, and not with STP funds allocated to the Milwaukee urbanized area. In addition, the lane-miles of NHS arterial facilities were not used for STP fund allocation. At its November 2003 meeting, the TIP Committee determined that projects on NHS facilities under the jurisdiction of county and municipal governments would be eligible for funding with STP-M funds because available NHS funds prior to that date had been spent almost exclusively on facilities under the jurisdiction of the Wisconsin Department of Transportation (WisDOT). It was also determined that lane-miles of NHS facilities under county and municipal jurisdiction would be used for STP fund allocation. Lastly, it was recommended in November 2003 that efforts to obtain an NHS local program should continue, and should they be successful, county and municipal NHS lane-miles would then cease to be used for STP fund allocation.
4. Projects on streets and highways identified as arterials on the adopted regional transportation system and county jurisdictional highway system plans should be funded with STP funds allocated to the Milwaukee urbanized area. Projects on non-arterials—collector and land access streets—which are not identified in regional transportation or county jurisdictional highway system plans should not be funded with STP funds designated for the Milwaukee urbanized area.
5. Both major categories of Federal transportation funds which are allocated by the U.S. Department of Transportation directly to the Milwaukee urbanized area—Federal Highway Administration (FHWA) STP funds and the Federal Transit Administration (FTA) Section 5307 (formerly Section 9) capital funds—should be considered flexible as to allocation to transportation mode, being available to meet both arterial highway and transit capital needs as identified under the adopted regional transportation system plan. Federal law explicitly encourages such flexible treatment of funds. The FTA Section 5307 capital and FHWA STP funds allocated to the Milwaukee urbanized area would be divided between public transit and county and local arterial highways based upon their capital funding needs as determined by the adopted regional transportation system plan. That need under the adopted year 2035 regional plan has been determined to result in an allocation of 37 percent of the available capital funds to the transit mode and 63 percent of the available funds to the highway mode. Such allocation of funds based on the year 2035 plan is proposed to be used by the Advisory Committee and the Commission to allocate FHWA STP and FTA Section 5307 funding between arterial highways and public transit for the years 2010 through 2012. The year 2020 plan was used to allocate such funding for the years year 2002 through 2009; the year 2010 plan was used to allocate such funding for the years 1997 through 2001, and the year 2000 plan was used to allocate such funding for the years 1995 and 1996.
6. All STP funds determined to be available for transit would be kept in a single “pool” for use by all transit operators in the Milwaukee urbanized area. Prior to the year 2001 the operators annually negotiated a division of FTA Section 5307 capital funding in the Milwaukee

urbanized area. Since 2001, the transit operators determined to use a formula to allocate FTA Section 5307 funds annually among the transit operators. The transit operators could choose to use that same formula or some other method, such as a negotiation and selection of projects to be funded, to allocate STP funds among the transit operators.

7. The TIP Committee recommended that all STP funds be expended annually on eligible projects, with the selection of such projects to be related to a "paper" allocation system whereby each governmental unit having current jurisdictional responsibility for eligible facilities (all arterial facilities on the year 2035 regional transportation plan except those facilities on the NHS prior to November 2003, and all arterial facilities on the year 2035 regional transportation plan under the jurisdiction of county and local governments since November 2003) would be credited STP funds annually based on its proportion of total eligible existing and planned system facility lane-miles in the year 2035 regional transportation plan. The "paper" allocations would be accumulated from year-to-year, with debits to occur from each account as projects are selected for implementation. The ratio of each governmental unit's account balance to the Federal share of a proposed project would constitute the primary basis for arterial highway project selection annually.
8. The amount of annual funding historically allocated to the City of Milwaukee (approximately \$4 to \$5 million) has permitted the City to implement each year a number of substantial highway improvement projects. For the remaining local communities and for the counties involved, implementation of a substantial project is possible perhaps once every few or several years or more. Consequently, a project evaluation and ranking procedure is used to rank projects for Federal funding for these local governments. This procedure considers for each project the potential Federal funding requested and the Federal funding balance credited to the community concerned.

These recommendations of the Committee were accepted by the MPO when the Commission approved the 1993-1998 TIP and its successors, the 1995-1997 TIP, the 1998-2000 TIP, the 2000-2002 TIP, the 2002-2004 TIP, the 2005-2007 TIP, and the 2007-2010 TIP.

A first step in applying these guidelines for the years 2010, 2011, and 2012 is to allocate STP funds for the years 2010, 2011, and 2012 between highway and transit projects. The guideline recommends that Milwaukee area FHWA STP funds and FTA section 5307 funds should be combined and allocated between highway and transit needs based upon their relative capital project needs as set forth in the year 2035 regional transportation plan. In that plan 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. It is unknown at this time how much Federal funding the U.S. Congress will authorize and appropriate in FY 2010, 2011, and 2012 with respect to FTA Section 5307 and FHWA STP funds for the Milwaukee urbanized area. Accordingly, it is necessary to estimate those authorizations and appropriations, recognizing that the actual appropriations may be more or less than the estimate, and that the quantitative analysis set forth herein may need to be revised. Based on historic annual authorized and appropriated funding levels, the Federal funding for the Milwaukee urbanized area for FY 2010, 2011, and 2012 is estimated to include \$15.9 million annually of FHWA STP funds and \$19.6 million annually of FTA Section 5307 funds (based on an average of the last three years of FTA funding), for an annual total of \$35.5 million of Federal funds.

