

Minutes of the Meeting

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

DATE: May 7, 2013

TIME: 10:00 a.m.

PLACE: Wisconsin State Fair Park
Tommy G. Thompson Youth Center
Meeting Room 5
640 South 84th Street
Milwaukee, WI 53214

Milwaukee Urbanized Area Members Present

Brian Dranzik, Chair Director, Milwaukee County Department of Transportation
Fred Abadi Director of Public Works, City of Waukesha
John M. Bennett City Engineer, City of Franklin
Allison Bussler Director of Public Works, Waukesha County
Peter Daniels Principal Engineer,
(Representing Michael Lewis) City of West Allis
Michael Einweck Director, Department of Public Works, Village of Hartland
Gary Evans Manager, Highway Engineering Division, Waukesha County
Lois C. Gresl Major Projects Manager,
(Representing Ghassan Korban) City of Milwaukee
Thomas M. Grisa Director of Public Works, City of Brookfield
Joe' Mar Hooper Legislative Fiscal Manager,
(Representing Jennifer Gonda) City of Milwaukee
Michael J. Maierle Manager of Long-Range Planning, City of Milwaukee
James Martin Fiscal and Budget Administrator,
Milwaukee County Department of Transportation
Daniel Murphy Project Engineer Traffic
Milwaukee County Department of Transportation
Jeffrey S. Polenske City Engineer, City of Milwaukee
William C. Porter Jr. Director of Public Works, City of Wauwatosa
Aaron Szopinski Budget Analyst, Budget and Management Division,
City of Milwaukee
Chris Walter Assistant Highway Commissioner.
(Representing Tom Wondra) Washington County Department of Public Works
Clark Wantoch Director of Highway Operations,
(Representing Chris Abele) Milwaukee County Department of Transportation
Martin Weddle Research Analyst,
(Representing Michael Mayo, Sr.) Milwaukee County

Non-Voting Members Present

Alexis Kuklenski..... Community Planner, U.S. Department of Transportation,
(Representing George Poirier) Federal Highway Administration
Peter T. McMullen..... Air Management Specialist, Bureau of Air Management,
Wisconsin Department of Natural Resources
Jennifer Sarnecki..... Urban and Regional Planning Supervisor,
(Representing Dewayne Johnson) Wisconsin Department of Transportation
Kenneth R. Yunker Executive Director,
Southeastern Wisconsin Regional Planning Commission

Guests and Staff Present

Jason Barrett..... STP-U/STP-R Program Manager,
Wisconsin Department of Transportation
Roslin Burns..... Planning and Program Analyst Advanced,
Wisconsin Department of Transportation
Nathan Check..... Director of Public Works, City of Mequon
Melinda Dejewski Director of Public Works/City Engineer, City of St. Francis
Mary Forlenza..... Chief, Local Transportation Programs and Finance,
Division of Transportation Investment Management,
Wisconsin Department of Transportation
Christopher T. Hiebert Chief Transportation Engineer,
Southeastern Wisconsin Regional Planning Commission
Ryan W. Hoel..... Principal Engineer,
Southeastern Wisconsin Regional Planning Commission
Tressie Kamp Statewide Multi-Modal Programs Manager,
Wisconsin Department of Transportation
Jeff Katz..... Manager of Engineering Services,
Department of Public Works and Development Services, Racine County
Will Kline Local Program Unit Leader,
Wisconsin Department of Transportation
Dan Ludwig Director of Public Works, Village of Germantown

Xylia N. Rueda..... Transportation Planner,
Southeastern Wisconsin Regional Planning Commission
Robert Schmidt Local Program Manager, Southeast Region,
Wisconsin Department of Transportation
Tamara Simonson City Engineer, City of New Berlin
David Simpson..... Director of Public Works, City of Muskego
Matthew Sullivan..... City Engineer, City of Oak Creek
Bill Wehrley..... City Engineer, City of Wauwatosa
Art Zabel Village Trustee, Village of Germantown

ROLL CALL

The meeting was called to order at 10:00 a.m. by Chairman Dranzik. He welcomed all present and noted that the meeting was a meeting of the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (Milwaukee TIP Committee).

Chairman Dranzik indicated that a sign-in sheet was being circulated for the purposes of taking roll and recording the names of all persons in attendance at the meeting, and declared a quorum of the Committee present.

CONTINUED UPDATE ON CURRENT SOLICITATION OF CANDIDATE PROJECTS FOR FEDERAL CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ) FUNDING

Ms. Kamp reviewed the current CMAQ application process. She stated that information regarding the current CMAQ funding cycle could be found on the handout which was provided to members and guests at the beginning of the meeting (see Attachment 1). She noted that the deadline for applications seeking years 2014-2018 CMAQ funding is June 14, 2013. Ms. Forlenza noted that there are no available CMAQ funds in the first year of the cycle because of projects previously approved for funding being delayed and deferred.

REVIEW AND CONSIDERATION OF PROPOSED FEDERAL HIGHWAY ADMINISTRATION SURFACE TRANSPORTATION PROGRAM – MILWAUKEE URBANIZED AREA FUNDING PROJECT EVALUATION PROCESS

At the request of Chairman Dranzik, Mr. Yunker reviewed the memorandum entitled, “Proposed Federal Highway Administration Surface Transportation Program – Milwaukee Urbanized Area Funding Project Evaluation and Selection Process” (as attached to these minutes as Attachment 2). Mr. Yunker stated that over the past 20 years Commission staff and this Committee have developed and utilized guidelines for the eligibility, and the evaluation, prioritization, and recommendation of projects for STP funds allocated to the Milwaukee urbanized area (STP-M). Mr. Yunker stated that Federal Highway Administration (FHWA) staff have informed the Commission staff that the long-utilized STP-M project selection process is considered to be a sub-allocation of STP-M funds—which is not to be utilized—and not a process of project selection. He noted that the Milwaukee TIP Committee has met thus far on two occasions—April 9, 2013, and April 26, 2013—to develop revised procedures for the evaluation, prioritization, and recommendation of projects for STP-M funding. He stated that at the April 9th meeting, the Committee discussed procedures and evaluation criteria used by other urbanized areas across the nation, the types of projects to be considered eligible for STP-M funding, potential evaluation criteria to assist in the selection of surface arterial projects for STP-M funding, and whether a candidate project should need to be advanced to preliminary engineering to be eligible for STP-M funding. He stated that based on discussion concerning these topics, along with guidance from FHWA staff, the Commission staff had prepared a memorandum that presents proposed procedures to evaluate, prioritize, and recommend projects for STP-M funding which was presented to Committee members for review and discussion at its April 26th meeting. He stated that the latest version of the memorandum being presented to the Committee at this meeting includes the additions and revisions to the proposed procedures based on Committee discussion at that meeting. The following comments and questions were raised by the Committee members during and following Mr. Yunker’s review of the revised memorandum:

1. Responding to an inquiry from Mr. Grisa, Mr. Yunker stated that because the Federal American Recovery and Reinvestment Act (ARRA) funds that were made available to projects in years 2009 and 2010 were a one-time funding source, these funds were not included in the staff analysis of the amount of years STP-M funding for the years 2006 through 2014 that was approved for resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects.
2. Ms. Forlenza noted that the sooner that project sponsors submit applications for their candidate projects seeking STP-M funds prior to the June 28th deadline, the faster WisDOT staff can review the applications and provide them to Commission staff for evaluation. Mr. Schmidt stated that the WisDOT review is scheduled to be completed in August.
3. Responding to an inquiry from Mr. Einweck, Mr. Yunker stated that capacity expansion projects are calculated strictly by the evaluation criteria, including congestion, traffic safety, and pavement condition.
4. Mr. Polenske expressed concern that the proposed process to evaluate and recommend projects for STP-M could result in an imbalance of capacity expansion projects being recommended for funding. He asked why capacity expansion projects would not be evaluated with a similar method to the resurfacing/recondition and reconstruction to same capacity projects utilizing the equity balance criteria. Mr. Yunker responded that based on the discussions at the previous two meetings of the Committee, it was made clear to Commission staff that the Committee thought that the previous process was understandable and equitable, and that the revised process should include a measure of equity criterion based on the receipt by a county/community of a proportionate share of funding. Mr. Yunker noted that while Commission staff attempted to incorporate the measure of equity criterion for the evaluation of all projects, FHWA staff indicated that such a criterion could be used in the evaluation of resurfacing/reconditioning and reconstruction to same capacity projects, but only as a secondary consideration, specifically, to further prioritize and evaluate the highest rated projects of areawide significance, or to evaluate and prioritize the remaining projects after the projects of areawide significance had been funded. He added that, FHWA staff further indicated that for the evaluation of capacity expansion projects only criteria of areawide significance are to be considered with no consideration of a county/community receiving a proportionate share of funding. He noted that for communities with multiple candidate STP-M projects, the STP-M funding requested for any project previously recommended for funding, including capacity expansion projects, would be first debited from the project sponsor's balance, and then the balance would be debited in order of the priorities provided by the project sponsor.
5. Mr. Abadi stated that applying the measure of equity criterion based on a project sponsor's priorities could result in candidate projects of that sponsor with a lower areawide significance score being prioritized over a higher areawide significance score.
6. Ms. Kuklenski stated that a score of 73 is a reasonable place to start based on the criteria and the evaluation of the candidate projects from the previous STP-M funding cycle. She added that if the threshold of 73 for the determination of areawide significance is found to be inappropriate, the Committee could consider a change for subsequent funding cycles.
7. Responding to an inquiry from Mr. Einweck, Mr. Yunker stated if there is more than enough funding to fund all of the projects identified as being of areawide significance under either the

resurfacing/reconditioning or reconstruction to same capacity categories, the measure of equity criterion would be used to evaluate the remaining projects under the category.

8. Responding to an inquiry by Mr. Polenske, Mr. Yunker stated that, while capacity expansion projects recommended for funding would be considered first in calculating the balance for project sponsors with other projects, the amount of funding for candidate capacity expansion projects would be restricted by the amount of funding that the Committee chooses to allocate to the capacity expansion project category based on consideration of historical proportions of types of projects approved for STP-M funding and the proportion of STP-M funding being requested for, and the number of projects under, each project type.
9. Responding to an inquiry from an audience member, Mr. Yunker stated that the measure of equity score for candidate projects that are jointly sponsored by two or more communities would be calculated by the weighted average of each sponsor's measure of equity score based on how the local funding will be shared by each project sponsor. Ms. Forlenza noted that WisDOT requires that one of the project sponsors of jointly-sponsored projects be identified as the lead sponsor.
10. Mr. Yunker noted that Commission staff have been made aware of four projects—one in the Village of Germantown, one in the City of Greenfield, and two in the City of Milwaukee—that had been previously approved for preliminary engineering and/or right-of-way acquisition with STP-M funding and asked Committee members whether these projects should receive special consideration, such as being prioritized for years 2015-2018 STP-M funding. Both Mr. Abadi and Mr. Daniels indicated that they had projects within their communities in a similar condition. Mr. Grisa suggested that the projects should not initially be prioritized and that the projects should be evaluated with the rest of the projects, noting that some of these projects may not be funded. Mr. Yunker stated that we will work with WisDOT to identify for the Committee which projects have been previously been approved for STP funding, noting that these projects would still be evaluated like the rest of the projects, but could be considered by the Committee for funding if not recommended for funding based on the results of the evaluation. Responding to an inquiry by Mr. Simpson, Mr. Yunker stated that these projects would be identified for the Committee as the process to evaluate and recommend projects for STP-M funding is changing in the middle of the implementation of these projects.
11. Responding to an inquiry by Mr. Yunker, Mr. Schmidt stated that WisDOT would be able to provide Commission staff a listing of projects that had preliminary engineering or right of way previously approved for STP-M funding, and any project that WisDOT staff is aware of where the preliminary engineering is being locally funded, but the project is being designed to State and Federal standards. Mr. Ludwig noted that any STP funding used on preliminary engineering for a project may have to be returned to the Federal government if the right-of-way or construction of the project has not been initiated within 10 years of the Federal preliminary engineering funding being authorized. Ms. Forlenza stated that this is nothing new and that it has always been the case.
12. Mr. Zabel stated that following the construction element for the Village of Germantown's project to recondition Donges Bay Road between Division Road and STH 145 being identified as a "potential" project in the 2013-2014 STP-M funding cycle—(projects may receive STP-M funding should funded projects be deferred or delayed), the Village had kept in contact with WisDOT to learn if any funding would be made available.

13. Responding to an inquiry from Mr. Evans, Ms. Forlenza stated that project sponsors could no longer be permitted to apply for funding for preliminary engineering and right of way without also applying for construction.
14. Responding to an inquiry from Mr. Grisa, Mr. Yunker stated that the score for the pavement condition criteria will be based on a weighted average of the pavement ratings along the length of the project.
15. Mr. Wantoch stated that a roadway with a pavement rating of 1 or 2 would generally require major reconstruction, and suggested that the scores for proposed reconstruction projects received under the pavement condition criteria be revised such that a project would receive 50 points for having a pavement rating of 1 to 3, 35 points for a rating of 4 or 5, and 20 points for projects having a pavement rating of 6 or 7. Mr. Grisa agreed with Mr. Wantoch, and then suggested that resurfacing/reconditioning projects be given 50 points for a pavement rating of 1 to 4, 35 points for a pavement rating of 5 or 6 and 20 points for a pavement rating of 7 to 8. Mr. Polenske also agreed that roadways having a pavement rating of 1 or 2 would likely be reconstructed rather than resurfaced or reconditioned. Following further discussion and agreement by the Committee, Mr. Yunker stated that the scoring procedures for candidate resurfacing/reconditioning and reconstruction projects would be revised such that resurfacing/reconditioning projects would receive 50 points for having a pavement rating of 1 to 4, 35 points for a rating of 5 or 6, 20 points for a rating of 7 or 8, and that candidate reconstruction to same capacity projects would receive 50 points for having a pavement rating of 1 to 3, 35 points for having a rating of 4 to 5, and 20 points for having a rating of 6 or 7.
16. Responding to an inquiry from Mr. Daniels, Mr. Yunker stated that Commission staff would be rating pavement condition for all of the candidate projects for STP-M funding.
17. Mr. Yunker noted that based on discussion of the Committee during its April 26, 2013 meeting, the Commission staff is proposing a measure of safety criterion that would be used exclusively for candidate capacity expansion projects. He added that the points received for this criterion would be based on the latest five-year average crash rate along the candidate project. He stated that the project with the highest crash rate would receive 15 points and that the remaining projects would receive points proportionally based on how the crash rate along these projects compare to the highest crash rate. Mr. Polenske suggested that perhaps only projects with a crash rate above state-wide average should receive points. Mr. Evans stated that this would be difficult because the statewide average would depend on the type of facility. Mr. Yunker suggested using the method as proposed by the Commission staff to evaluate candidate projects for this cycle of STP-M funding and that the Committee could consider refining this criterion for the next cycle perhaps basing it on statewide averages. He also stated that the minutes will include the table which shows the statewide averages.

[Secretary's Note: Attached to these minutes as Attachment 3 is a memorandum prepared by WisDOT that provides the statewide 5-year (2007-2011) average crash rate for various facility types for the state trunk highway network, and the annual crash rate for urban streets and county trunk highways for the years 2007 through 2011.]

18. Mr. Einweck asked if there should be a minimum traffic volume threshold for candidate capacity expansion projects. Mr. Yunker replied that the volume criterion is proposed to be based on existing traffic volume, and that the need for capacity expansion projects may be based on future forecast traffic volumes, rather than existing traffic volumes. Mr. Evans suggested that project sponsors should work with WisDOT staff to determine whether their potential capacity expansion project would be permitted by WisDOT to add additional capacity to the roadway. Mr. Yunker agreed noting that this has been an issue in the past when the future forecast traffic volume is at or near the design capacity of a roadway.
19. Mr. Polenske suggested that up to 5 bonus points be given to candidate projects that are located in transit corridors. Mr. Grisa agreed with the suggested criterion, but questioned the giving as much as 5 points to such projects. Mr. Polenske then suggested that points could be given based on the number of routes the roadway serves. Mr. Yunker suggested that as an alternative transit ridership be included along with the vehicular traffic volume under the measure of use criterion, as the transit ridership and traffic volume on the roadway provide a complete measure of facility use.
20. Mr. Evans suggested that trucks also be considered as they do damage to roadways. Mr. Wantoch agreed that trucks are an issue on almost all roads but stated that the damage done by heavy trucks would be reflected in the condition of the roadway pavement, and that buses reduce the number of automobiles on the roadway.

Mr. Yunker then reviewed with the Committee five tables (attached to these minutes as Attachment 4) provided by Commission staff that summarizes an evaluation of the candidate projects for years 2013 and 2014 STP-M funding based on the proposed procedures to evaluate, prioritize, and recommend projects for STP-M funds being considered by the Committee at this meeting (as described in the memorandum attached to these minutes as Attachment 2). He noted that the purpose of the analysis is to demonstrate the projects that would have been selected for funding under the proposed new project evaluation procedure. During Mr. Yunker's review of the analysis he noted that the amount of 2013-2014 STP-M funding allocated to each project type—resurfacing/reconditioning, reconstruction to same capacity, and capacity expansion—was based on the percentage of historic allocation of STP-M funding between 2006 and 2014 as shown on Table 2. He stated that with respect to the evaluation of the candidate projects under the resurfacing/reconditioning and reconstruction to same capacity project category shown on Tables 3 and 4, respectively, the projects above the green line are projects that received a score of 73 or more, and therefore were considered to be of areawide significance. He stated that the red line shown on these two tables represents the cut-off for projects that would have been recommended for funding based on the allocation of years 2013-2014 STP-M funding—about \$36.7 million—that was available to new county and local projects in the previous STP-M funding cycle and excluded the \$10.0 million of the \$10.7 million in STP-M funding transferred to transit projects in previous funding cycles that were approved by the Committee for the replacement of buses by Milwaukee County and the \$1.0 million in STP-M funding that was previously used by the Commission to assist in the funding of its planning and programming effort. He further stated that the blue line shown in these tables is the cut-off for projects that would have been recommended for funding based on the full allocation of years 2013-2014 STP-M funding—\$43.7 million. He noted that under both project categories, the projects with an areawide significance score of over 73 would have been recommended for funding based on the proposed procedures and that all of the remaining projects under both categories would be evaluated with the measure of equity criterion. He noted that the exception would be that only candidate resurfacing/reconditioning projects with an areawide significance score of 73 or more would have been funded based on the allocation of the \$36.7 million in years 2013-2014 STP-M funding that was made available to new projects during that funding cycle. He stated that with regard to the result of evaluation

of candidate capacity expansion projects with the proposed process, the blue line shown on Table 5 represents the cut-off for projects that would have been recommended for STP-M funding with the allocation of the \$36.7 million in years 2013-2014 STP-M funding that was available to new projects during that funding cycle and of the total allocation of \$43.7 million in STP-M funding.

1. Responding to an inquiry by Mr. Abadi, Mr. Schmidt stated that the City of Waukesha's candidate East Avenue projects shown on Table 4 were at that time previously approved for STP-M funds, but were seeking additional project funds under the years 2013-2014 STP-M cycle. Mr. Grisa noted that such situations could also occur under the years 2013-2014 STP-M funding cycle. Mr. Yunker stated that such candidate projects seeking additional funding would be noted by Commission staff.
2. Mr. Grisa inquired about a candidate City of Milwaukee project shown on Table 4 being prioritized higher than another candidate City project though it would have had a higher score based on application of the criteria of areawide significance. Mr. Yunker responded that those projects below the green line—based on not having an areawide significance score above 73—were prioritized based on application of the measure of equity criterion, and priorities indicated by the project sponsor.
3. Mr. Grisa noted that the proposed procedures to evaluate, prioritize, and recommend projects for STP-M funding could result in a project sponsor's lower scoring candidate project being recommended for funding rather than a higher scoring project.
4. Mr. Yunker stated that application of the proposed procedures would also result in other changes, specifically; project sponsors would no longer be permitted to substitute their approved STP-M project with other eligible highway projects. Rather, the next rated project in the urbanized area would be funded within the project category.

Mr. Yunker stated that the Commission staff is seeking approval by the Milwaukee TIP Committee of the proposed procedures to evaluate, prioritize, and recommend STP-M funding, including a revision in the scoring procedure for pavement condition for candidate resurfacing/reconditioning projects and candidate reconstruction to same capacity projects and the score for all candidate projects under the measure of use criterion would be determined based on the average weekday transit ridership along the candidate project along with the average weekday traffic volume to better represent the total usage of the roadway facility. Mr. Yunker stated that Commission staff will indicate to the Advisory Committee which candidate projects proposed for 2015-2018 STP-M funding had previously received STP-M funding for preliminary engineering, right-of-way acquisitions, and/or partial construction, and whether preliminary engineering has been completed for a candidate project with local funds to State and Federal standards.

A motion was made by Mr. Polenske to approve the proposed procedures to evaluate, prioritize, and recommend STP-M funding (as documented in the staff memorandum attached to these minutes as Attachment 2), revised to include a revision in the scoring procedure for pavement condition for candidate resurfacing/reconditioning projects and candidate reconstruction to same capacity projects and a revision in the measure of use criterion such that the score for all candidate projects would be determined based on the average weekday transit ridership along the candidate project along with the average weekday traffic volume to better represent the usage of the roadway facility. The motion was seconded by Mr. Grisa, and approved on a vote of 18 ayes and one nay, with Mr. Bennett opposing the motion, and noting that he was opposed to the change from the previously used procedure which had worked well for over 20 years.

[Secretary's Note: The Milwaukee TIP Committee and communities within the Milwaukee urbanized area having eligible facilities for STP-M funding were provided by Commission staff a revised memorandum on May 20, 2013, that summarized the approved procedures to evaluate, prioritize, and recommend projects for STP-M funding that is attached to these minutes as Attachment 5.]

ADJOURNMENT.

There being no further business to come before the Milwaukee TIP Committee, the meeting was adjourned at 2:51 p.m.

Respectfully submitted,

Kenneth R. Yunker
Acting Secretary



Date: April 2013
To: Eastern Wisconsin Local Government Units
From: Wisconsin Department of Transportation (WisDOT) Local Transportation Programs and Finance Section
Subject: **2014-2018 CMAQ Program Cycle Applications**
Application Deadline: June 14, 2013

WisDOT is preparing to accept the next round of applications for the Congestion Mitigation and Air Quality (CMAQ) program. Examples of eligible CMAQ projects include new and expanded public transit services, carpool and vanpool programs, park-and-ride lots, new bicycle and pedestrian facilities, corridor-based traffic signalization, alternatively fueled vehicles, diesel engine retrofit and idling reduction strategies. **Applications are due June 14, 2013.**

The CMAQ application should be available in mid-April at the WisDOT CMAQ website: <http://www.dot.wisconsin.gov/localgov/aid/cmaq.htm>. Note that WisDOT recently updated *The Sponsor's Guide to Non-Traditional Transportation Project Implementation* (available at <http://www.dot.wisconsin.gov/localgov/docs/sponsors-guide.pdf>), which outlines federal and state requirements for implementing CMAQ and other multi-modal transportation projects. **Applicants are strongly encouraged to contact WisDOT staff, particularly new participants to the CMAQ process or any applicants with project eligibility questions.**

A government unit with taxing authority must sponsor all CMAQ projects, even if the private sector is involved in the project. Local sponsors in the following non-attainment and maintenance counties are eligible to apply for CMAQ funds: Milwaukee, Racine, Kenosha, Waukesha, Ozaukee, Walworth, Washington, Sheboygan, Kewaunee, Manitowoc and Door. Federal CMAQ guidance is available at <http://www.fhwa.dot.gov/map21/guidance/guidecmaq.cfm>.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) is current through September 2014 but will need to be re-authorized during the State Fiscal Year (SFY) 2014-2018 time period covered by this WisDOT CMAQ funding cycle. WisDOT is programming this award cycle under the assumption that federal funding will continue at the SFY 2013 level of \$11.6 million annually. Funding available could change based upon the state biennial budget or the federal transportation act that follows MAP-21. WisDOT is programming projects primarily for SFYs 2015-2018, although requests for funding in earlier years may be considered on a case-by-case basis. Projects are most typically funded at 80% federal, with higher percentages allowed on a small number of categories.

The application deadline is June 14, 2013. A selection committee consisting of staff from the Southeastern Wisconsin and Bay-Lake Regional Planning Commissions, WisDOT and the Department of Natural Resources will review all project applications. Final concurrence from the Regional Planning Commissions is required for inclusion of CMAQ projects in the Transportation Improvement Program (TIP).

CMAQ projects must demonstrate realistic emission reductions from projects that reduce vehicle trips or Vehicle Miles Traveled (VMT), reduce congestion, reduce vehicle emissions from improvements to vehicles and fuels or provide education, outreach and marketing activities with quantifiable emission reduction benefits. WisDOT encourages local governments to read through the application guidelines and *Sponsor's Guide* and to work with their appropriate WisDOT Region Office and Regional Planning Commission to develop projects.

The CMAQ selection committee will likely contact applicants to clarify information or request more specific data that is needed to estimate project emissions reductions. WisDOT looks forward to local participation in developing meaningful CMAQ projects. Given the continued high interest in the program, we expect a strong demand for the limited dollars available. Please call or e-mail WisDOT Region Office staff in your area to obtain application materials or other information.

WisDOT Contact Information

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WisDOT Northeast Region

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Southeastern Wisconsin Regional Planning Commission

STAFF MEMORANDUM

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

FROM: Southeastern Wisconsin Regional Planning Commission Staff

DATE: May 2, 2013

SUBJECT: Proposed Federal Highway Administration Surface Transportation Program – Milwaukee Urbanized Area Project Evaluation and Selection Process

[Significant additions and revisions to the text within the April 25, 2013, version of this memorandum based on Advisory Committee discussion at its April 26, 2013, meeting are highlighted in gray.]

Over the past 20 years Commission staff and the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area together with the local governments in the Milwaukee urbanized area have developed and utilized guidelines for the eligibility, evaluation, and the selection of projects for Federal Highway Administration (FHWA) Surface Transportation Program – Milwaukee Urbanized Area (STP-M) funds. The Advisory Committee has historically recommended that the evaluation and selection of projects for STP-M funds be related to a system whereby each governmental unit having current jurisdictional responsibility for eligible arterial facilities are credited STP-M funds annually based on their relative need represented by the proportion of total eligible existing and planned arterial facility lane-miles identified in the adopted regional transportation plan. These need-based credits are accumulated from year-to-year with debits occurring from each governmental unit's account as projects are selected for implementation. Each candidate project is rated and prioritized under the evaluation and selection process based on each governmental unit's credit balance and the estimated Federal share of the project cost. This process has been viewed by local governments to be fair and equitable, and has been well accepted by the communities within the Milwaukee urbanized area. However, the FHWA has informed Commission staff that it considers this process a sub-allocation of funds—which is not to be utilized—and not a process of project evaluation and selection. FHWA staff has recommended that evaluation criteria be developed for consideration in the evaluation and selection of projects for STP-M funding, with those evaluation criteria reflecting the performance desired from the transportation system in Southeastern Wisconsin as expressed in the objectives of the adopted regional transportation plan and the performance monitoring requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) enacted in July 2012. Moreover, FHWA staff has further indicated that for capacity expansion projects, only criteria of areawide significance are to be considered with no consideration of a county/community receiving a proportionate share of funding. For resurfacing/reconditioning/reconstruction to same capacity projects, the receipt by a county/community of

a proportionate share of funding may be considered, but only as a secondary consideration, specifically, to further prioritize and evaluate the highest rated projects of areawide significance, or to evaluate and prioritize the remaining projects after the highest rated projects have been recommended for funding.

Advisory Committee meetings were held on April 9, 2013, and April 26, 2013, for discussion of potential changes to the process to evaluate, prioritize, and recommend projects for STP-M funding. At the April 9th meeting, the Advisory Committee members discussed procedures and evaluation criteria used by other urbanized areas across the nation, the types of projects to be considered eligible for STP-M funding, potential evaluation criteria to assist in the selection of surface arterial projects for STP-M funding, and whether a candidate project should need to be advanced to preliminary engineering to be eligible for STP-M funding. Based on the discussion concerning these topics, along with guidance from FHWA staff, a proposed process to evaluate, prioritize, and recommend projects for STP-M funding was presented to members of the Advisory Committee for their review and discussion at the April 26th meeting. This memorandum summarizes the Advisory Committee discussion concerning these topics at the April 9th and April 26th meetings, and based upon that discussion and guidance from FHWA staff, presents for Advisory Committee consideration proposed changes to the process to evaluate, prioritize, and recommend projects for STP-M funding.

ELIGIBLE PROJECT TYPES

The Advisory Committee was in general agreement that projects on streets and highways under County and local government jurisdiction identified as arterials in the adopted regional transportation system and county jurisdictional highway system plans—including those County and local arterials on the National Highway System—and transit capital projects should continue to be considered for funding with STP-M funds. Projects on collector streets which are not identified in regional transportation or county jurisdictional highway system plans should continue to not be funded with STP-M funds. In regards to transit projects, the Advisory Committee was in general agreement that STP-M and Federal Transit Administration (FTA) Section 5307 funds allocated to the Milwaukee urbanized area should continue to be split between highway and public transit modes based upon the relative proportion of capital needs of each mode as determined in the regional transportation system plan. Typically, about 35 percent of the available funds are allocated to public transit capital needs and about 65 percent are allocated to highway projects. The Advisory Committee recognized that while there has been a shortfall in STP-M funding compared to FTA Section 5307 funds in recent years, the transfer of FTA Section 5307 funds to highway projects should not occur since FTA Section 5307 funds can be used by Milwaukee area transit operators to fund certain transit operating expenses, as well as capital projects.

The Advisory Committee was in general agreement that as transportation enhancement-type projects can be funded through its own FHWA Transportation Alternative Program funds, safety and intersection improvement projects can be funded through its own FHWA Highway Safety Improvement Program funding, and Congestion Management and Air-Quality Improvement Program (CMAQ) capital projects can be funded through its own FHWA CMAQ funding program, these types of projects should continue to not be eligible for use of STP-M funds. In regards to the rehabilitation and reconstruction of local bridges, the Advisory Committee agreed that, as the Wisconsin Department of Transportation (WisDOT) is intending to continue to administer the STP and bridge programs separately for the year 2015-2018 funding cycle as specified under State law, these types of bridge projects should continue to not be funded with STP-M funding. However, the Advisory Committee recognized that following the enactment of MAP-21 in July 2013 bridge projects not on the National Highway System are now funded under the Surface Transportation Program rather than a separately funded bridge program. As a result, WisDOT is working with FHWA to determine how to best meet the new requirements with regards to funding bridge projects in MAP-21. Thus, should WisDOT change how bridge projects are funded in future STP-M

funding cycles, the eligibility of the rehabilitation and reconstruction of bridges may need to be considered again by the Advisory Committee.

ADVISORY COMMITTEE DISCUSSION ON PROJECT EVALUATION CRITERIA AND PROCESS FOR COUNTY AND LOCAL ARTERIAL FACILITIES

The Advisory Committee was in general agreement that it is important that the new process for the evaluation of county and local projects for STP-M funding on county and local planned arterials be understandable, equitable, and defensible. Based upon committee discussion, the proposed evaluation process would serve to improve pavement conditions of county and local arterial streets and highways, with priority given to routes with greater use and importance, and funds equitably distributed throughout the Milwaukee urbanized area in relationship to relative need.

Based on concern that use of evaluation criteria, such as pavement condition, may emphasize certain types of projects, the Advisory Committee generally agreed to consider allocating proportions of the available STP-M funding for three types of roadway projects—resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects, including the widening of an existing arterial facility with additional travel lanes and new arterial facilities. For STP-M funding years 2006 through 2014, about \$31.0 million or 20 percent of the available STP-M funding was approved for 22 resurfacing/reconditioning projects, about \$77.8 million or 51 percent was approved for 42 reconstruction to same capacity projects, and \$44.8 million or 29 percent was approved for 8 capacity expansion projects. The Advisory Committee was in general agreement that these historical proportions of types of projects approved for STP-M funding and the proportion of STP-M funding being requested for, and the number of projects under, each project type should be considered by the Committee in establishing the level of available STP-M funding for highway projects that would be allocated to the different types of projects.

With respect to use of pavement condition as an evaluation criterion, some members of the Advisory Committee expressed concerns about the ability of each roadway to be uniformly evaluated and that such a criterion could encourage communities to not maintain the condition of their arterial facilities. An Advisory Committee member had suggested it would be desirable that, as part of the pavement condition criteria, consideration be given to whether the proposed action of the candidate project—resurfacing, reconditioning, or reconstruction—is consistent with where the roadway is within its life cycle. However, it was recognized that it may not be possible to implement life cycle considerations as part of the pavement condition criteria for the evaluation of projects for the 2015-2018 STP-M funding cycle. However, there was general agreement that pavement condition was an appropriate criterion for evaluating candidate projects for STP-M funding. With respect to the use of traffic volume and length of route as evaluation criteria, there was a concern by an Advisory Committee member that this type of criteria would benefit larger communities as they would be expected to have more higher-volume and longer roadways. There was general agreement by Advisory Committee members that an equity-based evaluation criterion be used, similar to the long-used process to select projects for STP-M funding. One member of the Advisory Committee suggested that measures of the current level of congestion and safety, such as current crash rates along the project, be used to evaluate candidate capacity expansion projects.

The Advisory Committee also seemed in general agreement that a candidate project should not need to be advanced through preliminary engineering to be eligible for STP-M funding. One comment was made that there should be bonus points for projects that do have preliminary engineering completed and for whether the project includes measures addressing congestion and safety. However, there was not general agreement on projects receiving such a bonus.

With respect to job/housing imbalance and provision of transit as evaluation criteria, concerns were raised about their connection to the need for resurfacing or reconstructing a roadway facility, and their relevance for the evaluation and selection of projects for STP-M funding. It was suggested that such criteria could be used for the evaluation of capacity expansion projects, as having a job/housing balance and the provision of transit within a community could serve to address congestion in those communities, as well within adjacent communities, and that such criteria could serve as bonus points for communities having a projected balance of jobs and housing based on their adopted comprehensive plans and that are also served by transit or as a reduction in points for communities having a projected job/housing imbalance and a lack of transit. Concern was also expressed about the method that would be utilized to determine which communities have or do not have a balance of jobs and housing or provision of transit. In regards to transit service, one comment was made by an Advisory Committee member, because their community is located in an area where transit service is provided by the County, they do not have control over whether transit is provided in their community even if transit service is desired or had been previously provided and removed.

The Advisory Committee recognized that the use of a revised evaluation procedure would likely result in other changes to the STP-M funding process, such as project sponsors no longer being permitted to substitute their approved STP-M project with other eligible highway projects.

Proposed Project Evaluation Criteria and Process for County and Local Arterial Facilities

Based on the suggestions and concerns identified by the Advisory Committee and by local governments having eligible facilities within the Milwaukee urbanized area at the meeting and guidance from FHWA staff, Commission staff has prepared for Advisory Committee discussion and consideration a proposed procedure for the evaluation of projects for STP-M funding for the years 2015 through 2018. Candidate projects must be submitted by local governments by the end of June 2013, so determination of a project evaluation process and criteria should be completed in a timely manner. It is intended that the procedures approved by the Advisory Committee for this 2015-2018 funding cycle would be reviewed and potential changes considered by the Committee following the evaluation of projects for the current STP-M funding cycle for use in the next funding cycle. This review and consideration of potential changes would be undertaken by the Advisory Committee at the beginning of each new STP-M funding cycle.

Following the determination of the level of FHWA STP-M and FTA Section 5307 funding to be available for highway and transit projects, it is proposed that the funding available to candidate highway projects be allocated for three types of projects—resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects (widening and new facilities). Definitions for each type of project are provided in Exhibit A of this memorandum. It is proposed that the amount allocated to each of these types of projects would be established by the Advisory Committee at a meeting occurring after the deadline of candidate projects for STP-M funding and the level of available STP-M funding has been provided by WisDOT. In determining the established level of funding to be allocated to each type of project for the particular STP-M funding cycle, the Advisory Committee would consider historical proportions of types of projects approved for STP-M funding—20 percent for resurfacing/reconditioning projects, 51 percent for reconstruction to same capacity projects, and 29 percent for capacity expansion projects (widening and new facilities)—and the proportions of STP-M funding being requested for, and the number of candidate projects under, each type of project.

The established allocations are being proposed as targets for how the available highway funding should be allocated, assuming there would be enough candidate projects for each project type. Should the funding levels being requested by each of the project types not be exceeded, the amount of available highway funding allocations for each project type would need to be adjusted by the Advisory Committee.

It is proposed that one approach be used to evaluate candidate resurfacing/reconditioning/ reconstruction to same capacity projects and another approach be used to evaluate capacity expansion projects (widening and new facilities).

Capacity Expansion Projects

It is proposed that candidate capacity expansion projects—the addition of new travel lanes to an existing arterial roadway and the construction of a new arterial facility—consistent with the adopted regional transportation plan be evaluated with only the criteria of areawide significance, as listed in Table 1, up to a maximum of 100 points with up to 10 bonus points received by candidate capacity expansion projects located in a community or communities that have a projected balance of jobs and housing and that have the provision of transit. The suggested maximum points that could be received under each criterion are also listed in Table 1. The proposed methodology that would be used for the proposed evaluation criteria of areawide significance is provided in Exhibit B of this memorandum.

Resurfacing/Reconditioning/Reconstruction to Same Capacity Projects

It is proposed that candidate resurfacing/reconditioning/reconstruction to same capacity projects would be evaluated first with criteria to determine whether the project is of areawide significance, and then the highest rated projects of areawide significance or the remaining projects after the highest rated projects have been recommended for funding would be further prioritized and evaluated using a measure of equity criterion, which would be based on the receipt by a county/community of a proportionate share of funding. Table 1 lists the evaluation criteria of areawide significance suggested for the evaluation of candidate resurfacing/reconditioning/reconstruction to same capacity projects and the maximum points (100 points) that could be received under each criterion. Candidate projects that receive a minimum of 73 points would be identified as having areawide significance¹. If the available funding allocations for a particular type of project is not enough to fully implement all of the projects identified as being of areawide significance, they would be further evaluated with the measure of equity criterion (see Figure 1). If there is enough funding, all of the projects identified as being of areawide significance of the same project type would be recommended for funding, and the measure of equity criterion would be used as a means to evaluate the remaining projects (see Figure 2). The proposed methodology that would be used for the proposed evaluation criteria of areawide significance is provided in Exhibit B of this memorandum. The proposed methodology to be used to further evaluate the candidate projects with the measure of equity criterion is provided in Exhibit C of this memorandum.

* * *

¹ The minimum of 73 points proposed to be used to determine whether a candidate resurfacing/reconditioning/ reconstruction to the same capacity are of areawide significance is based on a project having a pavement condition of 4 or less (35 points), an average weekday traffic volume per lane of at least 5,000 vehicles per lane (14 points), a length of route of at least 6 miles (9 points), and is functionally classified as a principal arterial (15 points).

Table 1

**PROPOSED EVALUATION CRITERIA TO MEASURE AREAWIDE SIGNIFICANCE AND MAXIMUM POINTS
POTENTIALLY RECEIVED FOR RESURFACING/RECONDITIONING/RECONSTRUCTION
TO SAME CAPACITY PROJECTS AND CAPACITY EXPANSION PROJECTS**

Evaluation criteria	Maximum Points Received	
	Resurfacing/Reconditioning/ Reconstruction (to same capacity) Projects	Capacity Expansion Projects
Measure of Pavement Condition	50	20
Measure of Use – Average Weekday Traffic Volume per Lane	20	5
Measure of Connectivity – Length of Route	15	10
Measure of Function – Current Functional Classification	15	10
Measure of Safety – Crash Rate	--	15
Measure of Congestion – Volume-to-Capacity Ratio	--	40
Subtotal	100	100
Bonus Points for projects located in communities having:		
– Job/Housing Balance	--	5
– Transit Accessibilty	--	5

Figure 1

SITUATION WHERE FUNDING REQUESTED BY PROJECTS IDENTIFIED AS HAVING AREAWIDE SIGNIFICANCE^a EXCEEDS THE ESTABLISHED ALLOCATION OF STP-M FUNDING FOR EITHER THE RESURFACING/RECONDITIONING PROJECT CATEGORY OR THE RECONSTRUCTION TO SAME CAPACITY PROJECT CATEGORY

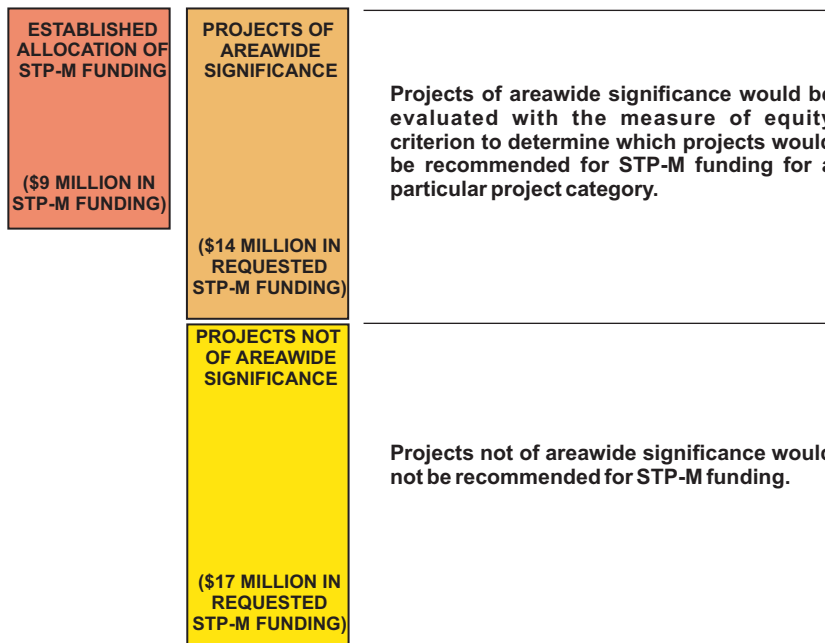
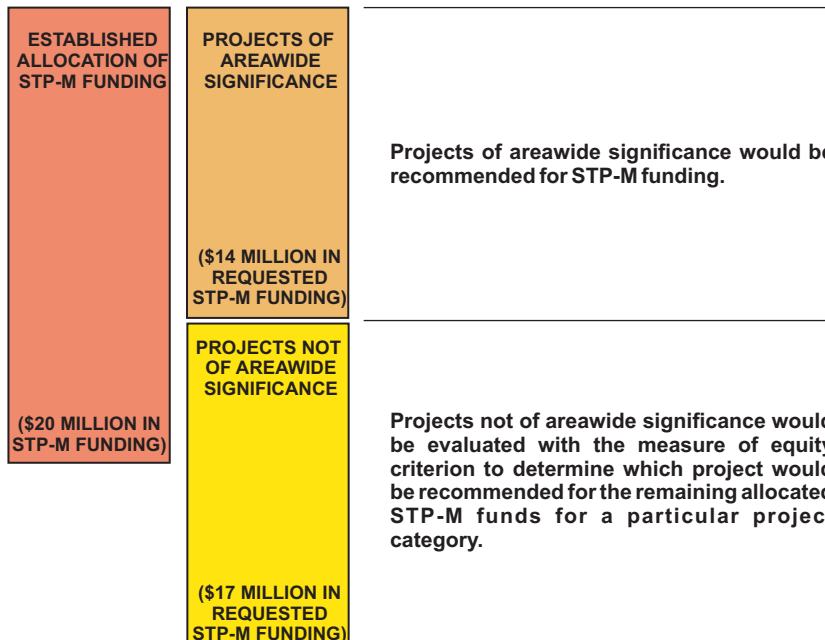


Figure 2

SITUATION WHERE THE ESTABLISHED STP-M FUNDING ALLOCATION FOR EITHER THE RESURFACING/RECONDITIONING PROJECT CATEGORY OR THE RECONSTRUCTION TO SAME CAPACITY PROJECT CATEGORY IS SUFFICIENT TO FULLY FUND PROJECTS IDENTIFIED AS HAVING AREAWIDE SIGNIFICANCE^a



^a Projects of areawide significance are candidate projects that have received a minimum of 73 points using the evaluation criteria of areawide significance.