To support planning operations, the Regional Planning Commission has received an annual allocation of \$150,000 of Milwaukee urbanized area FTA Section 5307 capital funds since 1990, and an annual allocation of STP funds since 1996, with the latest allocation being \$500,000 annually in 2008 and 2009. The Commission is requesting for the years 2010, 2011, and 2012 a continued annual allocation of \$150,000 of FTA funds and \$500,000 of STP funds to support Commission transportation planning and programming, including air quality conformity analyses. In addition, to conduct digital orthophotography in 2010, the Commission is requesting an additional \$600,000 of STP funds (\$560,000 of STP funds were used to obtain the 2000 digital orthophotography, and \$600,000 in STP-M funds were requested to obtain the 2005 digital orthophotography).

Given the estimated annual funding levels for FY 2010, 2011, and 2012 noted above (total of \$35.5 million) and adjusting those funding levels to account for the proposed Commission planning needs, about \$34.6 million of Federal funds is expected to be available annually to the Milwaukee urbanized area for capital highway and transit projects -- \$15.2 million of STP funds and \$19.4 million of Section 5307 funds. Applying the foregoing principles which would allocate the available funding between transit and highways based upon the funding needs established in the year 2035 regional transportation plan, the following allocation to the two modes results:

<u>Transit:</u>	\$34.6 million x 37 percent = \$12.8 million annual funding
<u>Highways:</u>	\$34.6 million x 63 percent = \$21.8 million annual funding

This potential allocation of Federal funds would entail the transfer of \$6.6 million annually of FTA section 5307 transit funds to arterial streets and highways. Consistent with past advisory committee practice, the Commission staff recommends that no transfer of FTA Section 5307 funds be made to streets and highways, and that the balance of STP funds for public transit capital projects not be reduced. The FTA Section 5307 funds may be used by Milwaukee area transit operators to fund transit operating cost as well as capital projects.

SELECTION OF PROJECTS TO RECEIVE FTA SECTION 5307 AND FHWA STP FUNDING

The currently approved procedure for selecting transit capital projects to be Federally funded with FTA Section 5307 funds is for the Milwaukee area public transit operators to program projects against the FTA Section 5307 funds (\$19.4 million annually in 2010, 2011, and 2012) allocated to each operator by formula. With respect to STP funds to be used for transit projects, the transit operators could through negotiation select transit projects to be proposed for STP funding. Alternatively, each Milwaukee area transit operator could be allocated their portion of the "paper" balance of \$10.7 million of STP funds allocated to transit in previous years with such allocation based upon the same procedure with which FTA Section 5307 funds are distributed, and each operator could then request STP funding for their transit project(s). Milwaukee County in 2002 requested and received approval for \$10 Million of STP funding in 2004 and 2005 for the construction of the downtown connector project, but this project has not yet proceeded to construction.

With respect to arterial streets and highways, each unit of government—municipal and county—is allocated an annual amount of the STP funds determined to be available for highways based on its proportionate share of the planned lane-miles of eligible arterial facilities on the adopted regional transportation system plan under its current jurisdiction within the appropriate adjusted Census defined Milwaukee urbanized area—the 1990 adjusted Census defined area prior to November 2003, and the 2000 adjusted Census defined urbanized area since November 2003.

The estimated eligible planned arterial lane-miles by municipality and county based on the adopted regional transportation plan for the 2000 adjusted Census defined Milwaukee urbanized area is shown on Table 1. Table 1 also sets forth the proportionate share of Milwaukee urbanized area planned lane-miles of eligible arterial facilities by municipality and county.

Table 2 shows the estimated current and potential 2010, 2011, and 2012 STP funds to be credited to each municipality and county based upon the 2000 Census adjusted areas, under the adopted allocation methodology, along with the estimated 2012 fund balance for each unit of government. Of the \$15.2 million of annual STP funding to be allocated under the recommended alternative to arterial streets and highways in the years 2010, 2011, and 2012, approximately 27 percent, or \$4.1 million annually, would be allocated to the City of Milwaukee; and the remaining 73 percent, or \$11.1 million annually, would be allocated to all other local units of government in the Milwaukee urbanized area.