Exhibit A

DEFINITIONS FOR THE TYPES OF HIGHWAY PROJECTS

This exhibit provides a definition for the three types of highway projects eligible for STP-M funding—resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects (widening and new facilities). The definitions provided are based on the types of highway projects identified and defined within *Wisconsin State Statutes 84.013* and further defined and described in the Wisconsin Department of Transportation (WisDOT) *Facilities Development Manual (FDM)*.

Resurfacing/Reconditioning Projects – This project category would include resurfacing, reconditioning, and pavement replacement projects defined as the following:

Resurfacing Projects – These projects involve providing a new pavement surface on an existing highway, but not replacing the entire depth of existing pavement. Such a project would not provide any significant increase in the capacity of the existing roadway, and could only include minor safety and storm water management system improvements and spot curb and gutter replacement.

Reconditioning Projects – These projects are a resurfacing project that could also include pavement and shoulder widening (and paving) that would not significantly increase the existing design capacity of the existing roadway. Such a project may also include isolated safety improvements, such as improving grades, curves, sight distances, and intersections. Under the WisDOT FDM, up to half the length of a reconditioning project may be reconstructed. In addition, a reconditioning project could also include replacement of curb and gutter and the construction of new curb and gutter up to half the length of the project on new horizontal or vertical alignment.

Pavement Replacement – These projects involve a structural improvement to the pavement structure or replacement of the entire depth of the existing pavement. Similar to reconditioning projects, these projects could also include pavement and shoulder widening (and paving) that would not significantly increase the existing design capacity of the existing roadway. Such a project may also include isolated safety improvements, such as improving grades, curves, sight distances, and intersections. Under the WisDOT FDM, up to half the project length of a pavement replacement project may be reconstructed. In addition, a pavement replacement project may include the removal of the existing aggregate base or minor changes to the subgrade along up to half the project length to accommodate an increase in pavement structure depth. As well, a pavement replacement project could also include replacement of curb and gutter and the construction of new curb and gutter up to half the length of the project on new horizontal or vertical alignment. Pavement replacement projects may also include adding or replacing of bicycle and/or pedestrian facilities, and replacement or construction of new storm sewer facilities.

Reconstruction to Same Capacity Projects – These projects involve a complete rebuilding of the existing roadway facility that could also include widening of the roadway facility that would not significantly increase the existing design capacity of the existing roadway, such as by adding pavement width to accommodate bicycles or by adding parking/auxiliary lanes. Under the WisDOT FDM, reconstruction projects would involve such work being conducted over half the length of the project.

Capacity Expansion Projects – These projects involve reconstruction projects that include the widening of an existing arterial facility with additional travel lanes and the construction of new arterial facilities. Under the WisDOT FDM, such projects could also include projects where additional travel lanes are

constructed along the existing pavement facility of a roadway to increase the vehicle-carrying capacity of the roadway.

Exhibit B

**PROPOSED METHODOLOGY FOR SUGGESTED EVALUATION
CRITERIA OF AREAWIDE SIGNIFICANCE**

This exhibit describes the proposed methodology that would be used for the proposed evaluation criteria of areawide significance that would be used to evaluate the candidate projects based on project category—resurfacing/reconditioning/reconstruction to same capacity projects and capacity expansion projects.

1. **Measure of Pavement Condition** – The score for this criterion is proposed to be based on the average pavement condition of the roadway surface associated with the candidate project determined by an evaluation by Commission staff using the WisDOT Pavement Surface Evaluation and Rating (PASER) system. This evaluation criterion would be used for both evaluation categories with resurfacing/reconditioning/reconstruction to the same capacity projects receiving a maximum of 50 points and capacity expansion projects receiving a maximum of 20 points. The points received by a candidate project under this category are proposed to be determined by the ranges of the average pavement conditions listed in Table 2.

Table 2

PROPOSED SCORING FOR PAVEMENT CONDITION EVALUATION CRITERIA

Average PASER Rating	Points	
	Resurfacing/ Reconditioning/ Reconstruction (to same capacity) Projects	Capacity Expansion Projects
1 or 2	50	20
3 or 4	35	15
5 or 6	20	10
7 to 10	0	0

Under this criterion, capacity expansion projects involving the construction of new facilities would receive 10 points. As part of the evaluation of candidate projects during the next STP-M funding cycle, it is proposed that this criterion be revisited by the Advisory Committee, and that consideration be given to pavement condition being evaluated based on where the roadway facility is in its life cycle.

2. **Measure of Use** – The score for this criterion is proposed to be based on the existing average weekday traffic (AWDT) volume per travel lane. This evaluation criterion would be used for both evaluation categories with resurfacing/reconditioning/reconstruction to same capacity projects receiving a maximum of 20 points and capacity expansion projects receiving a maximum of 5 points. The points received by a candidate project under this evaluation criterion are proposed to be determined by the ranges of AWDT per lane listed in Table 3.

Table 3

**PROPOSED SCORING FOR AVERAGE WEEKDAY
TRAFFIC VOLUME PER TRAVEL LANE CRITERIA**

Average Weekday Traffic Volume per Lane	Points	
	Resurfacing/ Reconditioning/ Reconstruction (to same capacity) Projects	Capacity Expansion Projects
6,500 or more	20	5
6,000 to 6,499	18	4.5
5,500 to 5,999	16	4
5,000 to 5,499	14	3.5
4,500 to 4,999	12	3
4,000 to 4,499	10	2.5
3,500 to 3,999	8	2
3,000 to 3,499	6	1.5
2,500 to 2,999	4	1
2,000 to 2,499	2	0.5
Less than 2,000	0	0

The traffic volumes for existing facilities would be based on the most recent average daily traffic count reported by WisDOT converted to an average weekday traffic volume. In general, average weekday traffic is about seven percent higher than average annual daily traffic. Should WisDOT not report a traffic volume for the segment of roadway associated with a candidate project, Commission staff would collect the traffic data on an average weekday (typically Tuesday through Thursday) along the roadway and adjust the measured traffic volumes based on the time of year it was measured. For projects involving new facilities, an estimate of the average weekday traffic volume under current conditions would be developed by Commission staff utilizing the Commission's travel simulation models that were used in the development and evaluation of the year 2035 regional transportation plan.

3. **Measure of Connectivity** – The score for this criterion is proposed to be based on the length of the route along which the project is located. The length of route would be measured by Commission staff based on the continuous length of the arterial facility. This evaluation criterion would be used for both evaluation categories with resurfacing/reconditioning/reconstruction to the same capacity projects receiving a maximum of 15 points and capacity expansion projects receiving a maximum of 10 points. Table 4 shows how the points are proposed to be received by a candidate project for the length of route criterion.

4. **Measure of Function** – The score for this criterion is proposed to be based on the current functional classification of the roadway. The current functional classification (principal arterial, minor arterial, and collector) would be determined by the functional classification developed by WisDOT, reviewed by SEWRPC, and approved by FHWA. This evaluation criterion would be used for both evaluation categories with resurfacing/reconditioning/reconstruction to the same capacity projects receiving a maximum of 15 points and capacity

expansion projects receiving a maximum of 10 points. Table 5 shows how the points are proposed to be received by a candidate project for the functional classification criterion.

Table 4
PROPOSED SCORING FOR LENGTH OF ROUTE CRITERION

Continuous length	Points	
	Resurfacing/ Reconditioning/ Reconstruction (to same capacity) Projects	Capacity Expansion Projects
10 or more miles	15	10
8.0 to 9.9 miles	12	8
6.0 to 7.9 miles	9	6
4.0 to 5.9 miles	6	4
2.0 to 3.9 miles	3	2
Less than 2.0 miles	0	0

Table 5
PROPOSED SCORING FOR CURRENT FUNCTIONAL CLASSIFICATION CRITERION

Federal Functional Classification	Points	
	Resurfacing/ Reconditioning/ Reconstruction (to same capacity) Projects	Capacity Expansion Projects
Principal Arterial	15	10
Minor Arterial	10	7
Collector	5	3

5. **Measure of Safety** – The points for this criterion are proposed to be based on the latest five-year average crash rate along the candidate project. This criterion would be used for only the capacity expansion projects with such projects receiving a maximum of 15 points. It is proposed that the candidate capacity expansion project with the highest crash rate would receive 15 points, and the remaining projects would receive points proportionally based on how the average crash rate along these facilities compare to the crash rate of the project with the highest crash rate. For the 2015-2018 STP-M funding cycle, Commission staff would calculate the latest five-year average crash rate for candidate capacity expansion projects using crash data available for the years 2007 through 2011 from the Wisconsin Traffic Operations and Safety Laboratory (TOPSLAB) and the current average daily traffic volume along the projects.

As part of the evaluation of candidate projects during the next STP-M funding cycle, it is proposed that this criterion be revisited by the Advisory Committee, and that consideration be given to the measure of safety being evaluated based on how the average five-year crash rate along the candidate project compares to areawide average crash rates for local arterial roadways.

- 6. **Measure of Congestion** – The points for this criterion are proposed to be based on the existing average volume-to-capacity ratio along the candidate project. This criterion would be used for only the capacity expansion projects with such projects receiving a maximum of 40 points. For this criterion, the ratio of the existing average weekday traffic volumes along the candidate roadway project to the estimated surface arterial facility design capacity (provided in Table 6) is proposed to be calculated. Table 7 shows how the points are proposed to be received by the candidate project for the current level of congestion criterion.

Points under this criterion could be received even if the roadway is not currently experiencing congested conditions (or having a volume-to-capacity ratio of less than one), as the need for additional capacity may be needed under forecast future conditions rather than under current conditions. The level of congestion for projects involving new facilities would be developed by estimating the level of congestion of adjacent existing arterial facilities under current conditions.

Table 6

ESTIMATED SURFACE ARTERIAL FACILITY DESIGN CAPACITY^a

Surface Arterial Facility Type	Design Capacity (vehicles per 24 hours)
Two-lane.....	14,000
Four-lane Undivided.....	18,000
Four-lane with Two-way Left Turn Lane.....	21,000
Four-lane Divided.....	27,000

^aDesign capacity is the maximum level of traffic volume a facility can carry before beginning to experience morning and afternoon peak traffic hour traffic congestion, and is expressed in terms of number of vehicles per average weekday. (Source: SEWRPC Planning Report No. 49, Regional Transportation System Plan for Southeastern Wisconsin: 2035.)

Table 7

PROPOSED SCORING FOR CURRENT VOLUME-TO-CAPACITY RATIO CRITERION

Volume-to-Capacity Ratio	Points
1.40 or more	40
1.20 to 1.39	30
1.00 to 1.19	20
0.80 to 0.99	10
Less than 0.80	0

7. **Job/Housing Imbalance**² – It is proposed that capacity expansion projects receive 5 bonus points if the local community or communities that the project is located within is identified as having neither a projected lower nor moderate job/housing imbalance³. Map 1 shows the local sewerred communities identified as having a projected job/housing imbalance in the adopted regional housing plan. The job/housing analysis was conducted, as part of the development of the regional housing plan, for only planned sewer service areas because the local communities within these areas, as opposed to within non-sewerred areas, would more likely designate extensive areas for commercial and industrial uses and for medium to high residential land uses, which would accommodate jobs and affordable housing, respectively. Candidate projects in non-sewerred areas would not be eligible for the bonus points under this criterion. The projected job/housing imbalances are reported in the regional housing plan by regional housing analysis areas⁴ (sub-areas)—potentially containing more than one sewerred community—which is a suitable level of detail for a regional housing plan. However, in order for the projected job/housing imbalances of each community be used as a criterion in the evaluation of capacity expansion projects, Commission staff would estimate the projected job/housing imbalance for each individual sewerred community in the Milwaukee urbanized area. The projected job/housing imbalances estimated for the regional housing plan may be refined by a county or local government which would have access to more detailed information than what was used in the development of the regional housing plan. Application of criteria of this type was recommended by the Commission’s Advisory Committee on Regional Housing Planning and Environmental Justice Task Force.
8. **Transit Accessibility** – It is proposed that capacity expansion projects receive up to a maximum of 5 bonus points depending on the level of transit service currently provided within the local community that that the project is located in. Map 2 displays the existing year 2012 local fixed-route and local demand-responsive public transit services in

² As part of the development of the regional housing plan, Commission staff analyzed the relationship between anticipated job wages and housing for each planned sewer service area within the region to determine whether, based on existing job and housing conditions and projected job and housing growth determined from adopted county and local comprehensive plans, they would be projected to have a job/housing imbalance. The analysis was conducted only for planned sewer service areas because the local communities within these areas, as opposed to within non-sewerred areas, would more likely designate extensive areas for commercial and industrial uses or for medium to high residential land uses, which would accommodate jobs and affordable housing, respectively. More information on the job/housing analysis and the adopted regional housing plan can be found on the Commission’s website (www.sewrpc.org/SEWRPC/housing.htm).

³ A lower-cost job/housing imbalance is an area with a higher percentage of lower-wage employment than lower-cost housing. A moderate-cost job/housing imbalance is an area with higher percentage of moderate-wage employment than moderate-cost housing. An area is considered as having a job/housing imbalance if the housing to job deficit is of 10 or more percentage points.

⁴ Sub-regional housing analysis areas (sub-areas) were identified early in the regional housing planning process. The sub-areas, shown on Map 1, are generally the same as the planning analysis areas used in the regional land use plan. The factors used in determining sub-area boundaries included 2010 municipal boundaries and census tracts, existing and potential sanitary sewer and public water supply service areas, existing and potential areas served by transit, travel patterns centered on major commercial and industrial land use concentrations, school district boundaries, soil types, and natural and manmade barriers such as environmental corridors and major transportation corridors.

Southeastern Wisconsin. Table 8 and Map 3 identify the level of transit service for each local community currently served by transit and the attendant bonus points that would be received. Application of criteria of this type was recommended by the Commission's Advisory Committee on Regional Housing Planning and Environmental Justice Task Force.

Map 1

PROJECTED JOB/HOUSING IMBALANCES IN SEWERED COMMUNITIES IN SUB-AREAS IN THE SOUTHEASTERN WISCONSIN REGION: 2035

SEWERED COMMUNITIES IN SUB-AREAS WITH A PROJECTED JOB/ HOUSING IMBALANCE: 2035

- LOWER-COST IMBALANCE
- MODERATE-COST IMBALANCE
- LOWER-COST AND MODERATE-COST IMBALANCES
- NO IMBALANCE
- UNSEWERED COMMUNITY OR PORTION OF COMMUNITY

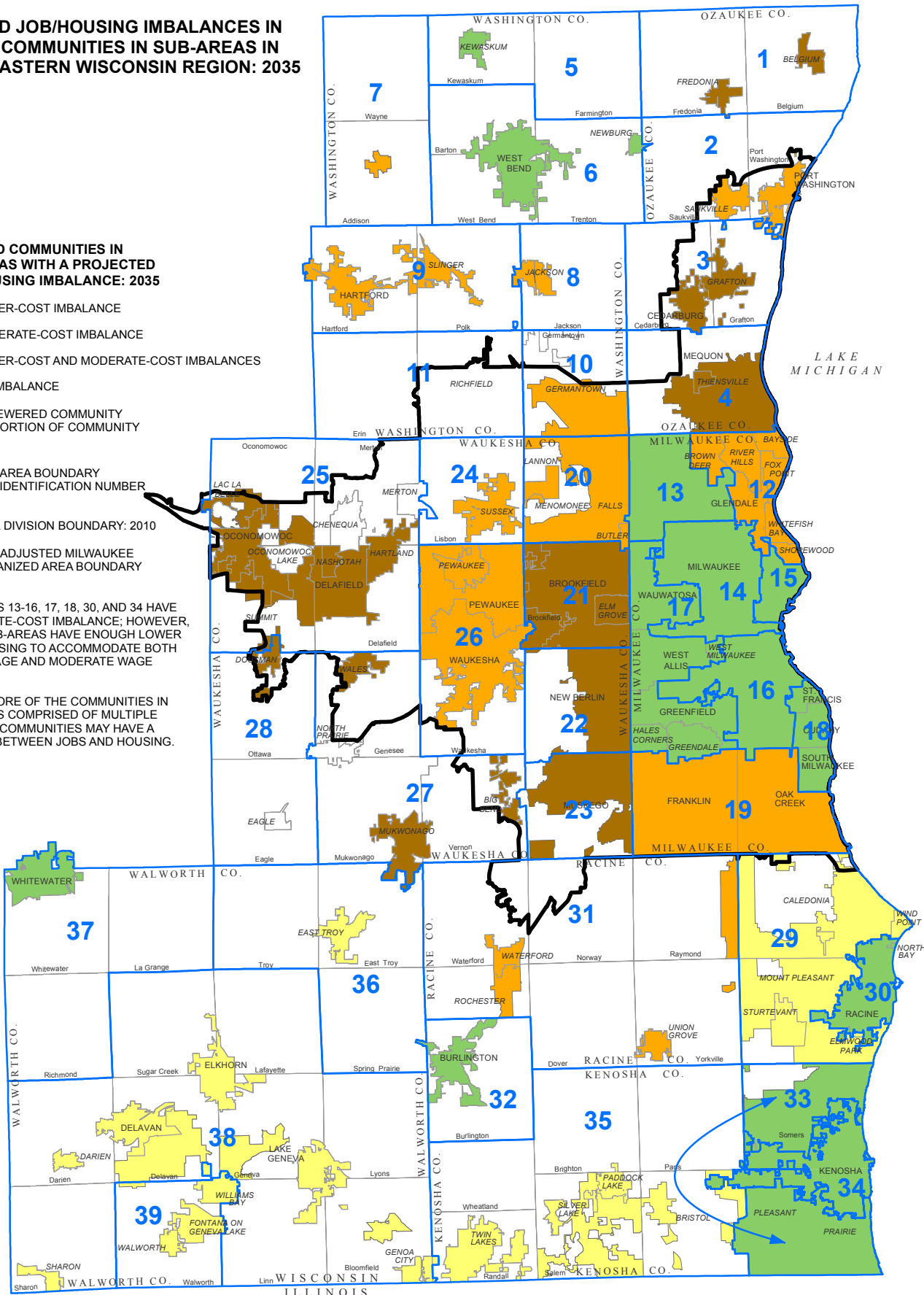
39 SUB-AREA BOUNDARY AND IDENTIFICATION NUMBER

— CIVIL DIVISION BOUNDARY: 2010

— 2010 ADJUSTED MILWAUKEE URBANIZED AREA BOUNDARY

NOTES:
SUB-AREAS 13-16, 17, 18, 30, AND 34 HAVE A MODERATE-COST IMBALANCE; HOWEVER, THESE SUB-AREAS HAVE ENOUGH LOWER COST HOUSING TO ACCOMMODATE BOTH LOWER WAGE AND MODERATE WAGE WORKERS.

ONE OR MORE OF THE COMMUNITIES IN SUB-AREAS COMPRISED OF MULTIPLE SEWERED COMMUNITIES MAY HAVE A BALANCE BETWEEN JOBS AND HOUSING.



Source: Local Government Comprehensive Plans and SEWRPC.

Map 2

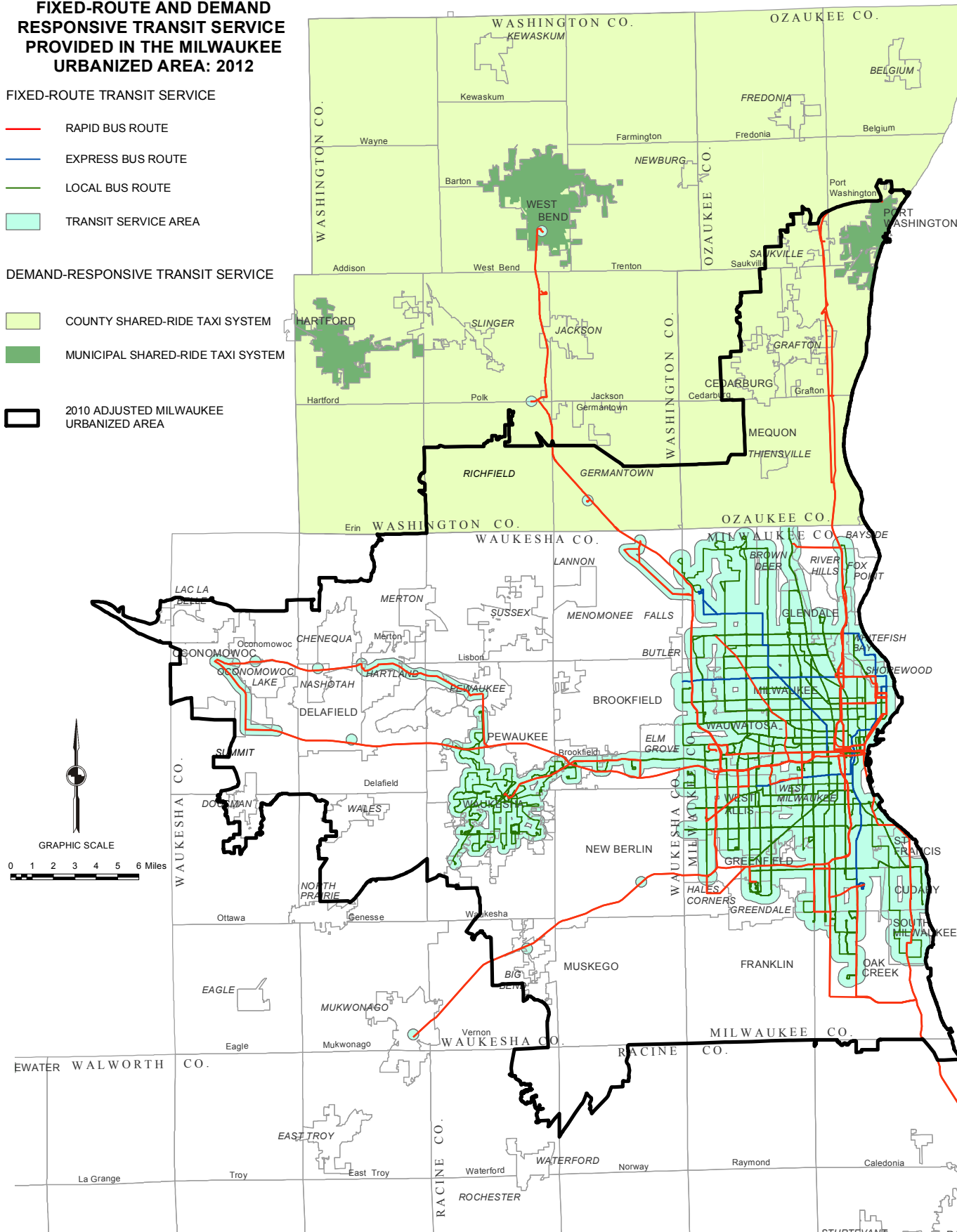
FIXED-ROUTE AND DEMAND RESPONSIVE TRANSIT SERVICE PROVIDED IN THE MILWAUKEE URBANIZED AREA: 2012

FIXED-ROUTE TRANSIT SERVICE

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

DEMAND-RESPONSIVE TRANSIT SERVICE

- COUNTY SHARED-RIDE TAXI SYSTEM
- MUNICIPAL SHARED-RIDE TAXI SYSTEM
- 2010 ADJUSTED MILWAUKEE URBANIZED AREA



Source: SEWRPC.

I:\Tran\WORK\DavidM\Transit Service 2012.mxd

Table 8

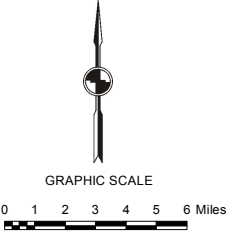
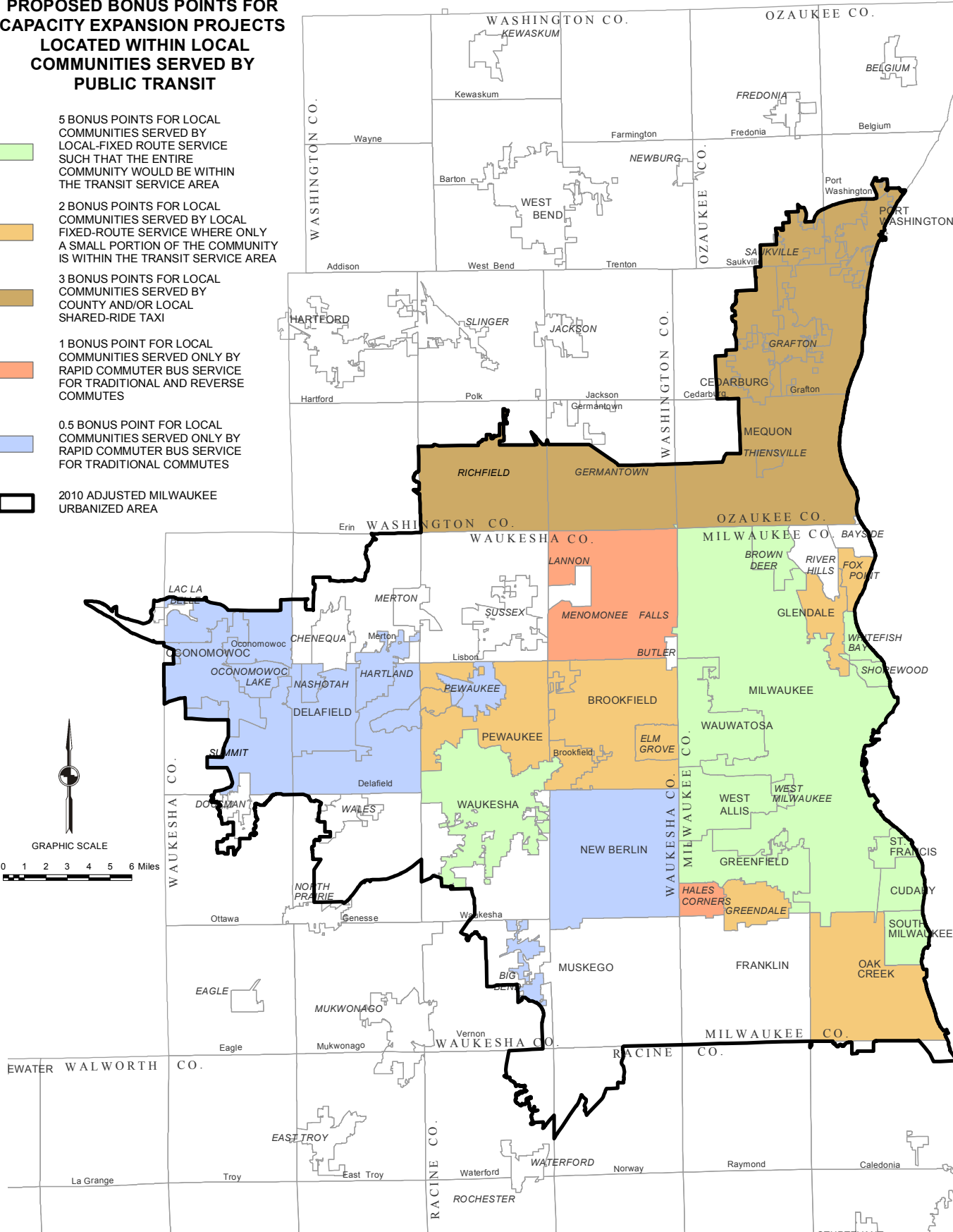
**PROPOSED BONUS POINTS FOR CAPACITY EXPANSION PROJECTS
LOCATED WITHIN LOCAL COMMUNITIES SERVED BY PUBLIC TRANSIT**

5 Bonus Points for Local Communities Served by Local Fixed-Route Transit Such That the Entire Community Would Be Within the Transit Service Area	2 Bonus Points for Local Communities Served by Local Fixed-Route Transit Where Only a Small Portion of the Community is Within the Transit Service Area	3 Bonus Points for Local Communities Served Only by County and/or Local Shared-Ride Taxi	1 Bonus Points for Local Communities Served Only by Rapid Bus Service (Both Traditional and Reverse Commute Service)	0.5 Bonus Point for Local Communities Served Only by Rapid Bus Service(Traditional Commute Service Only)
<i>Milwaukee County</i> V Brown Deer C Cudahy C Greenfield C Milwaukee C St. Francis V Shorewood C South Milwaukee C Wauwatosa C West Allis V West Milwaukee V Whitefish Bay <i>Waukesha County</i> C Waukesha	<i>Milwaukee County</i> V Fox Point C Glendale V Greendale C Oak Creek <i>Waukesha County</i> C Brookfield T Brookfield V Elm Grove C Pewaukee	<i>Ozaukee County</i> C Cedarburg T Cedarburg V Grafton T Grafton C Mequon C Port Washington T Port Washington T Saukville V Saukville V Thiensville <i>Washington County</i> V Germantown V Richfield	<i>Milwaukee County</i> V Hales Corners <i>Waukesha County</i> V Menomonee Falls	<i>Waukesha County</i> V Big Bend C Delafield T Delafield V Hartland V Nashotah C New Berlin C Oconomowoc T Oconomowoc V Oconomowoc Lake V Pewaukee V Summit

Map 3

PROPOSED BONUS POINTS FOR CAPACITY EXPANSION PROJECTS LOCATED WITHIN LOCAL COMMUNITIES SERVED BY PUBLIC TRANSIT

- 5 BONUS POINTS FOR LOCAL COMMUNITIES SERVED BY LOCAL-FIXED ROUTE SERVICE SUCH THAT THE ENTIRE COMMUNITY WOULD BE WITHIN THE TRANSIT SERVICE AREA
- 2 BONUS POINTS FOR LOCAL COMMUNITIES SERVED BY LOCAL FIXED-ROUTE SERVICE WHERE ONLY A SMALL PORTION OF THE COMMUNITY IS WITHIN THE TRANSIT SERVICE AREA
- 3 BONUS POINTS FOR LOCAL COMMUNITIES SERVED ONLY BY COUNTY AND/OR LOCAL SHARED-RIDE TAXI
- 1 BONUS POINT FOR LOCAL COMMUNITIES SERVED ONLY BY RAPID COMMUTER BUS SERVICE FOR TRADITIONAL AND REVERSE COMMUTES
- 0.5 BONUS POINT FOR LOCAL COMMUNITIES SERVED ONLY BY RAPID COMMUTER BUS SERVICE FOR TRADITIONAL COMMUTES
- 2010 ADJUSTED MILWAUKEE URBANIZED AREA



Source: SEWRPC.

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PROPOSED METHODOLOGY FOR EVALUATION WITH MEASURE OF EQUITY CRITERION

This exhibit describes the proposed methodology that would be used to evaluate candidate resurfacing/reconditioning/reconstruction to same capacity projects using a measure of equity criterion based on the receipt by a county/community of a proportionate share of funding. Following an initial evaluation using criteria of areawide significance, this measure would be used to further prioritize and evaluate the highest rated projects of areawide significance, or to evaluate and prioritize the remaining projects after the highest rated projects have been recommended for funding.

The measure of equity criterion would be based on a system whereby funding targets are established for each governmental unit having current responsibility for eligible facilities based on their proportionate share of STP-M funding in relationship to relative need. Target funding balances would be maintained by Commission staff for each governmental unit having current jurisdictional responsibility for eligible facilities (all arterial facilities on the adopted regional transportation plan). These balances would be accumulated from year-to-year, and would be credited STP-M funds annually based on a county/community's proportion of total eligible existing and planned arterial facility lane-miles in the adopted regional transportation plan. Table 9 provides the length of lane-miles and resulting proportionate share of STP-M funding that would be credited for each county and local community within the Milwaukee urbanized area under this criterion. Debits would occur from each account as projects are selected for implementation. At the beginning of each new STP-M funding cycle, adjustments to the funding target balances would be made as necessary based on actual project cost information that would be supplied by WisDOT for previously selected projects that are currently active or have been completed since the previous cycle. Table 10 provides the latest funding target balances for the counties/communities within the Milwaukee urbanized area, as provided by WisDOT.

Candidate resurfacing/reconditioning/reconstruction to same capacity projects under the measure of equity criterion would be evaluated by comparing each of the county/community's target funding balance to the requested STP-M funding level for the candidate project. Projects from counties/communities with a positive target funding balance (including the requested STP-M funding for the requested project) would rank higher than projects from counties/communities with negative funding target balances (including the requested STP-M funding for the requested project). For a community with multiple candidate projects, the STP-M funding requested for their projects would count against that community's funding target balance in order of how a community provides their priority of projects, excluding any candidate capacity expansion project or resurfacing/reconditioning/ reconstruction to same capacity projects identified as being of areawide significance that were previously recommended for funding . The requested STP-M funding of these projects would be debited from a county/community's funding target balance before the evaluation with the measure of equity criterion is conducted.

With respect to projects submitted by those counties/communities having a positive funding target balance (including the requested STP-M funding for the requested project), the ratio of the requested level of STP-M funds to the funding target balance (including the requested STP-M funding for the requested project) would be calculated, and the candidate projects would be ranked with the project with the lowest ratio being ranked first. The ratio as calculated would indicate the proportion of a county's or community's target fund balance.

With respect to projects by those counties/communities having a negative funding target balance (including the requested STP-M funding for the requested project), a ratio of the negative funding target balance for the county/community (including the requested STP-M funding for the requested project) to the estimated STP funding credited annually to the community would be calculated, with the lowest ratio

being ranked first among these communities with negative target balances. The ratio so calculated indicates the number of years needed to return to a positive balance.

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Table 9

ESTIMATED TOTAL LENGTH AND PROPORTION OF PLANNED LANE-MILES BY MUNICIPALITY AND COUNTY ELIGIBLE FOR SURFACE TRANSPORTATION PROGRAM - MILWAUKEE URBANIZED AREA FUNDING WITHIN THE 2010 CENSUS DEFINED AND PROPOSED ADJUSTED 2010 MILWAUKEE URBANIZED AREA

Implementing Agency	Proposed Year 2010 Adjusted Urbanized Area	
	Total Year 2035 Planned Lane-Miles ^a	Proportionate Share ^a
MILWAUKEE COUNTY		
County	375.68	0.11712
Village of Bayside	0.06	0.00002
Village of Brown Deer	16.18	0.00504
City of Cudahy	27.44	0.00855
Village of Fox Point	2.36	0.00074
City of Franklin	28.78	0.00897
City of Glendale	13.98	0.00436
Village of Greendale	18.98	0.00592
City of Greenfield	42.92	0.01338
Village of Hales Corners	6.98	0.00218
City of Milwaukee	850.20	0.26506
City of Oak Creek	63.32	0.01974
Village of River Hills	7.96	0.00248
City of Francis	14.94	0.00466
Village of Shorewood	9.78	0.00305
City of South Milwaukee	27.50	0.00857
City of Wauwatosa	71.76	0.02237
City of West Allis	97.38	0.03036
Village of West Milwaukee	13.38	0.00417
Village of Whitefish Bay	15.64	0.00488
Milwaukee-County Total	1,705.22	0.53163
WAUKESHA COUNTY		
County	731.57	0.22808
Village of Big Bend	1.56	0.00049
City of Brookfield	72.14	0.02249
Town of Brookfield	1.56	0.00049
Village of Butler	1.98	0.00062
Village of Chenequa	0.42	0.00013
City of Delafield	13.18	0.00411
Village of Elm Grove	14.76	0.00460
Village of Hartland	4.70	0.00147
Village of Lannon	1.68	0.00052
Village of Lisbon	12.08	0.00377
Village of Menomonee Falls	61.72	0.01924
Town of Merton	0.68	0.00021
Village of Merton	0.12	0.00004
City of Muskego	30.49	0.00951
Village of Nashotah	0.54	0.00017
City of New Berlin	48.98	0.01527
City of Oconomowoc	22.23	0.00693
Town of Oconomowoc	6.78	0.00211
Village of Oconomowoc Lake	0.02	0.00001
City of Pewaukee	2.02	0.00063
Village of Pewaukee	7.30	0.00228
Town of Summit	1.25	0.00039
Village of Sussex	15.76	0.00491

Table 9 (continued)

Implementing Agency	Proposed Year 2010 Adjusted Urbanized Area	
	Total Year 2035 Planned Lane-Miles ^a	Proportionate Share ^a
Town of Vernon	3.89	0.00121
City of Waukesha	88.22	0.02750
Town of Waukesha	1.90	0.00059
Waukesha County-Total	1,146.99	0.35759
OZAUKEE COUNTY		0.00000
County	106.34	0.03315
City of Cedarburg	17.64	0.00550
Town of Cedarburg	3.28	0.00102
Town of Grafton	6.56	0.00205
Village of Grafton	9.96	0.00311
City of Mequon	96.16	0.02998
City of Port Washington	4.04	0.00126
Town of Port Washington	2.12	0.00066
Town of Saukville	0.24	0.00007
Village of Saukville	1.80	0.00056
Village of Thiensville	7.20	0.00224
Ozaukee County-Total	255.34	0.07961
RACINE COUNTY		
County	6.42	0.00200
Village of Caledonia	1.08	0.00034
Town of Norway	5.27	0.00164
Town of Waterford	4.67	0.00146
Racine County-Total	17.44	0.00544
WASHINGTON COUNTY		
County	28.27	0.00881
Village of Germantown	53.06	0.01654
Village of Richfield	0.41	0.00013
Washington County-Total	81.74	0.02548
JEFFERSON COUNTY		
County	0.80	0.00025
Jefferson County-Total	0.80	0.00025
Milwaukee Urbanized Area-Total	3,207.53	1.00000

^a The estimate of total and proportionate share of lane-miles shown in these columns are based upon the regional transportation plan and the approved adjusted year 2010 Census-defined urbanized area boundary. In addition, the total and proportionate share of a facility in Jefferson County located outside of the Region--and not included in the regional transportation plan as a planned arterial facility--was included in these columns as it is located within the 2010 Census-defined urbanized area boundary and may be eligible for Federal Highway Administration Surface Transportation Program - Milwaukee Urbanized Area funding.