The amount of annual funding historically allocated to the City of Milwaukee (about \$4.1 million in 2010, 2011, and 2012) has permitted the City to implement each year a number of substantial highway improvement projects. For the remaining local communities and for the counties involved, implementation of a substantial project was only possible perhaps once every few or several years. Consequently, a project evaluation and ranking procedure was used to rank projects for Federal funding. This procedure considers for each project the potential Federal funding requested and the Federal funding balance credited to the community concerned and as well for transit projects. The estimated STP fund balance as of the end of Federal fiscal year 2012 for each local unit of government and for transit projects in the Milwaukee urbanized area is provided in Table 2. The estimated annual funding allocated in 2010, 2011, and 2012 to the Federal Surface Transportation Program fund balances for local communities within the Milwaukee urbanized area other than the City of Milwaukee ranges from less than \$1,000 to about \$3.5 million.

EVALUATION OF CANDIDATE PROJECTS

In April 2007, local communities within the Milwaukee urbanized area were requested to submit candidate arterial street and highway projects for consideration for Federal funding. The Wisconsin Department of Transportation Southeast Region staff has reviewed the projects to assure that the schedule and cost estimate for each project is reasonable. A total of 16 candidate projects requesting Federal funds were submitted and are listed in Table 3. The evaluation of candidate projects and ranking of projects for use of Federal funds is documented in Tables 4 and 5. The projects were evaluated by comparing each community's or county's estimated potential Federal fiscal year 2012 Surface Transportation Program fund balance to the requested Federal funding share of each candidate project. Projects from communities having positive 2012 Surface Transportation Program fund balances—including the Federal cost of the requested project—were ranked higher than projects from communities or counties with negative balances. With respect to projects submitted by those communities or counties having a positive balance of Surface Transportation Program funding as of 2012, the ratio of the Federal share of the cost of the candidate project to the 2012 Surface Transportation Program balance for the community was calculated, and projects were ranked with the project with the lowest ratio being ranked first. The ratio so calculated would indicate the proportion of a community's or county's fund balance necessary to implement the project.

With respect to projects from those communities with an estimated negative balance of Surface Transportation Program funding in 2012 (including the Federal cost of the requested project), the ratio of

Table 1

ESTIMATED PLANNED ARTERIAL LANE-MILES WITHIN THE MILWAUKEE URBANIZED AREA ELIGIBLE FOR SURFACE TRANSPORTATION PROGRAM-MILWAUKEE URBANIZED AREA FUNDING

Implementing Agency	Year 2000 Urbanized Area	
	Total Year 2035 Planned Lane-Miles	Proportionate Share
MILWAUKEE COUNTY		
County	375.68	0.11945
Village of Bayside	0.06	0.00002
Village of Brown Deer	16.18	0.00515
City of Cudahy	27.44	0.00873
Village of Fox Point	2.36	0.00075
City of Franklin	28.78	0.00915
City of Glendale	13.98	0.00444
Village of Greendale	18.98	0.00604
City of Greenfield	37.68	0.01198
Village of Hales Corners	6.98	0.00222
City of Milwaukee	849.88	0.27022
City of Oak Creek	63.32	0.02013
Village of River Hills	7.96	0.00253
City of Francis	14.94	0.00475
Village of Shorewood	6.18	0.00196
City of South Milwaukee	27.50	0.00874
City of Wauwatosa	71.76	0.02282
City of West Allis	97.38	0.03096
Village of West Milwaukee	13.38	0.00425
Village of Whitefish Bay	15.64	0.00497
Milwaukee-County Total	1,696.06	0.53926
WAUKESHA COUNTY		
County	733.82	0.23332
Village of Big Bend	1.56	0.00050
City of Brookfield	72.14	0.02294
Town of Brookfield	1.56	0.00050
Village of Butler	1.98	0.00063
City of Delafield	13.60	0.00432
Village of Elm Grove	14.76	0.00469
Village of Hartland	4.60	0.00146
Village of Lannon	1.68	0.00053
Town of Lisbon	12.08	0.00384
Village of Menomonee Falls	61.72	0.01962
Town of Merton	0.78	0.00025
Village of Merton	0.12	0.00004
City of Muskego	29.26	0.00930
City of New Berlin	61.44	0.01953
City of Oconomowoc	21.38	0.00680
Town of Oconomowoc	6.73	0.00216
Village of Oconomowoc Lake	0.02	0.00001

Table 1 (continued)