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Table 10

**CURRENT TARGET FUNDING BALANCES FOR THE COUNTIES AND
COMMUNITIES HAVING ELIGIBLE ARTERIAL FACILITIES FOR SURFACE
TRANSPORTATION PROGRAM - MILWAUKEE URBANIZED AREA FUNDING**

Implementing Agency	Estimated Balance Through 2014
MILWAUKEE COUNTY	
County	(\$6,224,881)
Village of Bayside	\$9,699
Village of Brown Deer	\$102,572
City of Cudahy	\$1,699,859
Village of Fox Point	\$271,365
City of Franklin	\$824,188
City of Glendale	\$151,862
Village of Greendale	(\$1,631,012)
City of Greenfield	\$6,264
Village of Hales Corners	(\$665,062)
City of Milwaukee	\$3,371,895
City of Oak Creek	\$1,351,187
Village of River Hills	\$691,485
City of Saint Francis	\$56,310
Village of Shorewood	\$454,497
City of South Milwaukee	(\$335,526)
City of Wauwatosa	(\$215,139)
City of West Allis	(\$180,576)
Village of West Milwaukee	(\$188,887)
Village of Whitefish Bay	\$1,300,305
Milwaukee-County Total	\$850,405
WAUKESHA COUNTY	
County	\$4,629,087
Village of Big Bend	\$188,418
City of Brookfield	(\$2,654,871)
Town of Brookfield	(\$165,008)
Village of Butler	(\$79,906)
Village of Chenequa	\$30,769
City of Delafield	(\$307,157)
Town of Delafield	\$4,411
Village of Elm Grove	(\$400,524)
Village of Hartland	\$71,648
Village of Lannon	(\$62,563)
Town of Lisbon	\$1,282,680
Village of Menomonee Falls	(\$1,454,492)
Town of Merton	\$42,808
Village of Merton	\$6,401
City of Muskego	\$749,906
Village of Nashotah	\$40,215
City of New Berlin	(\$486,901)
City of Oconomowoc	\$279,398
Town of Oconomowoc	\$310,455
Village of Oconomowoc Lake	\$99,291
City of Pewaukee	\$699,396
Village of Pewaukee	\$547,992
Village of Summit	\$183,649
Village of Sussex	\$56,808
Town of Vernon	\$171,088
City of Waukesha	(\$486,338)
Town of Waukesha	(\$167,061)
Waukesha County-Total	\$3,129,600

Table 10 (continued)

Implementing Agency	Estimated Balance Through 2014
OZAUCKEE COUNTY	
County	\$3,030,392
City of Cedarburg	(\$307,723)
Town of Cedarburg	\$528,497
Town of Grafton	\$395,906
Village of Grafton	\$411,739
City of Mequon	\$200,559
City of Port Washington	\$0
Town of Port Washington	\$0
Town of Saukville	\$34,339
Village of Saukville	\$70,326
Village of Thiensville	\$112,554
Ozaukee County-Total	\$4,476,589
RACINE COUNTY	
County	\$101,703
Village of Caledonia	\$700,594
Town of Norway	\$536,945
Town of Raymond	\$195,002
Town of Waterford	\$0
Racine County-Total	\$1,534,244
WASHINGTON COUNTY	
County	\$796,133
Town of Germantown	\$151,638
Village of Germantown	\$3,714,868
Village of Richfield	\$21,743
Washington County-Total	\$4,684,382
JEFFERSON COUNTY	
County	\$0
Jefferson County-Total	\$0
Milwaukee Urbanized Area	
Transit Capital Funding	\$740,000

Source: Wisconsin Department of Transportation and SEWRPC

RWH/DJM/djm
4/19/2013
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CORRESPONDENCE/MEMORANDUM State of Wisconsin

Date: November 16, 2012

To: Regional Directors

Attention: Regional System Planning and Operations Sections

From: Rebecca Szymkowski, P.E., PTOE
State Traffic Engineer of Operations

Subject: 2011 Statewide Crash Rates

The following tables are for the 2011 crash rates. The first table summarizes the state system statewide average crash rates and the last table summarize the local system statewide average crash rates. The crash rates are different for the state system than the local system based on recommendations from the safety engineering community. This format better accommodates the end users of the data and aligns with current WisDOT business practices.

The following bullets apply to the state system statewide average crash rates:

1. Crash rates on the state system are divided into three categories and are divided into 12 functional “peer” groups (i.e. “like” roadways), which are based on the Wisconsin Department of Transportation’s Meta-Manager Management System Database. **Please note that if a roadway is divided, 50% of the average annual daily traffic (AADT) is used when calculating crash rates.**
2. The table provided is for a 5-year running average. The 5-year average takes into account any variances in one particular year and also takes into account trends in traffic volumes.
3. Crash rates are only included for “without deer.”

Meta-manager only includes state routes and therefore, the format of the statewide average crash rates on the local system have not changed from previous years. The following bullets are regarding the local system statewide average crash rates:

1. All crashes that occurred on urban city streets, rural city streets, and urban county highways have been combined into a single category called “Urban Streets.” In past years, the “Urban Streets” category also included Urban State Trunk Highways. All crash rates in the “Urban Streets” category have been recalculated based on the new definition and do not match the “Urban Streets” crash rates provided in previous years (prior to 2009).
2. Similar to the state system, only crash rates for “without deer” have been provided.

The definition of a “reportable crash” is based on a reporting threshold of \$1000 for property damage only “to any one person’s property,” \$1000 for government-owned vehicles and remains at \$200 for all other government-owned property, such as traffic control devices.

The Division of Transportation Investment Management (DTIM) has provided the crash rates for the state system. The University of Wisconsin-Madison Traffic Operations and Safety Laboratory (UW TOPS Lab) prepared the tables for the local system. DTIM has provided the vehicle miles and the Division of Motor Vehicles (DMV) provided the crash data taken from the Accident File.

Table I lists the Wisconsin statewide average crash rates on the state system for 2007 to 2011. These rates are expressed as crashes per 100 million vehicle miles. These rates do not include non-reportable crashes (<\$1000). Table II lists the statewide average crash rates on the local system and excludes deer crashes.

In addition to the total crash rate, the injury crashes have been broken down into three subcategories. Also included is a crash rate for property damage only. This information is included in order to provide the opportunity to conduct a more detailed crash analysis. The following three categories are defined according to the Law Enforcement Officer’s Instruction Manual:

- **Type A:** Incapacitating Injury - Any injury other than a fatal injury, which prevents the injured person from walking, driving, or from performing other activities, which he/she performed before the accident.
- **Type B:** Nonincapacitating Injury - Any injury, other than fatal or incapacitating, which is evident at the scene. Evidence of injury may include known symptoms of an injury, which are not directly observable.
- **Type C :** Possible Injury - Any injury which is not observable or evident at the scene but is claimed by the individual or suspected by the law enforcement officer.

Table I
State Trunk Highway Crash Rates*
(Crashes per 100 million vehicle miles)

5-Year Average (2007-2011)
Excludes Deer Crashes

Meta-manager State Trunk Highway Groups			Total	Fatal	A	B	C	Property Damage Only
	1	Rural and Small Urban Freeways	39	0.3	1.7	4.6	4.6	28.2
	2	Rural and Small Urban Expressways	55	0.7	3.1	7.2	7.6	36.3
	3	Rural STN ADT between 3500 and 8700 ADT	69	1.1	4.9	10.3	10.7	41.8
	4	Rural STN ADT between 2000 and 3500 ADT	81	1.5	6.0	12.8	11.9	48.4
	5	Rural STN ADT between 750 and 2000 ADT	105	1.9	7.4	17.5	14.4	63.4
	6	Rural STN ADT less than 750	159	2.4	13.0	31.1	21.7	90.8
	7	Large Urban Freeways	78	0.3	1.6	6.3	13.6	56.4
	8	Large Urban Divided Highways and One Way	313	0.7	6.8	29.4	71.5	205.1
	9	Large Urban Undivided Highways	343	1.4	9.8	37.1	71.3	222.8
	10	Small Urban STN (excluding freeways, expressways...1 and 2 above)	233	0.7	7.2	24.3	40.2	161.0
	11	Rural STH ADT greater and 8700 ADT	66	0.9	4.0	8.5	10.3	42.5
12	Community of less than 5000 population STN	180	0.9	6.5	19.8	25.4	127.6	

* The rates **do not** include non-reportable crashes.

Table II
Local Road Crash Rates: 2007-2011*
(Crashes per 100 million vehicle miles)
Excludes Deer Crashes

URBAN STREETS							
	Total	Fatal	Injury	A	B	C	Property Damage Only
2007	294	0.7	89	6.6	28	54	204
2008	308	0.6	85	6.3	28	51	222
2009	281	0.5	81	5.9	27	48	200
2010	286	0.6	84	5.9	29	49	201
2011	317	0.6	88	5.8	31	52	228

NOTE: All crashes that occurred on urban city streets, rural city streets, and urban county highways have been combined into a single category called “Urban Streets.” In past years, the “Urban Streets” category also included Urban State Trunk Highways. All crash rates in the “Urban Streets” category have been recalculated based on the new definition and do not match the “Urban Streets” crash rates provided in previous years (prior to 2009).

COUNTY TRUNKS							
	Total	Fatal	Injury	A	B	C	Property Damage Only
2007	148	2.2	60	11.2	23	25	86
2008	160	2.0	58	9.7	24	24	100
2009	142	1.6	53	8.4	23	21	87
2010	101	1.3	37	6.6	16	15	63
2011	100	1.5	36	6	16	15	63

* The rates **do not** include non-reportable crashes. The UW TOPS Lab created the 2011 crash rates from the WisTransPortal database. Crash information was provided by WisDOT DMV Traffic Accident Section. VMT estimates were provided by WisDOT DTIM Traffic Forecasting Section.

If there are questions about how VMT estimates are made, please contact Harold Schumacher at (608) 267-5006 or check <http://dotnet/dtim-bshp/vmt/htm> for more details.

Previous crash rate reports can be found at: <http://dotnet/dtid-bho/safety/index/htm>.

Table 1

NUMBER OF CANDIDATE PROJECTS AND AMOUNT OF FEDERAL FUNDS REQUESTED FOR YEARS 2013 AND 2014
SURFACE TRANSPORTATION PROGRAM - MILWAUKEE URBANIZED AREA FUNDING

Project Type	Number of Projects ^a	Percentage of Number of Projects	STP-M Funding Level Requested ^a	Percentage of STP-M Funding Level Requested
Resurfacing/Reconditioning	12	25.5%	\$12,682,705	14.3%
Reconstruction to Same Capacity	28	59.6%	\$42,066,052	47.5%
Capacity Expansion	7	14.9%	\$33,832,000	38.2%
Total	47	100%	\$88,580,757	100.0%

^a Includes City of Milwaukee projects approved for years 2013 and 2014 Federal Surface Transportation Program - Milwaukee Urbanized Area funding.

Table 2

POTENTIAL ALLOCATION OF YEARS 2013 AND 2014 FEDERAL SURFACE TRANSPORTATION PROGRAM - MILWAUKEE URBANIZED AREA (STP-M) FUNDING BASED ON PROPORTIONS OF HISTORIC FUNDING LEVELS (2006-2014) APPROVED FOR DIFFERENT TYPES OF PROJECTS^a

Project Type	Percentage of Historic Allocation of STP-M Funding (2006-2014)	Potential Allocation Based on Total Estimated 2013-2014 STP-M Funding	Potential Allocation Based on 2013-2014 STP-M Funding That Was Made Available to New Local and County Highway Projects ^b
Resurfacing/Reconditioning	20%	\$8,733,073	\$6,533,073
Reconstruction to Same Capacity	51%	\$22,269,336	\$16,659,336
Capacity Expansion	29%	\$12,662,956	\$9,472,956
Total	100%	\$43,665,365	\$32,665,365

^a The potential allocations based on the proportion of historic funding levels (2006-2014) for the different types of projects were used only for the purposes of evaluating the candidate projects for 2013-2014 STP-M with the proposed process to evaluate and prioritize candidate projects for 2015-2018 STP-M funding. Under the proposed process to evaluate and prioritize candidate projects for STP-M funding, the amount of 2015-2018 STP-M funding that would be allocated to each type of project would be determined by the Advisory Committee considering the proportions of historic funding levels and the proportion of the number of candidate projects and amount of Federal funding being requested for 2015-2018 STP-M funding.

^b Does not include the \$1,000,000 in STP-M funding that was previously used by SEWRPC to assist in the funding of its planning and programming efforts, and the \$10,000,000 of the \$10,700,000 in STP-M funding transferred to transit projects in previous funding cycles and was approved by the Advisory Committee for the replacement of buses by Milwaukee County.

Attachment 4 (continued)

Table 3

SUMMARY OF EVALUATION OF CANDIDATE RESURFACING/RECONDITIONING PROJECTS FOR YEARS 2013 AND 2014 FEDERAL SURFACE TRANSPORTATION PROGRAM - MILWAUKEE URBANIZED AREA (STP-M) FUNDING WITH APPLICATION OF THE PROPOSED PROCESS TO EVALUATE AND PRIORITIZE CANDIDATE PROJECTS FOR 2015 THROUGH 2018 STP-M FUNDING

Project Sponsor	Project Description	Work Phase	WISLR Pavement Rating	Pavement Rating Points	AWDT Per Lane	AWDT Per Lane Points	Length of Facility (Miles)	Length of Facility Points	Functional Classification	Functional Classification Points	Criteria of Areawide Significance Total	Measure of Equity Rating	Federal Cost	Accumulated Federal Cost	Funding Category Under Evaluation Process Used to Prioritize Projects for 2013-2014 STP-M Funding
City of West Allis	Resurfacing of S. 76th Street Between W. Greenfield Avenue (STH 59) and W. Pierce Street	Const	3	35	7223	20	17.5	15	PA	15	85	--	\$1,104,000	\$1,104,000	"Potential" Project
Waukesha County	Reconditioning of Redford Boulevard (CTH F) Between Busse Road and Capitol Drive (STH 190) - South Ramps	Const	3	35	7249	20	8.9	12	PA	15	82	--	\$3,418,400	\$4,522,400	"Funded" Project
City of Oconomowoc	Pavement Replacement of Summit Avenue Between 2nd Street and Thackery Trail	Const	4	35	6527	20	16.9	15	MA	10	80	--	\$1,334,400	\$5,856,800	"Funded" Project
Village of Brown Deer	Pavement Replacement of N. 60th Street Between W. Fairy Chasm Road and W. County Line Road	P.E., Const	2	50	2461	2	10.8	15	MA	10	77	--	\$534,673	\$6,391,473	"Funded" Project
City of Milwaukee	S. 13th Street from Forest Home Avenue to Windlake Avenue	PE, ROW, Const	6	20	3638	8	12	15	MA	10	53	0.2	\$1,417,840	\$7,809,313	"Funded" Project
Village of Germantown	Reconditioning of Donges Bay Road Between Division Road S and STH 145	P.E.	3	35	1284	0	7.5	9	MA	10	54	0.21	\$463,200	\$8,272,513	"Funded" Project
Village of River Hills	Resurfacing of Green Tree Road Between Jean Nicolet Road and River Road	P.E., Const	4	35	2996	4	1.8	0	MA	10	49	0.22	\$127,200	\$8,399,713	"Funded" Project
Village of Hartland	Pavement Replacement of Hartbrook Drive Between CTH E and CTH KC	Const	6	20	3745	8	0.6	0	MA	10	38	0.69	\$230,000	\$8,629,713	"Funded" Project
Village of Fox Point	Pavement Replacement of Green Tree Road Between N. Seneca Avenue and N. Lake Drive (STH 32)	Const	1	50	1605	0	1.8	0	MA	10	60	0.82	\$222,640	\$8,852,353	"Funded" Project
Village of Thiensville	Resurfacing of Main Street Between Cedarburg Road and Division Street	P.E., Const	6	20	4494	10	12.5	15	MA	10	55	-0.63	\$172,800	\$9,025,153	"Potential" Project
Village of Germantown	Reconditioning of Donges Bay Road Between Division Road S and STH 145	Const	3	35	1284	0	7.5	9	MA	10	54	-1.64	\$2,315,200	\$11,340,353	"Potential" Project
Village of Grafton	Reconditioning of 1st Avenue Between Wisconsin Avenue and Maple Street	P.E., Const	4	35	1926	0	1.3	0	MA	10	45	-13.16	\$1,342,352	\$12,682,705	"Not Funded" Project

Note: Projects above the green line on this table are candidate resurfacing/reconditioning projects identified as being of areawide significance based on receiving a score of 73 points or more using the proposed evaluation criteria of regional significance.

Projects above the red line would potentially have been recommended for 2013-2014 STP-M funding under the resurfacing/reconditioning project category with application of the proposed process to evaluate and prioritize candidate projects for 2015-2018 STP-M funding given a potential allocation of the 2013-2014 STP-M funding that was made available to new local and county highway projects (\$32.7 million) based on the proportion of resurfacing/reconditioning projects historically approved for STP-M funding (20 percent). The \$32.7 million in STP-M funding that was made available to new local and county highway projects does not include the \$1.0 million in STP-M funding that was requested by SEWRPC and approved by the Advisory Committee to assist in the funding of the Commission's transportation planning and programming activities which will be replaced by Federal Metropolitan Planning funds, and the \$10 million of the \$10.7 million in STP-M funds previously transferred to transit projects that was requested by Milwaukee County, and approved by the Advisory Committee, for the replacement of buses.

Projects above the blue line on this table would potentially have been recommended for 2013-2014 STP-M funding under the resurfacing/reconditioning project category with application of the proposed process to evaluate and prioritize candidate projects for 2015-2018 STP-M funding given a potential allocation of the total estimated 2013-2014 STP-M funding (\$43.7 million) based on the proportion of resurfacing/reconditioning projects historically approved for STP-M funding (20 percent). The \$43.7 million in total estimated 2013-2014 STP-M funding includes the \$1.0 million in STP-M funding that was requested by SEWRPC and approved by the Advisory Committee to assist in the funding of the Commission's transportation planning and programming activities which will be replaced by Federal Metropolitan Planning funds, and the \$10 million of the \$10.7 million in STP-M funds previously transferred to transit projects that was requested by Milwaukee County, and approved by the Advisory Committee, for the replacement of buses.

Attachment 4 (continued)

Table 4

Project Sponsor	Project Description	Work Phase	WISLR Pavement Rating	Pavement Rating Points	AWDT Per Lane	AWDT Per Lane Points	Length of Facility (Miles)	Length of Facility Points	Functional Classification	Functional Classification Points	Criteria of Areawide Significance Total	Measure of Equity Rating	Federal Cost	Accumulated Federal Cost	Funding Category Under Evaluation Process Used to Prioritize Projects for 2013-2014 STP-M Funding
Milwaukee County	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100)	P.E.	2	50	4066	10	12	15	MA	10	85	--	\$1,000,000	\$1,000,000	"Potential" Project
Milwaukee County	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100)	R.O.W.	2	50	4066	10	12	15	MA	10	85	--	\$800,000	\$1,800,000	"Potential" Project
Milwaukee County	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100) - Phase 1	Const	2	50	4066	10	12	15	MA	10	85	--	\$2,760,000	\$4,560,000	"Potential" Project
Milwaukee County	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100) - Phase 2	Const	2	50	4066	10	12	15	MA	10	85	--	\$2,760,000	\$7,320,000	"Not Funded" Project
City of Milwaukee	Reconstruction of S. 35th Street from W. Burnham Avenue to W. Greenfield Avenue	PE, ROW, Const	2	50	4120	10	9.5	12	MA	10	82	--	\$1,128,800	\$8,448,800	"Funded" Project
City of Waukesha	Reconstruction of S. East Avenue Between 175' South of Wabash Avenue and College Avenue	R.O.W., Const	4	35	5243	14	17.2	15	PA	15	79	--	\$825,600	\$9,274,400	"Potential" Project
City of Waukesha	Reconstruction of S. East Avenue Between Sunset Drive and 175' South of Wabash Avenue	R.O.W., Const	4	35	5243	14	17.2	15	PA	15	79	--	\$2,439,400	\$11,713,800	"Potential" Project
Village of Shorewood	Reconstruction of Wilson Drive Between Capitol Drive (STH 190) and E. Glendale Avenue	Const	1	50	4173	10	2.2	3	MA	10	73	--	\$1,380,000	\$13,093,800	"Not Funded" Project
City of Milwaukee	Reconstruction of N. 92nd Street from Capitol Drive to Hampton Avenue	PE	3	35	3397	6	10.4	15	MA	10	66	0.08	\$460,000	\$13,553,800	"Funded" Project
City of Milwaukee	Reconstruction of W. Wisconsin Ave from N. 20th St to N. 35th St.	PE	7	0	3906	8	7.4	9	MA	10	27	0.09	\$456,800	\$14,010,600	"Funded" Project
City of Greenfield	Reconstruction of W. Morgan Avenue Between W. Forest Home Avenue (STH 24) and S. 43rd Street	P.E.	5	20	3157	6	6.5	9	MA	10	45	0.11	\$233,600	\$14,244,200	"Funded" Project
City of Milwaukee	Reconstruction of W. Lloyd Street from N. 60th Street to W. Lisbon Avenue	PE, ROW, Const	2	50	3264	6	1	0	C/PA	7.5	63.5	0.18	\$2,536,800	\$16,781,000	"Funded" Project
City of Milwaukee	Reconstruction of N. Teutonia Avenue from Capitol Drive to Ruby Avenue	PE, ROW, Const	4	35	3478	6	7.6	9	MA	10	60	0.18	\$2,116,800	\$18,897,800	"Funded" Project
City of Milwaukee	Reconstruction of W. Hampton Avenue from N. Green Bay Avenue to N. Teutonia Avenue	PE, Const	6	20	3317	6	19.5	15	MA	10	51	0.26	\$2,477,548	\$21,375,348	"Funded" Project
City of Greenfield	Reconstruction of W. Edgerton Avenue Between W. Loomis Road (STH 36) and S. 27th Street (STH 241)	R.O.W.	4	35	2461	2	4	6	MA	10	53	0.37	\$288,000	\$21,663,348	"Funded" Project
City of Greenfield	Reconstruction of W. Morgan Avenue Between W. Forest Home Avenue (STH 24) and S. 43rd Street	Const	5	20	3157	6	6.5	9	MA	10	45	0.61	\$1,200,600	\$22,863,948	"Funded" Project
City of Greenfield	Reconstruction of W. Edgerton Avenue Between W. Loomis Road (STH 36) and S. 27th Street (STH 241)	P.E.	4	35	2461	2	4	6	MA	10	53	0.79	\$388,800	\$23,252,748	"Funded" Project
Village of Thiensville	Reconstruction of Green Bay Road Between Grand Avenue and Green Bay Road (Municipal Boundary)	P.E., Const	6	20	1445	0	5.5	15	MA	10	45	0.79	\$544,784	\$23,797,532	"Funded" Project
City of Muskego	Reconstruction of Tess Corners Road Between Janesville Road (CTH L) and Woods Road	P.E., Const	4	35	3103	6	5	6	MA	10	57	-2.66	\$1,469,000	\$25,266,532	"Potential" Project
City of Waukesha	Reconstruction of Arcadian Avenue Between Blackstone Avenue and Les Paul Parkway (STH 164)	P.E., R.O.W.	5	20	3959	8	16.5	15	PA	15	58	-7.38	\$536,000	\$25,802,532	"Potential" Project
City of Waukesha	Reconstruction of Arcadian Avenue Between Caroline Street and Blackstone Avenue	P.E., R.O.W., R/R	5	20	3852	8	16.5	15	PA	15	58	-8.41	\$620,000	\$26,422,532	"Potential" Project
Village of Menomonee Falls	Reconstruction of Menomonee Avenue Between Arthur Avenue and Town Hall Road	P.E., R.O.W., Const	3	35	3959	8	4	6	MA	10	59	-9.99	\$3,093,760	\$29,516,292	"Not Funded" Project
Milwaukee County	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241) ^a	P.E.	3	35	5511	16	7.3	9	MA	10	70	-10.02	\$1,480,000	\$30,996,292	"Potential" Project
Milwaukee County	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241)	R.O.W.	3	35	5511	16	7.3	9	MA	10	70	-10.38	\$800,000	\$31,796,292	"Potential" Project
Milwaukee County	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241) - Phase 1	Const	3	35	5511	16	7.3	9	MA	10	70	-13.31	\$4,140,000	\$35,936,292	"Not Funded" Project
City of Delafield	Reconstruction of Golf Road Between STH 83 and Greywood Lane	Const	6	20	9737	20	6.5	9	MA	10	59	-16.90	\$1,701,080	\$37,637,372	"Not Funded" Project
Milwaukee County	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241) - Phase 2	Const	3	35	5511	16	6.7	9	MA	10	70	-19.26	\$4,140,000	\$41,777,372	"Not Funded" Project
City of Delafield	Reconstruction of Golf Road Between STH 83 and Greywood Lane	P.E.	6	20	9737	20	6.5	9	MA	10	59	-20.03	\$288,680	\$42,066,052	"Not Funded" Project

Note: Projects above the green line on this table are candidate reconstruction to same capacity projects identified as being of areawide significance based on receiving a score of 73 points or more using the proposed evaluation criteria of regional significance.