Implementing Agency	Year 2000 Urbanized Area	
	Total Year 2035 Planned Lane-Miles	Proportionate Share
City of Pewaukee	2.02	0.00064
Village of Pewaukee	7.30	0.00232
Town of Summit	2.10	0.00067
Village of Sussex	9.86	0.00313
Town of Vernon	3.26	0.00104
City of Waukesha	88.22	0.02805
Town of Waukesha	1.90	0.00060
Waukesha County-Total	1,153.94	0.36689
OZAUKEE COUNTY County	73.92	0.02350
City of Cedarburg	17.06	0.00542
Town of Cedarburg	3.86	0.00123
Town of Grafton	6.56	0.00209
Village of Grafton	9.96	0.00317
City of Mequon	96.16	0.03057
Town of Saukville	0.68	0.00022
Village of Saukeville	1.36	0.00043
Village of Thiensville	7.20	0.00229
Ozaukee County-Total	216.76	0.06892
RACINE COUNTY County	0.00	0.00000
Town of Caledonia	4.06	0.00129
Town of Norway	0.00	0.00000
Town of Raymond	0.00	0.00000
Racine County-Total	4.06	0.00129
WASHINGTON COUNTY County	21.28	0.00677
Town of Germantown	0.00	0.00000
Village of Germantown	53.06	0.01687
Washington County-Total	74.34	0.02364
Milwaukee Urbanized Area-Total	3,145.16	1.00000

Source: SEWRPC.

Table 2

ESTIMATED CURRENT FEDERAL AID PROGRAM BALANCES IN THE MILWAUKEE URBANIZED AREA AND
 POTENTIAL FEDERAL FISCAL YEAR 2010, 2011, AND 2012 FORMULA ALLOCATIONS, AND 2012 BALANCES

Implementing Agency	Accumulative Share--1974 Through 2009	Projects Committed to Agreement and Scheduled to Contract	Estimated Balance Through 2009	Formula Allocation for 2010-2012	Estimated Balance Through 2012
MILWAUKEE COUNTY					
County	\$41,100,876	\$60,014,345	(\$18,913,469)	\$5,441,282	(\$13,472,187)
Village of Bayside	\$7,998	0	\$7,998	\$869	\$8,867
Village of Brown Deer	\$2,029,207	\$1,815,409	\$213,798	\$234,348	\$448,146
City of Cudahy	\$3,316,201	\$2,402,484	\$913,716	\$397,436	\$1,311,152
Village of Fox Point	\$337,939	\$134,395	\$203,543	\$34,182	\$237,725
City of Franklin	\$4,559,566	\$3,899,675	\$659,891	\$416,844	\$1,076,735
City of Glendale	\$1,950,424	\$2,195,097	(\$244,673)	\$202,484	(\$42,189)
Village of Greendale	\$2,170,281	\$2,892,056	(\$721,774)	\$274,903	(\$446,871)
City of Greenfield	\$4,533,264	\$2,709,574	\$1,823,690	\$545,750	\$2,369,440
Village of Hales Corners	\$947,892	\$1,376,232	(\$428,340)	\$101,097	(\$327,242)
City of Milwaukee	\$140,234,337	\$144,923,614	(\$4,689,277)	\$12,309,509	\$7,620,232
City of Oak Creek	\$9,019,403	\$7,921,731	\$1,097,672	\$917,116	\$2,014,787
Village of River Hills	\$1,137,450	\$578,175	\$559,275	\$115,291	\$674,566
City of Saint Francis	\$1,946,459	\$1,732,995	\$213,464	\$216,388	\$429,852
Village of Shorewood	\$987,466	\$708,262	\$279,205	\$89,510	\$368,715
City of South Milwaukee	\$3,641,507	\$3,295,099	\$346,408	\$398,305	\$744,713
City of Wauwatosa	\$9,047,222	\$11,185,973	(\$2,138,751)	\$1,039,359	(\$1,099,392)
City of West Allis	\$12,659,819	\$14,436,961	(\$1,777,142)	\$1,410,434	(\$366,707)
Village of West Milwaukee	\$1,296,479	\$1,675,685	(\$379,206)	\$193,794	(\$185,412)
Village of Whitefish Bay	\$2,004,775	\$1,148,090	\$856,685	\$226,527	\$1,083,212
Milwaukee-County Total	\$242,928,564	\$265,045,851	(\$22,117,287)	24,565,429	\$2,448,142
WAUKESHA COUNTY					
County	\$53,560,468	\$51,073,545	\$2,486,923	\$10,628,517	\$13,115,440
Village of Big Bend	\$144,170	0	\$144,170	\$22,595	\$166,765
City of Brookfield	\$13,210,151	\$16,187,114	(\$2,976,963)	\$1,044,863	(\$1,932,100)
Town of Brookfield	\$379,982	\$589,293	(\$209,310)	\$22,595	(\$186,718)
Village of Butler	\$295,252	\$431,320	(\$136,068)	\$28,678	(\$107,390)
City of Delafield	\$849,414	\$1,542,327	(\$692,913)	\$196,980	(\$495,933)
Village of Elm Grove	\$1,515,551	\$1,609,842	(\$94,290)	\$213,781	\$119,491
Village of Hartland	\$359,591	\$182,419	\$177,172	\$66,626	\$243,797
Village of Lannon	\$235,836	\$346,052	(\$110,215)	\$24,333	(\$85,883)
Town of Lisbon	\$940,186	\$148	\$940,038	\$174,965	\$1,115,003
Village of Menomonee Falls	\$8,316,342	\$6,972,404	\$1,343,937	\$893,941	\$2,237,879
Town of Merton	\$20,684	\$0	\$20,684	\$11,297	\$31,981
Village of Merton	\$2,997	0	\$2,997	\$1,738	\$4,735
City of Muskego	\$3,285,622	\$3,205,584	\$80,038	\$423,797	\$503,834
City of New Berlin	\$8,076,810	\$2,636,679	\$5,440,131	\$889,886	\$6,330,017
City of Oconomowoc	\$1,679,907	\$673,085	\$1,006,823	\$309,664	\$1,316,487
Town of Oconomowoc	\$118,328	\$184	\$118,144	\$98,200	\$216,345
Village of Oconomowoc Lake	\$98,723	0	\$98,723	\$290	\$99,013
City of Pewaukee	\$642,210	\$111	\$642,100	\$29,257	\$671,357
Village of Pewaukee	\$896,310	\$565,378	\$330,932	\$105,732	\$446,664
Town of Summit	\$124,084	0	\$124,084	\$30,416	\$154,500
Village of Sussex	\$1,244,572	\$1,468,679	(\$224,107)	\$142,810	(\$81,297)
Town of Vernon	\$78,620	0	\$78,620	\$47,217	\$125,837
City of Waukesha	\$10,745,277	\$12,306,518	(\$1,561,241)	\$1,277,763	(\$283,478)
Town of Waukesha	\$375,859	\$596,812	(\$220,954)	\$27,519	(\$193,434)
Waukesha County-Total	\$107,196,945	\$100,377,492	\$6,819,454	16,713,460	\$23,532,913

Table 2 (continued)

Implementing Agency	Accumulative Share--1974 Through 2009	Projects Committed to Agreement and Scheduled to Contract	Estimated Balance Through 2009	Formula Allocation for 2010-2012	Estimated Balance Through 2012
OZAUKEE COUNTY					
County	\$6,129,718	\$4,428,531	\$1,701,167	\$1,070,644	\$2,771,831
City of Cedarburg	\$1,760,624	\$2,552,244	(\$791,621)	\$247,094	(\$544,527)
Town of Cedarburg	\$471,993	\$52,982	\$419,010	\$55,908	\$474,918
Town of Grafton	\$409,799	\$199,963	\$209,836	\$95,014	\$304,850
Village of Grafton	\$1,123,631	\$994,302	\$129,229	\$144,259	\$273,488
City of Mequon	\$17,197,377	\$20,659,521	(\$3,462,145)	\$1,392,764	(\$2,069,380)
Town of Saukville	\$15,051	0	\$15,051	\$9,849	\$24,900
Village of Saukville	\$31,750	\$0	\$31,750	\$19,698	\$51,448
Village of Thiensville	\$908,338	\$455,223	\$453,114	\$104,284	\$557,398
Ozaukee County-Total	\$28,048,180	\$29,342,768	(\$1,294,586)	\$3,159,513	\$1,844,925
RACINE COUNTY					
County	\$608,142	\$535,420	\$72,722	\$0	\$72,722
Town of Caledonia	\$755,704	\$170,270	\$585,434	\$58,804	\$644,239
Town of Norway	\$536,945	\$125,923	\$411,022	\$0	\$411,022
Town of Raymond	\$195,002	\$195,002	\$0	\$0	\$0
Racine County-Total	\$2,095,793	\$1,026,614	\$1,069,179	\$58,804	\$1,127,983
WASHINGTON COUNTY					
County	\$3,923,806	\$3,001,894	\$321,911	\$308,216	\$630,127
Town of Germantown	\$151,638	\$109,526	\$42,112	\$0	\$42,112
Village of Germantown	\$8,689,094	\$6,002,816	\$2,686,278	\$768,512	\$3,454,789
Washington County-Total	\$12,764,538	\$9,714,237	\$3,050,301	\$1,076,727	\$4,127,028
Milwaukee Urbanized Area					
Transit Capital Funding ^a	\$10,740,000	\$0	\$10,740,000	\$0	\$10,740,000
TOTAL	\$403,774,021	\$405,506,962	(\$1,732,941)	\$45,553,933	\$43,820,992

^a A project to provide \$10 million in construction funding to Milwaukee County for the downtown connector was approved in 2002 with 2004-2005 STP funds. The project remains under study and as a result does not appear as a project committed to agreement and scheduled to contract. Other projects in the Milwaukee area have proceeded with the deferral of this transit project, so that the \$10 million in STP funds are not lost and returned to FHWA. As a result, the City of Milwaukee currently has a negative \$4.7 million STP fund balance, and other local units of government in the Milwaukee area have a combined negative \$7.8 million balance. Therefore, when the downtown connector proceeds there will be a need to defer approximately one year of potential projects from the City of Milwaukee and other local governments in the Milwaukee area.