Projects above the red line on this table would potentially have been recommended for 2013-2014 STP-M funding under the reconstruction to same capacity project category with application of the proposed process to evaluate and prioritize candidate projects for 2015-2018 STP-M funding given a potential allocation of the 2013-2014 STP-M funding that was made available to new local and county highway projects (\$32.7 million) based on the proportion of reconstruction to same capacity projects historically approved for STP-M funding (51 percent). The \$32.7 million in STP-M funding that was made available to new local and county highway projects does not include the \$1.0 million in STP-M funding that was requested by SEWRPC and approved by the Advisory Committee to assist in the funding of the Commission's transportation planning and programming activities which will be replaced by Federal Metropolitan Planning funds, and the \$10 million of the \$10.7 million in STP-M funds previously transferred to transit projects that was requested by Milwaukee County, and approved by the Advisory Committee, for the replacement of buses.

Projects above the blue line on this table would potentially have been recommended for 2013-2014 STP-M funding under the reconstruction to same capacity project category with application of the proposed process to evaluate and prioritize candidate projects for 2015-2018 STP-M funding given a potential allocation of the total estimated 2013-2014 STP-M funding (\$43.7 million) based on the proportion of reconstruction to same capacity projects historically approved for STP-M funding (51 percent). The \$43.7 million in total estimated 2013-2014 STP-M funding includes the \$1.0 million in STP-M funding that was requested by SEWRPC and approved by the Advisory Committee to assist in the funding of the Commission's transportation planning and programming activities which will be replaced by Federal Metropolitan Planning funds, and the \$10 million of the \$10.7 million in STP-M funds previously transferred to transit projects that was requested by Milwaukee County, and approved by the Advisory Committee, for the replacement of buses.

^a Project would potentially include the planned widening from two to four traffic lanes of College Avenue (CTH ZZ) between S. 27th Street and S. 35th Street and the planned reconstruction to the same capacity of College Avenue (CTH ZZ) between S. 35th Street and S. 51st Street.

Attachment 4 (continued)

Table 5

SUMMARY OF EVALUATION OF CANDIDATE CAPACITY EXPANSION PROJECTS FOR YEARS 2013 AND 2014 FEDERAL SURFACE TRANSPORTATION PROGRAM - MILWAUKEE URBANIZED AREA (STP-M) FUNDING WITH APPLICATION OF THE PROPOSED PROCESS TO EVALUATE AND PRIORITIZE CANDIDATE PROJECTS FOR 2015 THROUGH 2018 STP-M FUNDING

Project Sponsor	Project Description	Work Phase	WISLR Pavement Rating	Pavement Rating Points	AWDT Per Lane	AWDT Per Lane Points	Length of Facility (Miles)	Length of Facility Points	Functional Classification	Functional Classification Points	Volume-to-Capacity Ratio	Volume-to-Capacity Ratio Points	Five-Year Crash Rate	Five-Year Crash Rate Score	Job/Housing Balance Bonus Points	Transit Bonus Points	Criteria of Areawide Significance Total	Federal Cost	Accumulated Federal Cost	Funding Category Under Evaluation Process Used to Prioritize Projects for 2013-2014 STP-M Funding
Milwaukee County	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB) ^a	P.E.	3	15	3317	1.5	12	10	MA	7	0.47	0	725	15	0	2	50.5	\$2,920,000	\$2,920,000	"Potential" Project
Milwaukee County	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB) ^a	R.O.W.	3	15	3317	1.5	12	10	MA	7	0.47	0	725	15	0	2	50.5	\$800,000	\$3,720,000	"Potential" Project
Milwaukee County	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB) - Phase 1 ^a	Const	3	15	3317	1.5	12	10	MA	7	0.47	0	725	15	0	2	50.5	\$8,280,000	\$12,000,000	"Not Funded" Project
Milwaukee County	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB) - Phase 2 ^a	Const	3	15	3317	1.5	12	10	MA	7	0.47	0	725	15	0	2	50.5	\$8,280,000	\$20,280,000	"Not Funded" Project
Waukesha County	Reconstruction of W. Waukesha Bypass Between STH 59 and IH 94	P.E., Const, Util.	8/New Fac.	1.5	6634	10	6.8	8	PA	10	0.95	10	152	3.1	0	2.5	45.1	\$3,200,000	\$23,480,000	"Funded" Project
City of Franklin	Reconstruction with Additional Traffic Lanes of S. 76th Street (CTH U) from Puetz Road to Imperial Drive (City of Franklin Contribution)	Const	4	15	4655	3	17.5	10	PA	10	0.66	0	235	4.9	0	0	42.9	\$680,000	\$24,160,000	"Funded" Project
Waukesha County	Reconstruction of Silver Spring Road (CTH VV) Between CTH Y and Jackson Drive	Const	10	0	5939	8	16.5	10	PA	10	0.85	10	140	2.9	0	1	41.9	\$9,672,000	\$33,832,000	"Funded" Project

Note: Projects above the blue line on this table would potentially have been recommended for 2013-2014 STP-M funding under the capacity expansion project category with application of the proposed process to evaluate and prioritize candidate projects for 2015-2018 STP-M funding.

The last project above the blue line would be partially funded given a potential allocation of the 2013-2014 STP-M funding that was made available to new local and county highway projects (\$32.7 million) based on the proportion of reconstruction to same capacity projects historically approved for STP-M funding (29 percent). The \$32.7 million in STP-M funding that was made available to new local and county highway projects does not include the \$1.0 million in STP-M funding that was requested by SEWRPC and approved by the Advisory Committee to assist in the funding of the Commission's transportation planning and programming activities which will likely be replaced by Federal Metropolitan Planning funds, and the \$10 million of the \$10.7 million in STP-M funds previously transferred to transit projects that was requested by Milwaukee County, and approved by the Advisory Committee, for the replacement of buses.

The last project above the blue line would be fully funded given a potential allocation of the total estimated 2013-2014 STP-M funding (\$43.7 million) based on the proportion of reconstruction to same capacity projects historically approved for STP-M funding (29 percent). The \$43.7 million in total estimated 2013-2014 STP-M funding includes the \$1.0 million in STP-M funding that was requested by SEWRPC and approved by the Advisory Committee to assist in the funding of the Commission's transportation planning and programming activities which will likely be replaced by Federal Metropolitan Planning funds, and the \$10 million of the \$10.7 million in STP-M funds previously transferred to transit projects that was requested by Milwaukee County, and approved by the Advisory Committee, for the replacement of buses.

^a Project would potentially include the planned widening from two to four traffic lanes of S. 13th Street (CTH V) between W. Rawson Avenue (CTH BB) and W. Puetz Road and the planned reconstruction to the same capacity of S. 13th Street (CTH V) between W. Puetz Road and W. Ryan Road (STH 100).

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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Southeastern Wisconsin Regional Planning Commission

STAFF MEMORANDUM

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

FROM: Southeastern Wisconsin Regional Planning Commission Staff

DATE: May 20, 2013

SUBJECT: Approved Project Evaluation and Prioritization Process for Candidate Projects for Years 2015 through 2018 Federal Highway Administration Surface Transportation Program – Milwaukee Urbanized Area Funding

Over the past 20 years Commission staff and the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area together with the local governments in the Milwaukee urbanized area have developed and utilized guidelines for the eligibility, evaluation, and the selection of projects for Federal Highway Administration (FHWA) Surface Transportation Program – Milwaukee Urbanized Area (STP-M) funds. The Advisory Committee has historically recommended that the evaluation and selection of projects for STP-M funds be related to a system whereby each governmental unit having current jurisdictional responsibility for eligible arterial facilities are credited STP-M funds annually based on their relative need represented by the proportion of total eligible existing and planned arterial facility lane-miles identified in the adopted regional transportation plan. These need-based credits are accumulated from year-to-year with debits occurring from each governmental unit's account as projects are selected for implementation. Each candidate project is rated and prioritized under the evaluation and selection process based on each governmental unit's credit balance and the estimated Federal share of the project cost. This process has been viewed by local governments to be fair and equitable, and has been well accepted by the communities within the Milwaukee urbanized area. However, the FHWA has informed Commission staff that it considers this process a sub-allocation of funds—which is not to be utilized—and not a process of project evaluation and selection. FHWA staff has recommended that evaluation criteria be developed for consideration in the evaluation and selection of projects for STP-M funding, with those evaluation criteria reflecting the performance desired from the transportation system in Southeastern Wisconsin as expressed in the objectives of the adopted regional transportation plan and the performance monitoring requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) enacted in July 2012. Moreover, FHWA staff has further indicated that for capacity expansion projects, only criteria of areawide significance are to be considered with no consideration of a county/community receiving a proportionate share of funding. For resurfacing/reconditioning/reconstruction to same capacity projects, the receipt by a county/community of a proportionate share of funding may be considered, but only as a secondary consideration, specifically, to

further prioritize and evaluate the highest rated projects of areawide significance, or to evaluate and prioritize the remaining projects after the highest rated projects have been recommended for funding.

Advisory Committee meetings were held on April 9, 2013, April 26, 2013, and May 7, 2013, for discussion of potential changes to the process to evaluate, prioritize, and recommend projects for STP-M funding. At the April 9th meeting, the Advisory Committee members discussed procedures and evaluation criteria used by other urbanized areas across the nation, the types of projects to be considered eligible for STP-M funding, potential evaluation criteria to assist in the selection of surface arterial projects for STP-M funding, and whether a candidate project should need to be advanced to preliminary engineering to be eligible for STP-M funding. Based on the discussion concerning these topics, along with guidance from FHWA staff, a proposed procedures to evaluate, prioritize, and recommend projects for STP-M funding was presented to members of the Advisory Committee for their review and discussion at the April 26th meeting. At the May 7th meeting, a revised proposed procedure, based on Advisory Committee discussion at its April 26th meeting was reviewed and approved with modest changes to the proposed procedures. This memorandum summarizes the Advisory Committee discussion concerning these topics at the April 9th, April 26th, and May 7th meetings, and presents the changes to the process to evaluate, prioritize, and recommend projects for STP-M funding that was developed based upon that discussion and guidance from FHWA staff and approved by the Advisory Committee at the May 7th meeting.

ELIGIBLE PROJECT TYPES

The Advisory Committee was in general agreement that projects on streets and highways under County and local government jurisdiction identified as arterials in the adopted regional transportation system and county jurisdictional highway system plans—including those County and local arterials on the National Highway System—and transit capital projects should continue to be considered for funding with STP-M funds. Projects on collector streets which are not identified in regional transportation or county jurisdictional highway system plans should continue to not be funded with STP-M funds. In regards to transit projects, the Advisory Committee was in general agreement that STP-M and Federal Transit Administration (FTA) Section 5307 funds allocated to the Milwaukee urbanized area should continue to be split between highway and public transit modes based upon the relative proportion of capital needs of each mode as determined in the regional transportation system plan. Typically, about 35 percent of the available funds are allocated to public transit capital needs and about 65 percent are allocated to highway projects. The Advisory Committee recognized that while there has been a shortfall in STP-M funding compared to FTA Section 5307 funds in recent years, the transfer of FTA Section 5307 funds to highway projects should not occur since FTA Section 5307 funds can be used by Milwaukee area transit operators to fund certain transit operating expenses, as well as capital projects.

The Advisory Committee was in general agreement that as transportation enhancement-type projects can be funded through its own FHWA Transportation Alternative Program funds, safety and intersection improvement projects can be funded through its own FHWA Highway Safety Improvement Program funding, and Congestion Management and Air-Quality Improvement Program (CMAQ) capital projects can be funded through its own FHWA CMAQ funding program, these types of projects should continue to not be eligible for use of STP-M funds. In regards to the rehabilitation and reconstruction of local bridges, the Advisory Committee agreed that, as the Wisconsin Department of Transportation (WisDOT) is intending to continue to administer the STP and bridge programs separately for the year 2015-2018 funding cycle as specified under State law, these types of bridge projects should continue to not be funded with STP-M funding. However, the Advisory Committee recognized that following the enactment of MAP-21 in July 2013 bridge projects not on the National Highway System are now funded under the Surface Transportation Program rather than a separately funded bridge program. As a result, WisDOT is working with FHWA to determine how to best meet the new requirements with regards to funding bridge projects in MAP-21. Thus, should WisDOT change how bridge projects are funded in future STP-M

funding cycles, the eligibility of the rehabilitation and reconstruction of bridges may need to be considered again by the Advisory Committee.

ADVISORY COMMITTEE DISCUSSION ON PROJECT EVALUATION CRITERIA AND PROCESS FOR COUNTY AND LOCAL ARTERIAL FACILITIES

At the April 9th meeting, the Advisory Committee was in general agreement that it is important that the new process for the evaluation of county and local projects for STP-M funding on county and local planned arterials be understandable, equitable, and defensible. Based upon committee discussion at that meeting, the proposed evaluation process would serve to improve pavement conditions of county and local arterial streets and highways, with priority given to routes with greater use and importance, and funds equitably distributed throughout the Milwaukee urbanized area in relationship to relative need.

Based on concern at the April 9th meeting that use of evaluation criteria, such as pavement condition, may emphasize certain types of projects, the Advisory Committee generally agreed to consider allocating proportions of the available STP-M funding for three types of roadway projects—resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects, including the widening of an existing arterial facility with additional travel lanes and new arterial facilities. For STP-M funding years 2006 through 2014, about \$31.0 million or 20 percent of the available STP-M funding was approved for 22 resurfacing/reconditioning projects, about \$77.8 million or 51 percent was approved for 42 reconstruction to same capacity projects, and \$44.8 million or 29 percent was approved for 8 capacity expansion projects.

With respect to use of pavement condition as an evaluation criterion, some members of the Advisory Committee at the April 9th meeting expressed concerns about the ability of each roadway to be uniformly evaluated and that such a criterion could encourage communities to not maintain the condition of their arterial facilities. At that meeting, an Advisory Committee member had suggested it would be desirable that, as part of the pavement condition criteria, consideration be given to whether the proposed action of the candidate project—resurfacing, reconditioning, or reconstruction—is consistent with where the roadway is within its life cycle. However, it was recognized that it may not be possible to implement life cycle considerations as part of the pavement condition criteria for the evaluation of projects for the 2015-2018 STP-M funding cycle. However, there was general agreement at that meeting that pavement condition was an appropriate criterion for evaluating candidate projects for STP-M funding. With respect to the use of traffic volume and length of route as evaluation criteria, there was a concern by an Advisory Committee member that this type of criteria would benefit larger communities as they would be expected to have more higher-volume and longer roadways. There was general agreement at the April 9th meeting by Advisory Committee members that an equity-based evaluation criterion be used, similar to the long-used process to select projects for STP-M funding.

With respect to job/housing imbalance and provision of transit as evaluation criteria, concerns were raised at the April 9th meeting about their connection to the need for resurfacing or reconstructing a roadway facility, and their relevance for the evaluation and selection of projects for STP-M funding. It was suggested that such criteria could be used for the evaluation of capacity expansion projects, as having a job/housing balance and the provision of transit within a community could serve to address congestion in those communities, as well within adjacent communities, and that such criteria could serve as bonus points for communities having a projected balance of jobs and housing based on their adopted comprehensive plans and that are also served by transit or as a reduction in points for communities having a projected job/housing imbalance and a lack of transit. Concern was also expressed about the method that would be utilized to determine which communities have or do not have a balance of jobs and housing or provision of transit. In regards to transit service, one comment was made by an Advisory Committee

member, because their community is located in an area where transit service is provided by the County, they do not have control over whether transit is provided in their community even if transit service is desired or had been previously provided and removed.

The Advisory Committee also seemed in general agreement at the April 9th meeting that a candidate project should not need to be advanced through preliminary engineering to be eligible for STP-M funding. One comment was made that there should be bonus points for projects that do have preliminary engineering completed and for whether the project includes measures addressing congestion and safety. However, there was not general agreement on projects receiving such a bonus.

The Advisory Committee recognized at the April 9th meeting that the use of a revised evaluation procedure would likely result in other changes to the STP-M funding process, such as project sponsors no longer being permitted to substitute their approved STP-M project with other eligible highway projects.

Based on the suggestions and concerns identified by the Advisory Committee at the April 9th meeting and by local governments having eligible facilities within the Milwaukee urbanized area at the meeting and guidance from FHWA staff, Commission staff prepared for Advisory Committee discussion and consideration at the April 28th meeting a proposed procedure for the evaluation of projects for STP-M funding for the years 2015 through 2018. At that meeting, the Advisory Committee was in general agreement that in addition to the historical proportions of types of projects approved for STP-M funding, the Advisory Committee would consider as well the proportion of STP-M funding being requested for, and the number of projects under, each project type in establishing the level of available STP-M funding for highway projects that would be allocated to the different types of projects. At the April 28th meeting, the Advisory Committee agreed that the measure of congestion used to evaluate candidate capacity expansion projects should be based on the existing volume-to-capacity ratio along the candidate projects, rather than the average level of service as was proposed. In addition, the Advisory Committee agreed that a measure of safety, such as current crash rates along the project, should be used to evaluate candidate capacity expansion projects.

A revised proposed procedure based on the Advisory Committee discussion at the April 28th meeting was prepared by Commission staff and presented to Advisory Committee at its May 7th meeting. This revised proposed procedure was approved by the Advisory Committee with two changes—a revision in the scoring procedure for pavement condition for candidate resurfacing/reconditioning projects and candidate reconstruction to same capacity projects and the score for all candidate projects under the measure of use criterion would be determined based on the average weekday transit ridership along the candidate project along with the average weekday traffic volume to better represent the usage of the roadway facility. Based on discussion by the Advisory Committee and comments from representatives of local governments in attendance at the meeting, Commission staff will indicate to the Advisory Committee which candidate projects proposed for 2015-2018 STP-M funding had previously received STP-M funding for preliminary engineering, right-of-way acquisitions, and/or partial construction, and whether preliminary engineering has been completed for a candidate project with local funds to State and Federal standards. There was general agreement that such projects would not receive an increased score under the process to evaluate and prioritize candidate projects, but such information could be considered by the Advisory Committee in selecting projects for STP-M funding. With respect to the measure of safety criterion, one member at the May 9th meeting had suggested that such a criterion be based on statewide averages. However, there was general agreement that basing the criterion on statewide averages would be difficult to implement for the evaluation of candidate projects for 2015-2018 STP-M funding. However, Commission staff stated that the average statewide crash rate for county and local facilities would be provided to the Advisory Committee. In addition, one member suggested that candidate resurfacing/reconditioning/reconstruction to same capacity projects also be evaluated with a criterion based on the level of heavy truck traffic along the route of the candidate project. Though there was not

general agreement of the Advisory Committee to include truck traffic in the quantitative rating of projects, Commission staff stated that an attempt would be made to provide the level of heavy truck traffic along the route of the candidate projects

APPROVED PROJECT EVALUATION CRITERIA AND PROCESS FOR COUNTY AND LOCAL ARTERIAL FACILITIES

This section describes the project evaluation criteria and process approved by the Advisory Committee at its May 7th meeting to evaluate and prioritize candidate projects for 2015-2018 STP-M funding. It is intended that these procedures approved by the Advisory Committee would be reviewed and potential changes considered by the Committee following the evaluation of projects for the 2015-2018 STP-M funding cycle for use in the next funding cycle. This review and consideration of potential changes would be undertaken by the Advisory Committee at the beginning of each new STP-M funding cycle.