Source: Wisconsin Department of Transportation and SEWRPC

TABLE 3

CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM (STP) PROJECTS FOR THE MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS 2010, 2011, AND 2012^a

Project Sponsor	Project Description	Requested 2010 Federal Funding		Requested 2011 Federal Funding		Requested 2012 Federal Funding	
City of Cudahy	Reconstruction of S. Whitnail Avenue/Ladisch Avenue Between S. Packard Avenue and S. Nicholson Avenue	--	--	--	--	\$2,815,800	Const Other
City of Franklin	Reconstruction of Puetz Road Between STH 100 to S. 76 th Street (CTH U)	\$320,000	P.E.	\$80,000	R.O.W. Other	\$2,209,600	Const
City of Glendale	Reconstruction of W. Glendale Avenue Between N. Green Bay Avenue (STH 57) and N. Port Washington Road	\$208,600	P.E.	\$9,200	R.O.W.	\$1,008,100	Const
Milwaukee County	Rehabilitation of E. College Avenue (CTH ZZ) S. Howell Avenue (STH 38) to S. Pennsylvania Avenue (STH 794)	--	--	\$2,622,400	Const	--	--
Milwaukee County	Reconstruction of W. Mill Road (CTH S) Between 84 th Street and N. 56 th Street	--	--	\$835,200	P.E.	\$5,570,000	Const Other
City of New Berlin	Recondition S. 124 th Street Between Grange Avenue and Cold Spring Road	\$2,380,400	P.E. Const	--	--	--	--
City of New Berlin	Reconstruction of Coffee Road Between Calhoun Road and National Avenue (CTH ES)	\$3,808,000	P.E. Const Other	--	--	--	--
City of New Berlin	Reconstruction of W. Lincoln Avenue Between S. Calhoun Road and S. Moorland Road (CTH O)	\$2,708,400	Const	--	--	--	--
City of South Milwaukee	Reconstruction of Nicholson Avenue and S. Pennsylvania Avenue Between E. Rawson Avenue (CTH BB) and E. College Avenue (CTH ZZ)	\$336,000	P.E.	--	--	\$3,200,000	Const
City of St. Francis	Resurface S. Packard Avenue Between E. Lunham Avenue and E. Howard Avenue	\$80,000	P.E.	\$506,400	Const	--	--
Village of Shorewood	Reconstruction of N. Wilson Drive Between E. Capitol Drive and the North Village limit	\$270,400	P.E.	--	--	\$1,704,000	Const
Washington County	Reconstruction with Additional Traffic Lanes of CTH Q (County Line Road) Between USH 41 and Pilgrim Road	\$2,960,000	Const	--	--	--	--
City of Waukesha	Reconstruction of N. East Avenue Between a Point 175 feet south of Wabash Avenue and College Avenue	\$230,400	P.E.	\$12,000	R.O.W.	\$1,104,000	Const
City of Waukesha	Resurface N. East Avenue Between Sunset Drive and a Point 175 feet south of Wabash Avenue.	\$113,600	P.E.	\$506,000	Const	--	--
Waukesha County	Reconstruction with Additional Traffic Lanes of Cleveland Avenue (CTH D) Between Calhoun Road and S. 124 th Street	\$160,000	P.E.	\$4,986,400	Const	\$10,138,400	Const
City of West Allis	Resurface S. 76 th Street Between W. Greenfield Avenue (STH 59) and S. Pierce Street	--	--	\$100,000	P.E.	\$644,000	Const

^a W. Lincoln Avenue between S. Calhoun Road and S. Moorland Road (CTH O) was not recommended in the year 2035 regional transportation plan as an arterial; however, in the update of the Waukesha County jurisdictional highway system plan underway and in the review and amendment of the regional transportation plan to be conducted in 2010, the Commission staff would expect to add this segment of Lincoln Avenue to the recommended arterial street and highway system, based on land use density, arterial spacing, and traffic volume.

Source: Wisconsin Department of Transportation and SEWRPC

TABLE 4
PROJECT RATING AND RANKING OF CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM (STP)
PROJECTS FOR THE MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS 2010, 2011 AND 2012

Project Sponsor	Project Sponsor Priority	Project Description	Requested 2010 Federal Funding	Requested 2011 Federal Funding	Requested 2012 Federal Funding	Estimated Local Government Adjusted 2012 STP Balance	Project Rating	Rank
City of Cudahy	1	Reconstruction of S. Whitnall Avenue/Ladisch Avenue Between S. Packard Avenue and S. Nicholson Avenue	--	--	\$2,815,800	\$1,311,152	-11.36	11
City of Franklin	1	Reconstruction of Puetz Road Between STH 100 to S. 76 th Street (C TH U)	\$320,000	P.E.	\$2,209,600	\$1,076,735	-11.03	10
City of Glendale	1	Reconstruction of W. Glendale Avenue Between N. Green Bay Avenue (STH 57) and N. Port Washington Road	\$209,600	P.E.	\$1,008,100	(\$42,189)	-18.79	13
Milwaukee County	1	Rehabilitation of E. College Avenue (C TH ZZ) S. Howell Avenue (STH 38) to S. Pennsylvania Avenue (STH 794)	--	--	--	(\$13,472,187)	-8.87	9
Milwaukee County	2	Reconstruction of W. Mill Road (C TH S) Between 84 th Street and N. 56th Street	--	--	\$5,570,000	(\$16,094,587)	-12.40	12
City of New Berlin	1	Recondition S. 124 th Street Between Grange Avenue and Cold Spring Road	\$2,380,400	P.E.	--	\$6,330,017	0.38*	1
City of New Berlin	2	Reconstruction of Coffee Road Between Calhoun Road and National Avenue (C TH ES)	\$3,868,000	P.E.	--	\$3,949,617	0.96	2
City of New Berlin	3	Reconstruction of W. Lincoln Avenue Between S. Calhoun Road and S. Moorland Road (C TH O)	\$2,708,400	Const	--	\$141,617	-8.85	8
City of St. Francis	1	Resurface S. Packard Avenue Between E. Lunham Avenue and E. Howard Avenue	\$80,000	P.E.	\$506,400	\$429,852	-2.17	4
Village of Shorewood	1	Reconstruction of N. Wilson Drive Between E. Capitol Drive and the North Village limit	\$270,400	P.E.	--	\$368,715	-53.81	16
City of South Milwaukee	1	Reconstruction of Nicholson Avenue and S. Pennsylvania Avenue Between E. Rawson Avenue (C TH BB) and E. College Avenue (C TH ZZ)	\$336,000	P.E.	\$3,200,000	\$744,713	-21.02	14
Washington County	1	Reconstruction with Additional Traffic Lanes of C TH Q (County Line Road) Between USH 41 and Pilgrim Road	\$2,960,000	Const	--	\$630,127	-22.68	15
City of Waukesha	1	Reconstruction of N. East Avenue Between a Point 175 feet south of Wabash Avenue and College Avenue	\$230,400	P.E.	\$1,104,000	(\$283,478)	-3.83	6
City of Waukesha	2	Resurface N. East Avenue Between Sunset Drive and a Point 175 feet south of Wabash Avenue	\$113,600	P.E.	\$506,000	(\$1,629,878)	-5.28	7
Waukesha County	1	Reconstruction with Additional Traffic Lanes of Cleveland Avenue (C TH D) Between Calhoun Road and S. 124 th Street	\$160,000	P.E.	\$4,986,400	13,115,440	-0.61	3
City of West Allis	1	Resurface S. 76th Street Between W. Greenfield Avenue (STH 59) and S. Pierce Street	--	P.E.	\$100,000	(\$366,707)	-2.36	5

* This project is a joint project of the City of New Berlin, City of Greenfield, and Village of Hales Corners. The cost of the project is to be divided between the City of New Berlin (48 percent), City of Greenfield (34 percent), and Village of Hales Corners (18 percent). The corresponding rating for each community would be: New Berlin 0.18, Greenfield 0.34, Hales Corners -22.43. The project rating shown above is presented as if the project is entirely a City of New Berlin project.

Source: Wisconsin Department of Transportation and SEWRPC

Table 5

PROJECT RATING AND RANKING OF CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM (STP) PROJECTS FOR THE MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS: 2010, 2011, AND 2012