Following the determination of the level of FHWA STP-M and FTA Section 5307 funding to be available for highway and transit projects, it was recommended by the Advisory Committee that the funding available to candidate highway projects be allocated for three types of projects—resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects (widening and new facilities). Definitions for each type of project are provided in Exhibit A of this memorandum. The amount allocated to each of these types of projects would be established by the Advisory Committee at a meeting occurring after the deadline of candidate projects for STP-M funding and the level of available STP-M funding has been provided by WisDOT. In determining the established level of funding to be allocated to each type of project for the particular STP-M funding cycle, the Advisory Committee would consider historical proportions of types of projects approved for STP-M funding—20 percent for resurfacing/reconditioning projects, 51 percent for reconstruction to same capacity projects, and 29 percent for capacity expansion projects (widening and new facilities)—and the proportions of STP-M funding being requested for, and the number of candidate projects under, each type of project.

The established allocations would be established as targets for how the available highway funding should be allocated, assuming there would be enough candidate projects for each project type. Should the funding levels being requested by each of the project types not be exceeded, the amount of available highway funding allocations for each project type would need to be adjusted by the Advisory Committee.

The Advisory Committee recommended that one approach be used to evaluate candidate resurfacing/reconditioning/ reconstruction to same capacity projects and another approach be used to evaluate capacity expansion projects (widening and new facilities).

Capacity Expansion Projects

Candidate capacity expansion projects—the addition of new travel lanes to an existing arterial roadway and the construction of a new arterial facility—consistent with the adopted regional transportation plan would be evaluated with only the criteria of areawide significance, as listed in Table 1, up to a maximum of 100 points with up to 10 bonus points received by candidate capacity expansion projects located in a community or communities that have a projected balance of jobs and housing and that have the provision of transit. The suggested maximum points that could be received under each criterion are also listed in Table 1. The methodology that would be used for the evaluation criteria of areawide significance is provided in Exhibit B of this memorandum.

Resurfacing/Reconditioning/Reconstruction to Same Capacity Projects

Candidate resurfacing/reconditioning/reconstruction to same capacity projects would be evaluated first with criteria to determine whether the project is of areawide significance, and then the highest rated projects of areawide significance or the remaining projects after the highest rated projects have been recommended for funding would be further prioritized and evaluated using a measure of equity criterion, which would be based on the receipt by a county/community of a proportionate share of funding. Table 1 lists the evaluation criteria of areawide significance suggested for the evaluation of candidate resurfacing/reconditioning/reconstruction to same capacity projects and the maximum points (100 points) that could be received under each criterion. Candidate projects that receive a minimum of 73 points would be identified as having areawide significance¹. If the available funding allocations for a particular type of project is not enough to fully implement all of the projects identified as being of areawide significance, they would be further evaluated with the measure of equity criterion (see Figure 1). If there is enough funding, all of the projects identified as being of areawide significance of the same project type would be recommended for funding, and the measure of equity criterion would be used as a means to evaluate the remaining projects (see Figure 2). The methodology that would be used for the evaluation criteria of areawide significance is provided in Exhibit B of this memorandum. The methodology to be used to further evaluate the candidate projects with the measure of equity criterion is provided in Exhibit C of this memorandum.

* * *

¹ The minimum of 73 points to be used to determine whether a candidate resurfacing/reconditioning/ reconstruction to the same capacity are of areawide significance is based on a project having a pavement condition of 6 or less for candidate resurfacing/reconditioning projects and 5 or less for candidate reconstruction to same capacity projects (35 points), an average weekday traffic volume per lane of at least 5,000 vehicles per lane (14 points), a length of route of at least 6 miles (9 points), and is functionally classified as a principal arterial (15 points).

Table 1

EVALUATION CRITERIA TO MEASURE AREAWIDE SIGNIFICANCE AND MAXIMUM POINTS POTENTIALLY RECEIVED FOR RESURFACING/RECONDITIONING/RECONSTRUCTION TO SAME CAPACITY PROJECTS AND CAPACITY EXPANSION PROJECTS

Evaluation criteria	Maximum Points Received	
	Resurfacing/Reconditioning/ Reconstruction (to same capacity) Projects	Capacity Expansion Projects
Measure of Pavement Condition	50	20
Measure of Use – Average Weekday Traffic Volume per Lane	20	5
Measure of Connectivity – Length of Route	15	10
Measure of Function – Current Functional Classification	15	10
Measure of Safety – Crash Rate	--	15
Measure of Congestion – Volume-to-Capacity Ratio	--	40
Subtotal	100	100
Bonus Points for projects located in communities having:		
– Job/Housing Balance	--	5
– Transit Accessibilty	--	5

Figure 1

SITUATION WHERE FUNDING REQUESTED BY PROJECTS IDENTIFIED AS HAVING AREAWIDE SIGNIFICANCE^a EXCEEDS THE ESTABLISHED ALLOCATION OF STP-M FUNDING FOR EITHER THE RESURFACING/RECONDITIONING PROJECT CATEGORY OR THE RECONSTRUCTION TO SAME CAPACITY PROJECT CATEGORY

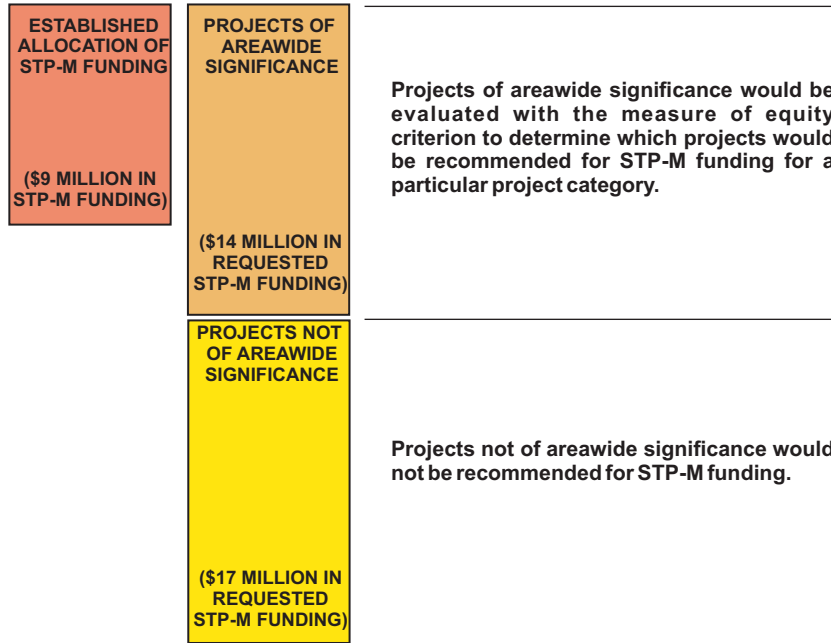
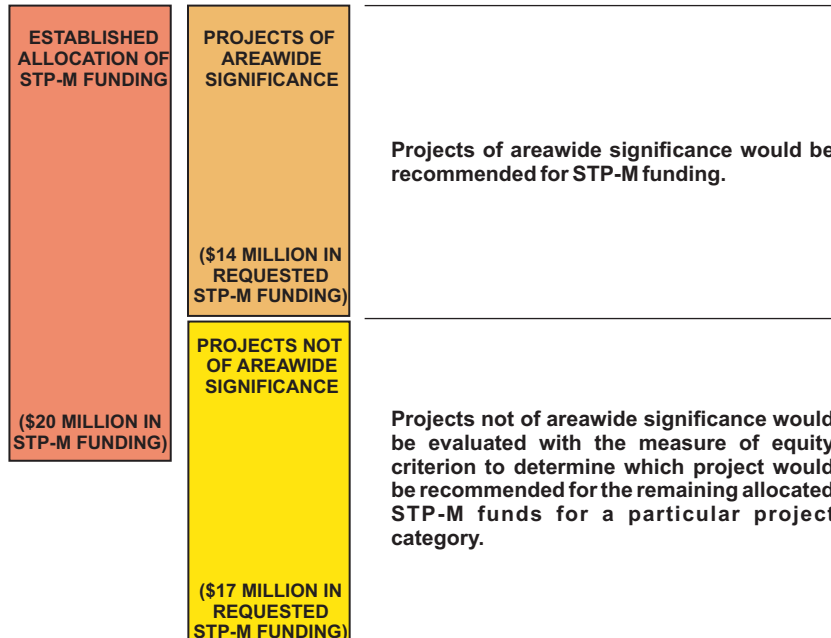


Figure 2

SITUATION WHERE THE ESTABLISHED STP-M FUNDING ALLOCATION FOR EITHER THE RESURFACING/RECONDITIONING PROJECT CATEGORY OR THE RECONSTRUCTION TO SAME CAPACITY PROJECT CATEGORY IS SUFFICIENT TO FULLY FUND PROJECTS IDENTIFIED AS HAVING AREAWIDE SIGNIFICANCE^a



^a Projects of areawide significance are candidate projects that have received a minimum of 73 points using the evaluation criteria of areawide significance.

Exhibit A

DEFINITIONS FOR THE TYPES OF HIGHWAY PROJECTS

This exhibit provides a definition for the three types of highway projects eligible for STP-M funding—resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects (widening and new facilities). The definitions provided are based on the types of highway projects identified and defined within *Wisconsin State Statutes 84.013* and further defined and described in the Wisconsin Department of Transportation (WisDOT) *Facilities Development Manual* (FDM).

Resurfacing/Reconditioning Projects – This project category would include resurfacing, reconditioning, and pavement replacement projects defined as the following:

Resurfacing Projects – These projects involve providing a new pavement surface on an existing highway, but not replacing the entire depth of existing pavement. Such a project would not provide any significant increase in the capacity of the existing roadway, and could only include minor safety and storm water management system improvements and spot curb and gutter replacement.

Reconditioning Projects – These projects are a resurfacing project that could also include pavement and shoulder widening (and paving) that would not significantly increase the existing design capacity of the existing roadway. Such a project may also include isolated safety improvements, such as improving grades, curves, sight distances, and intersections. Under the WisDOT FDM, up to half the length of a reconditioning project may be reconstructed. In addition, a reconditioning project could also include replacement of curb and gutter and the construction of new curb and gutter up to half the length of the project on new horizontal or vertical alignment.

Pavement Replacement – These projects involve a structural improvement to the pavement structure or replacement of the entire depth of the existing pavement. Similar to reconditioning projects, these projects could also include pavement and shoulder widening (and paving) that would not significantly increase the existing design capacity of the existing roadway. Such a project may also include isolated safety improvements, such as improving grades, curves, sight distances, and intersections. Under the WisDOT FDM, up to half the project length of a pavement replacement project may be reconstructed. In addition, a pavement replacement project may include the removal of the existing aggregate base or minor changes to the subgrade along up to half the project length to accommodate an increase in pavement structure depth. As well, a pavement replacement project could also include replacement of curb and gutter and the construction of new curb and gutter up to half the length of the project on new horizontal or vertical alignment. Pavement replacement projects may also include adding or replacing of bicycle and/or pedestrian facilities, and replacement or construction of new storm sewer facilities.

Reconstruction to Same Capacity Projects – These projects involve a complete rebuilding of the existing roadway facility that could also include widening of the roadway facility that would not significantly increase the existing design capacity of the existing roadway, such as by adding pavement width to accommodate bicycles or by adding parking/auxiliary lanes. Under the WisDOT FDM, reconstruction projects would involve such work being conducted over half the length of the project.

Capacity Expansion Projects – These projects involve reconstruction projects that include the widening of an existing arterial facility with additional travel lanes and the construction of new arterial facilities. Under the WisDOT FDM, such projects could also include projects where additional travel lanes are constructed along the existing pavement facility of a roadway to increase the vehicle-carrying capacity of the roadway.

Exhibit B

**APPROVED METHODOLOGY FOR CRITERIA OF AREAWIDE
SIGNIFICANCE USED IN THE EVALUATION OF CANDIDATE PROJECTS
WITHIN THE RESURFACING/RECONDITIONING/RECONSTRUCTION
TO SAME CAPACITY AND CAPACITY EXPANSION PROJECT CATEGORIES**

This exhibit describes the methodology approved by the Advisory Committee for the evaluation criteria of areawide significance that would be used to evaluate the candidate projects based on project category—resurfacing/reconditioning/reconstruction to same capacity projects and capacity expansion projects.

1. **Measure of Pavement Condition** – The score for this criterion would be based on the average pavement condition of the roadway surface associated with the candidate project determined by an evaluation by Commission staff using the WisDOT Pavement Surface Evaluation and Rating (PASER) system. This evaluation criterion would be used for both evaluation categories with resurfacing/reconditioning/reconstruction to the same capacity projects receiving a maximum of 50 points and capacity expansion projects receiving a maximum of 20 points. Tables B-1 through B-3 lists the points that would be received by a candidate project under this criterion based on its average PASER rating for resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects, respectively.

Table B-1

**SCORING FOR PAVEMENT CONDITION EVALUATION CRITERIA
FOR CANDIDATE RESURFACING/RECONDITIONING PROJECTS**

Average PASER Rating	Points
1 to 4	50
5 to 6	35
7 to 8	20
9 to 10	0

Table B-2

**SCORING FOR PAVEMENT CONDITION EVALUATION CRITERIA
FOR CANDIDATE RECONSTRUCTION TO SAME CAPACITY PROJECTS**

Average PASER Rating	Points
1 to 3	50
4 to 5	35
6 to 7	20
8 to 10	0

Table B-3**SCORING FOR PAVEMENT CONDITION EVALUATION CRITERIA
FOR CANDIDATE CAPACITY EXPANSION PROJECTS**

Average PASER Rating	Points
1 to 2	20
3 to 4	15
5 to 6	10
7 to 10	0

Under this criterion, capacity expansion projects involving the construction of new facilities would receive 10 points. As part of the evaluation of candidate projects during the next STP-M funding cycle, it was proposed that this criterion be revisited by the Advisory Committee, and that consideration be given to pavement condition being evaluated based on where the roadway facility is in its life cycle.

2. **Measure of Use** – The score for this criterion would be based on the existing average weekday traffic (AWDT) volume and transit ridership per travel lane. The average weekday transit ridership per lane would be added to the AWDT per lane in determining the score for this criterion in order to represent the usage along the route of the candidate project. This evaluation criterion would be used for both evaluation categories with resurfacing/reconditioning/reconstruction to same capacity projects receiving a maximum of 20 points and capacity expansion projects receiving a maximum of 5 points. The points received by a candidate project under this evaluation criterion would be determined by the ranges of AWDT per lane listed in Table B-4.

Table B-4**SCORING FOR AVERAGE WEEKDAY
TRAFFIC VOLUME AND TRANSIT RIDERSHIP
PER TRAVEL LANE CRITERIA**

Average Weekday Traffic Volume and Transit Ridership per Lane	Points	
	Resurfacing/ Reconditioning/ Reconstruction (to same capacity) Projects	Capacity Expansion Projects
6,500 or more	20	5
6,000 to 6,499	18	4.5
5,500 to 5,999	16	4
5,000 to 5,499	14	3.5
4,500 to 4,999	12	3
4,000 to 4,499	10	2.5
3,500 to 3,999	8	2
3,000 to 3,499	6	1.5
2,500 to 2,999	4	1
2,000 to 2,499	2	0.5
Less than 2,000	0	0

- The traffic volumes for existing facilities would be based on the most recent average daily traffic count reported by WisDOT converted to an average weekday traffic volume. In general, average weekday traffic is about seven percent higher than average annual daily traffic. Should WisDOT not report a traffic volume for the segment of roadway associated with a candidate project, Commission staff would collect the traffic data on an average weekday (typically Tuesday through Thursday) along the roadway and adjust the measured traffic volumes based on the time of year it was measured. For projects involving new facilities, an estimate of the average weekday traffic volume under current conditions would be developed by Commission staff utilizing the Commission's travel simulation models that were used in the development and evaluation of the year 2035 regional transportation plan.
3. **Measure of Connectivity** – The score for this criterion would be based on the length of the route along which the project is located. The length of route would be measured by Commission staff based on the continuous length of the arterial facility. This evaluation criterion would be used for both evaluation categories with resurfacing/reconditioning/reconstruction to the same capacity projects receiving a maximum of 15 points and capacity expansion projects receiving a maximum of 10 points. Table B-5 shows how the points would be received by a candidate project for the length of route criterion.
4. **Measure of Function** – The score for this criterion would be based on the current functional classification of the roadway. The current functional classification (principal arterial, minor arterial, and collector) would be determined by the functional classification developed by WisDOT, reviewed by SEWRPC, and approved by FHWA. This evaluation criterion would be used for both evaluation categories with resurfacing/reconditioning/ reconstruction to the same capacity projects receiving a maximum of 15 points and capacity expansion projects receiving a maximum of 10 points. Table B-6 shows how the points would be received by a candidate project for the functional classification criterion.

Table B-5

SCORING FOR LENGTH OF ROUTE CRITERION

	Points	
	Resurfacing/ Reconditioning/ Reconstruction (to same capacity) Projects	Capacity Expansion Projects
Continuous length		
10 or more miles	15	10
8.0 to 9.9 miles	12	8
6.0 to 7.9 miles	9	6
4.0 to 5.9 miles	6	4
2.0 to 3.9 miles	3	2
Less than 2.0 miles	0	0

Table B-6

SCORING FOR CURRENT FUNCTIONAL CLASSIFICATION CRITERION

Federal Functional Classification	Points	
	Resurfacing/ Reconditioning/ Reconstruction (to same capacity) Projects	Capacity Expansion Projects
Principal Arterial	15	10
Minor Arterial	10	7
Collector	5	3

5. **Measure of Safety** – The points for this criterion would be based on the latest five-year average crash rate along the candidate project. This criterion would be used for only the capacity expansion projects with such projects receiving a maximum of 15 points. The candidate capacity expansion project with the highest crash rate would receive 15 points, and the remaining projects would receive points proportionally based on how the average crash rate along these facilities compare to the crash rate of the project with the highest crash rate. For the 2015-2018 STP-M funding cycle, Commission staff would calculate the latest five-year average crash rate for candidate capacity expansion projects using crash data available for the years 2007 through 2011 from the Wisconsin Traffic Operations and Safety Laboratory (TOPSLAB) and the current average daily traffic volume along the projects.

As part of the evaluation of candidate projects during the next STP-M funding cycle, it was proposed that this criterion be revisited by the Advisory Committee, and that consideration be given to the measure of safety being evaluated based on how the average five-year crash rate along the candidate project compares to areawide or statewide average crash rates for local arterial roadways.

6. **Measure of Congestion** – The points for this criterion would be based on the existing average volume-to-capacity ratio along the candidate project. This criterion would be used for only the capacity expansion projects with such projects receiving a maximum of 40 points. For this criterion, the ratio of the existing average weekday traffic volumes along the candidate roadway project to the estimated surface arterial facility design capacity (provided in Table B-7) would be calculated. Table B-8 shows how the points would be received by the candidate project for the current level of congestion criterion.

Points under this criterion could be received even if the roadway is not currently experiencing congested conditions (or having a volume-to-capacity ratio of less than one), as the need for additional capacity may be needed under forecast future conditions rather than under current conditions. The level of congestion for projects involving new facilities would be developed by estimating the level of congestion of adjacent existing arterial facilities under current conditions.

Table B-7

ESTIMATED SURFACE ARTERIAL FACILITY DESIGN CAPACITY^a

Surface Arterial Facility Type	Design Capacity (vehicles per 24 hours)
Two-lane.....	14,000
Four-lane Undivided.....	18,000
Four-lane with Two-way Left Turn Lane.....	21,000
Four-lane Divided.....	27,000

^aDesign capacity is the maximum level of traffic volume a facility can carry before beginning to experience morning and afternoon peak traffic hour traffic congestion, and is expressed in terms of number of vehicles per average weekday. (Source: SEWRPC Planning Report No. 49, Regional Transportation System Plan for Southeastern Wisconsin: 2035.