Project Sponsor	Project Sponsor Priority	Project Description	Work Phase	Federal Cost	Accumulated Federal Cost	Project Rating	Rank	Funding Category
City of New Berlin	1	Recondition S. 124 th Street Between Griggs Avenue and Oak Spring Road	P.E., Const	\$2,380,400	\$2,380,400	0.38 ^a	1	"Funded" Project
City of New Berlin	2	Reconstruction of Coffee Road Between Calhoun Road and National Avenue (CTH ES)	P.E., Const, Other	\$3,308,000	\$6,188,400	0.96	2	"Funded" Project
Waukesha County	1	Reconstruction with Additional Traffic Lanes of Cleveland Avenue (CTH D) Between Calhoun Road and S. 124 th Street	P.E., Const	\$15,254,500	\$21,473,200	-0.61	3	"Funded" Project
City of St. Francis	1	Resurface S. Packard Avenue Between E. Lunham Avenue and E. Howard Avenue	P.E., Const	\$586,400	\$22,059,600	-2.17	4	"Funded" Project
City of West Allis	1	Resurface S. 76 th Street Between W. Greenfield Avenue (STH 59) and S. Pierce Street	P.E., Const	\$744,000	\$22,803,600	-2.36	5	"Funded" Project
City of Waukesha	1	Reconstruction of N. East Avenue Between a Point 175 feet south of Wabash Avenue and College Avenue	P.E., R.O.W., Const	\$1,346,400	\$24,150,000	-3.83	6	"Funded" Project
City of Waukesha	2	Resurface N. East Avenue Between Sunset Drive and a Point 175 feet south of Wabash Avenue.	P.E., Const	\$619,600	\$24,769,600	-5.28	7	"Funded" Project
City of New Berlin	3	Reconstruction of W. Lincoln Avenue Between S. Calhoun Road and S. Moorland Road (CTH O)	Const	\$2,708,400	\$27,478,000	-8.65	8	"Funded" Project
Milwaukee County	1	Rehabilitation of E. College Avenue (CTH ZZ) S. Howell Avenue (STH 38) to S. Pennsylvania Avenue (STH 794)	Const	\$2,622,400	\$30,100,400	-8.87	9	"Funded" Project
City of Franklin	1	Reconstruction of Puetz Road Between STH 100 to S. 76 th Street (CTH U)	P.E., R.O.W., Const	\$2,609,600	\$32,710,000	-11.03	10	"Funded" Project
City of Cudahy	1	Reconstruction of S. Whittall Avenue/Ladisch Avenue Between S. Packard Avenue and S. Nicholson Avenue	Const, Other	\$2,815,800	\$35,525,800	-11.36	11	"Potential" Project
Milwaukee County	2	Reconstruction of W. Mill Road (CTH S) Between 84 th Street and N. 56 th Street	P.E., Const, Other	\$6,405,200	\$41,931,000	-12.40	12	"Potential" Project
City of Glendale	1	Reconstruction of W. Glendale Avenue Between N. Green Bay Avenue (STH 57) and N. Port Washington Road	P.E., R.O.W., Const	\$1,225,900	\$43,156,900	-18.79	13	"Potential" Project
City of South Milwaukee	1	Reconstruction of Nicholson Avenue and S. Pennsylvania Avenue Between E. Rawson Avenue (CTH BB) and E. College Avenue (CTH ZZ)	P.E., Const	\$3,536,000	\$46,692,900	-21.02	14	"Potential" Project
Washington County	1	Reconstruction with Additional Traffic Lanes of CTH Q (County Line Road) Between USH 41 and Pilgrim Road	Const	\$2,900,000	\$49,652,900	-22.60	15	"Potential" Project
Village of Shorewood	1	Reconstruction of N. Wilson Drive Between E. Capitol Drive and the North Village limit	P.E., Const	\$1,974,400	\$51,627,300	-53.81	16	"Potential" Project

^a This project is a joint project of the City of New Berlin, City of Greenfield, and Village of Hales Corners. The cost of the project is to be divided between the City of New Berlin (48 percent), City of Greenfield (34 percent), and Village of Hales Corners (18 percent). The corresponding rating for each community would be: New Berlin 0.18, Greenfield 0.34, Hales Corners -22.43. The project rating shown above is presented as if the project is entirely a City of New Berlin project.

the negative fund balance for the community (including the Federal funding for the requested project) to the estimated Surface Transportation program funding allocated annually to the community was calculated, and the project with the lowest ratio was ranked first among these communities with negative fund balances. The ratio so calculated indicates the number of years it may require a community to eliminate its negative balance.

As already noted, a total of 16 candidate projects with total attendant Federal Surface Transportation Program funding of about \$51.6 million were submitted by local governments and counties in the Milwaukee urbanized area. The preliminary engineering, right-of-way, and construction elements of each project are shown in Tables 3 and 4.

Table 5 identifies the ranking of the candidate projects for Federal STP-M funding approval. With respect to funding approval, the projects are grouped into two categories: "funded" projects and "potential" projects. "Funded" projects are the highest priority projects and are recommended to receive funding in 2010 through 2012 and could be advanced into 2008 or 2009, should prior programmed funds become available. "Potential" projects are the remaining projects and are recommended to be approved for funding if "funded" projects are advanced into 2008 or 2009 and leave funding available in years 2010, 2011, and 2012; or if "funded" projects are dropped or deferred and thus funding becomes available.

The total amount of funding estimated to be available over the years 2010, 2011, and 2012 for "funded" projects is about \$11.1 million annually, which is approximately equal to the total \$32.7 million of Federal Surface Transportation Program funding allocated to "funded projects" of local governments (not including the City of Milwaukee) in 2010, 2011, and 2012.

It is the joint responsibility of local governments with "funded" projects and the Wisconsin Department of Transportation to work together to utilize this approved 2010 through 2012 Federal funding, and to explore the potential to use any available 2008 or 2009 funding.

With respect to local governments with "potential" projects, it is the responsibility of the Wisconsin Department of Transportation to notify local governments of possible opportunities for funding—for 2010, 2011, and 2012. The "potential" projects are not approved at this time for funding, but are to be held in reserve in case a project selected for funding is deferred or dropped. The highest ranked "potential" project may then be approved for funding. The Wisconsin Department of Transportation is to notify communities and approve funding if such reserve projects become eligible for funding.

* * *