Table B-8

SCORING FOR CURRENT VOLUME-TO-CAPACITY RATIO CRITERION

Volume-to-Capacity Ratio	Points
1.40 or more	40
1.20 to 1.39	30
1.00 to 1.19	20
0.80 to 0.99	10
Less than 0.80	0

7. **Job/Housing Imbalance²**– Capacity expansion projects would receive 5 bonus points if the local community or communities that the project is located within is identified as having neither a projected lower nor moderate job/housing imbalance³. Map B-1 shows the local sewer service areas identified as having a projected job/housing imbalance in the adopted regional housing plan. The job/housing analysis was conducted, as part of the development of the regional housing plan, for only planned sewer service areas because the local

² As part of the development of the regional housing plan, Commission staff analyzed the relationship between anticipated job wages and housing for each planned sewer service area within the region to determine whether, based on existing job and housing conditions and projected job and housing growth determined from adopted county and local comprehensive plans, they would be projected to have a job/housing imbalance. The analysis was conducted only for planned sewer service areas because the local communities within these areas, as opposed to within non-sewered areas, would more likely designate extensive areas for commercial and industrial uses or for medium to high residential land uses, which would accommodate jobs and affordable housing, respectively. More information on the job/housing analysis and the adopted regional housing plan can be found on the Commission’s website (www.sewrpc.org/SEWRPC/housing.htm).

³ A lower-cost job/housing imbalance is an area with a higher percentage of lower-wage employment than lower-cost housing. A moderate-cost job/housing imbalance is an area with higher percentage of moderate-wage employment than moderate-cost housing. An area is considered as having a job/housing imbalance if the housing to job deficit is of 10 or more percentage points.

communities within these areas, as opposed to within non-sewered areas, would more likely designate extensive areas for commercial and industrial uses and for medium to high residential land uses, which would accommodate jobs and affordable housing, respectively. Candidate projects in non-sewered areas would not be eligible for the bonus points under this criterion. The projected job/housing imbalances are reported in the regional housing plan by regional housing analysis areas⁴ (sub-areas)—potentially containing more than one sewer community—which is a suitable level of detail for a regional housing plan. However, in order for the projected job/housing imbalances of each community to be used as a criterion in the evaluation of capacity expansion projects, Commission staff would estimate the projected job/housing imbalance for each individual sewer community in the Milwaukee urbanized area. The projected job/housing imbalances estimated for the regional housing plan may be refined by a county or local government which would have access to more detailed information than what was used in the development of the regional housing plan. Application of criteria of this type was recommended by the Commission’s Advisory Committee on Regional Housing Planning and Environmental Justice Task Force.

8. **Transit Accessibility** – Capacity expansion projects would receive up to a maximum of 5 bonus points depending on the level of transit service currently provided within the local community that the project is located in. Map B-2 displays the existing year 2012 local fixed-route and local demand-responsive public transit services in Southeastern Wisconsin. Table B-9 and Map B-3 identify the level of transit service for each local community currently served by transit and the attendant bonus points that would be received. Application of criteria of this type was recommended by the Commission’s Advisory Committee on Regional Housing Planning and Environmental Justice Task Force.

⁴ Sub-regional housing analysis areas (sub-areas) were identified early in the regional housing planning process. The sub-areas, shown on Map 1, are generally the same as the planning analysis areas used in the regional land use plan. The factors used in determining sub-area boundaries included 2010 municipal boundaries and census tracts, existing and potential sanitary sewer and public water supply service areas, existing and potential areas served by transit, travel patterns centered on major commercial and industrial land use concentrations, school district boundaries, soil types, and natural and manmade barriers such as environmental corridors and major transportation corridors.

PROJECTED JOB/HOUSING IMBALANCES IN SEWERED COMMUNITIES IN SUB-AREAS IN THE SOUTHEASTERN WISCONSIN REGION: 2035

SEWERED COMMUNITIES IN SUB-AREAS WITH A PROJECTED JOB/ HOUSING IMBALANCE: 2035

- LOWER-COST IMBALANCE
- MODERATE-COST IMBALANCE
- LOWER-COST AND MODERATE-COST IMBALANCES
- NO IMBALANCE
- UNSEWERED COMMUNITY OR PORTION OF COMMUNITY

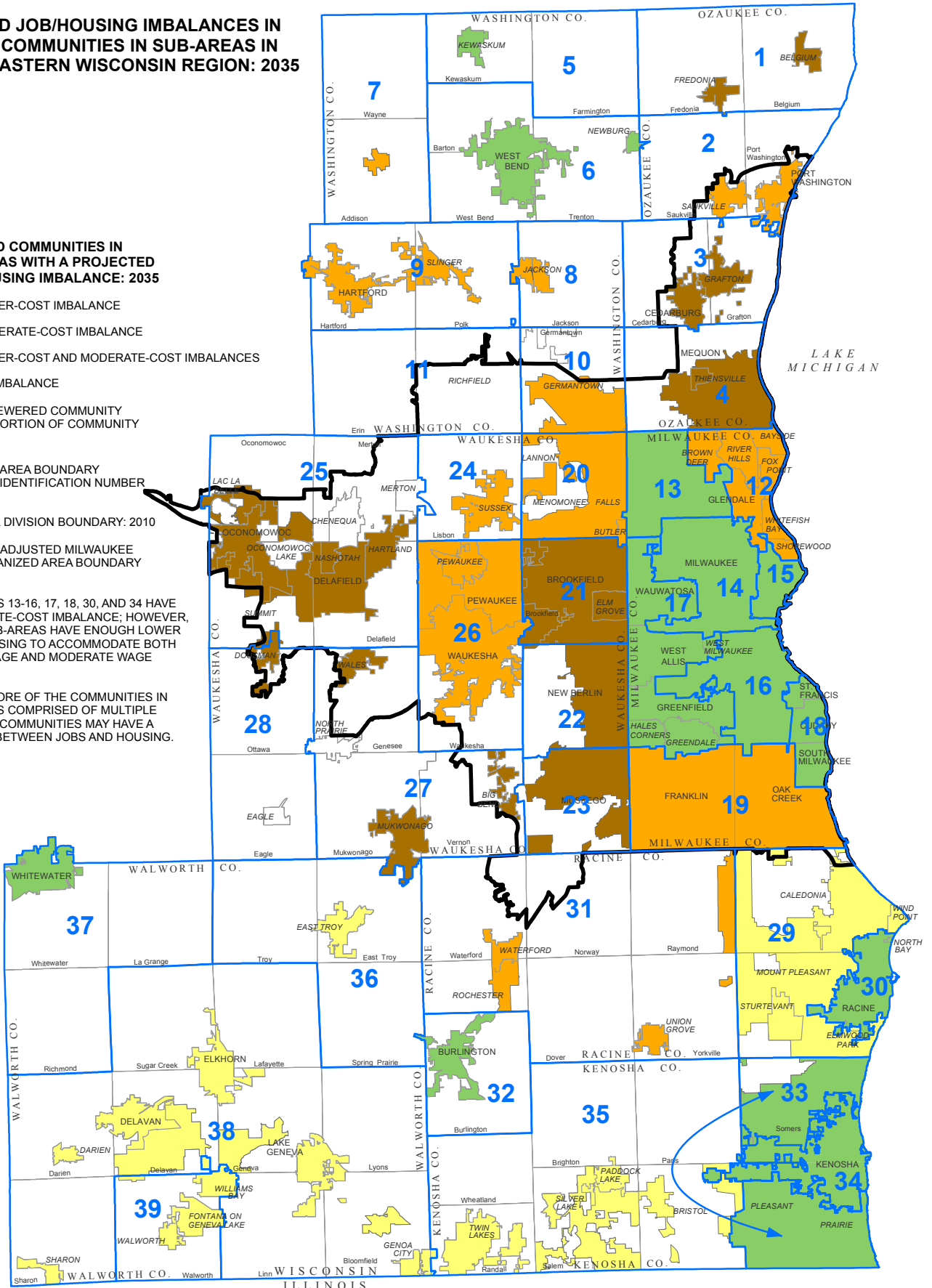
39 SUB-AREA BOUNDARY AND IDENTIFICATION NUMBER

— CIVIL DIVISION BOUNDARY: 2010

— 2010 ADJUSTED MILWAUKEE URBANIZED AREA BOUNDARY

NOTES:
SUB-AREAS 13-16, 17, 18, 30, AND 34 HAVE A MODERATE-COST IMBALANCE; HOWEVER, THESE SUB-AREAS HAVE ENOUGH LOWER COST HOUSING TO ACCOMMODATE BOTH LOWER WAGE AND MODERATE WAGE WORKERS.

ONE OR MORE OF THE COMMUNITIES IN SUB-AREAS COMPRISED OF MULTIPLE SEWERED COMMUNITIES MAY HAVE A BALANCE BETWEEN JOBS AND HOUSING.



Source: Local Government Comprehensive Plans and SEWRPC.

Map B-2

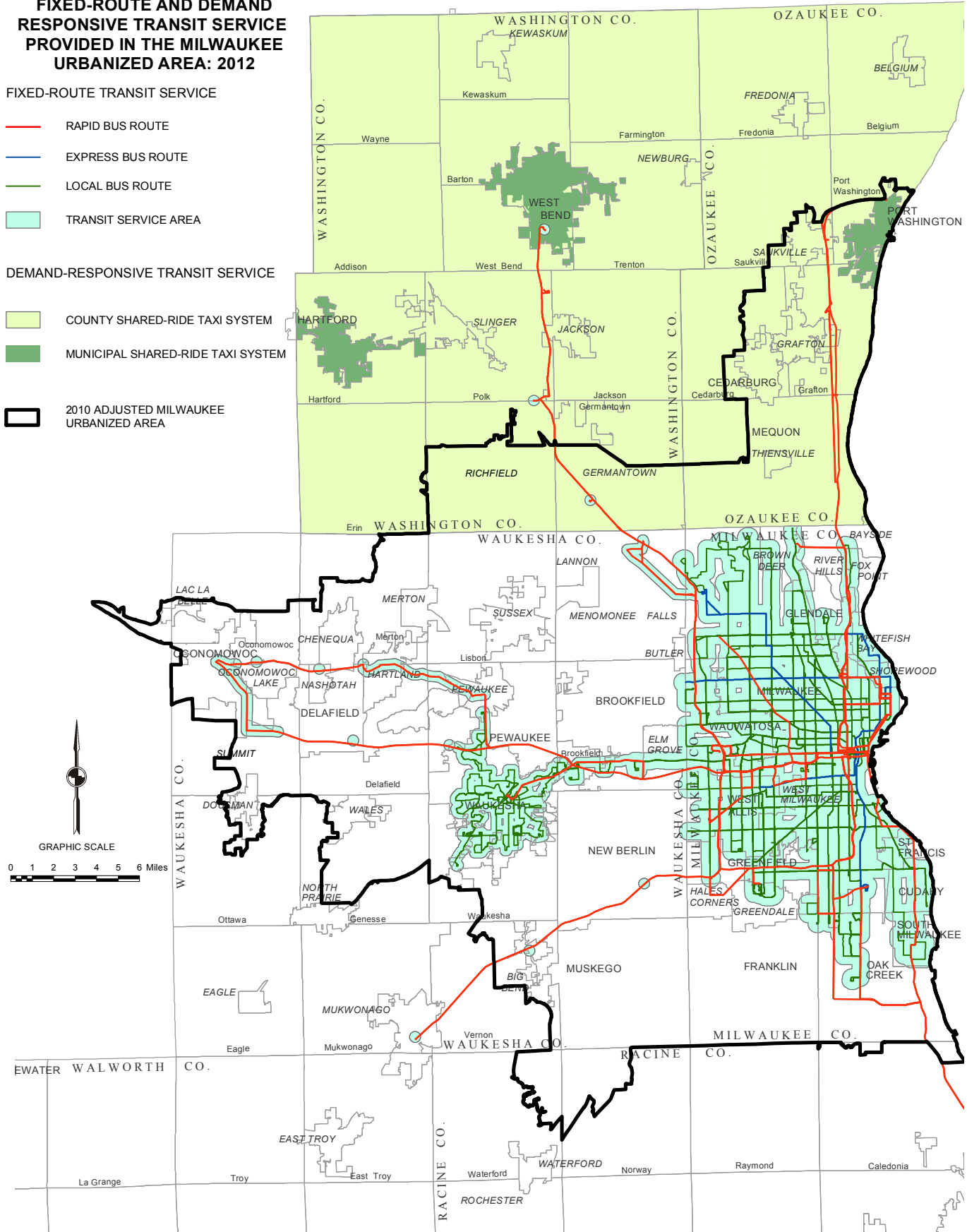
FIXED-ROUTE AND DEMAND RESPONSIVE TRANSIT SERVICE PROVIDED IN THE MILWAUKEE URBANIZED AREA: 2012

FIXED-ROUTE TRANSIT SERVICE

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

DEMAND-RESPONSIVE TRANSIT SERVICE

- COUNTY SHARED-RIDE TAXI SYSTEM
- MUNICIPAL SHARED-RIDE TAXI SYSTEM
- 2010 ADJUSTED MILWAUKEE URBANIZED AREA



Source: SEWRPC.

I:\Tran\WORK\DavidM\Transit Service 2012.mxd

Table B-9

**BONUS POINTS FOR CAPACITY EXPANSION PROJECTS
LOCATED WITHIN LOCAL COMMUNITIES SERVED BY PUBLIC TRANSIT**

5 Bonus Points for Local Communities Served by Local Fixed-Route Transit Such That the Entire Community Would Be Within the Transit Service Area	2 Bonus Points for Local Communities Served by Local Fixed-Route Transit Where Only a Small Portion of the Community is Within the Transit Service Area	3 Bonus Points for Local Communities Served Only by County and/or Local Shared-Ride Taxi	1 Bonus Points for Local Communities Served Only by Rapid Bus Service (Both Traditional and Reverse Commute Service)	0.5 Bonus Point for Local Communities Served Only by Rapid Bus Service (Traditional Commute Service Only)
<i>Milwaukee County</i> V Brown Deer C Cudahy C Greenfield C Milwaukee C St. Francis V Shorewood C South Milwaukee C Wauwatosa C West Allis V West Milwaukee V Whitefish Bay <i>Waukesha County</i> C Waukesha	<i>Milwaukee County</i> V Fox Point C Glendale V Greendale C Oak Creek <i>Waukesha County</i> C Brookfield T Brookfield V Elm Grove C Pewaukee	<i>Ozaukee County</i> C Cedarburg T Cedarburg V Grafton T Grafton C Mequon C Port Washington T Port Washington T Saukville V Saukville V Thiensville <i>Washington County</i> V Germantown V Richfield	<i>Milwaukee County</i> V Hales Corners <i>Waukesha County</i> V Menomonee Falls	<i>Waukesha County</i> V Big Bend C Delafield T Delafield V Hartland V Nashotah C New Berlin C Oconomowoc T Oconomowoc V Oconomowoc Lake V Pewaukee V Summit

Exhibit C

APPROVED METHODOLOGY FOR MEASURE OF EQUITY CRITERION USED IN THE EVALUATION OF CANDIDATE PROJECTS WITHIN THE RESURFACING/RECONDITIONING/RECONSTRUCTION TO SAME CAPACITY PROJECT CATEGORY

This exhibit describes the methodology that would be used to evaluate candidate resurfacing/reconditioning/reconstruction to same capacity projects with a measure of equity criterion based on the receipt by a county/community of a proportionate share of funding. Following an initial evaluation using criteria of areawide significance, this measure would be used to further prioritize and evaluate the highest rated projects of areawide significance, or to evaluate and prioritize the remaining projects after the highest rated projects have been recommended for funding.

The measure of equity criterion would be based on a system whereby funding targets are established for each governmental unit having current responsibility for eligible facilities based on their proportionate share of STP-M funding in relationship to relative need. Target funding balances would be maintained by Commission staff for each governmental unit having current jurisdictional responsibility for eligible facilities (all arterial facilities on the adopted regional transportation plan). These balances would be accumulated from year-to-year, and would be credited STP-M funds annually based on a county/community's proportion of total eligible existing and planned arterial facility lane-miles in the adopted regional transportation plan. Table C-1 provides the length of lane-miles and resulting proportionate share of STP-M funding that would be credited for each county and local community within the Milwaukee urbanized area under this criterion. Debits would occur from each account as projects are selected for implementation. At the beginning of each new STP-M funding cycle, adjustments to the funding target balances would be made as necessary based on actual project cost information that would be supplied by WisDOT for previously selected projects that are currently active or have been completed since the previous cycle. Table C-2 provides the latest funding target balances for the counties/communities within the Milwaukee urbanized area, as provided by WisDOT.

Candidate resurfacing/reconditioning/reconstruction to same capacity projects under the measure of equity criterion would be evaluated by comparing each of the county/community's target funding balance to the requested STP-M funding level for the candidate project. Projects from counties/communities with a positive target funding balance (including the requested STP-M funding for the requested project) would rank higher than projects from counties/communities with negative funding target balances (including the requested STP-M funding for the requested project). For a community with multiple candidate projects, the STP-M funding requested for their projects would count against that community's funding target balance in order of how a community provides their priority of projects, excluding any candidate capacity expansion project or resurfacing/reconditioning/reconstruction to same capacity projects identified as being of areawide significance that were previously recommended for funding. The requested STP-M funding of these projects would be debited from a county/community's funding target balance before the evaluation with the measure of equity criterion is conducted.

With respect to projects submitted by those counties/communities having a positive funding target balance (including the requested STP-M funding for the requested project), the ratio of the requested level of STP-M funds to the funding target balance (including the requested STP-M funding for the requested project) would be calculated, and the candidate projects would be ranked with the project with the lowest ratio being ranked first. The ratio as calculated would indicate the proportion of a county's or community's target fund balance.

With respect to projects by those counties/communities having a negative funding target balance (including the requested STP-M funding for the requested project), a ratio of the negative funding target balance for the county/community (including the requested STP-M funding for the requested project) to the estimated STP funding credited annually to the community would be calculated, with the lowest ratio being ranked first among these communities with negative target balances. The ratio so calculated indicates the number of years needed to return to a positive balance.

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Table C-1

ESTIMATED TOTAL LENGTH AND PROPORTION OF PLANNED LANE-MILES BY MUNICIPALITY AND COUNTY ELIGIBLE FOR SURFACE TRANSPORTATION PROGRAM - MILWAUKEE URBANIZED AREA FUNDING WITHIN THE 2010 CENSUS DEFINED AND PROPOSED ADJUSTED 2010 MILWAUKEE URBANIZED AREA

Implementing Agency	Proposed Year 2010 Adjusted Urbanized Area	
	Total Year 2035 Planned Lane-Miles ^a	Proportionate Share ^a
MILWAUKEE COUNTY		
County	375.68	0.11712
Village of Bayside	0.06	0.00002
Village of Brown Deer	16.18	0.00504
City of Cudahy	27.44	0.00855
Village of Fox Point	2.36	0.00074
City of Franklin	28.78	0.00897
City of Glendale	13.98	0.00436
Village of Greendale	18.98	0.00592
City of Greenfield	42.92	0.01338
Village of Hales Corners	6.98	0.00218
City of Milwaukee	850.20	0.26506
City of Oak Creek	63.32	0.01974
Village of River Hills	7.96	0.00248
City of Francis	14.94	0.00466
Village of Shorewood	9.78	0.00305
City of South Milwaukee	27.50	0.00857
City of Wauwatosa	71.76	0.02237
City of West Allis	97.38	0.03036
Village of West Milwaukee	13.38	0.00417
Village of Whitefish Bay	15.64	0.00488
Milwaukee-County Total	1,705.22	0.53163
WAUKESHA COUNTY		
County	731.57	0.22808
Village of Big Bend	1.56	0.00049
City of Brookfield	72.14	0.02249
Town of Brookfield	1.56	0.00049
Village of Butler	1.98	0.00062
Village of Chenequa	0.42	0.00013
City of Delafield	13.18	0.00411
Village of Elm Grove	14.76	0.00460
Village of Hartland	4.70	0.00147
Village of Lannon	1.68	0.00052
Village of Lisbon	12.08	0.00377
Village of Menomonee Falls	61.72	0.01924
Town of Merton	0.68	0.00021
Village of Merton	0.12	0.00004
City of Muskego	30.49	0.00951
Village of Nashotah	0.54	0.00017
City of New Berlin	48.98	0.01527
City of Oconomowoc	22.23	0.00693
Town of Oconomowoc	6.78	0.00211
Village of Oconomowoc Lake	0.02	0.00001
City of Pewaukee	2.02	0.00063
Village of Pewaukee	7.30	0.00228
Town of Summit	1.25	0.00039
Village of Sussex	15.76	0.00491

Table C-1 (continued)

Implementing Agency	Proposed Year 2010 Adjusted Urbanized Area	
	Total Year 2035 Planned Lane-Miles ^a	Proportionate Share ^a
Town of Vernon	3.89	0.00121
City of Waukesha	88.22	0.02750
Town of Waukesha	1.90	0.00059
Waukesha County-Total	1,146.99	0.35759
OZAUKEE COUNTY		0.00000
County	106.34	0.03315
City of Cedarburg	17.64	0.00550
Town of Cedarburg	3.28	0.00102
Town of Grafton	6.56	0.00205
Village of Grafton	9.96	0.00311
City of Mequon	96.16	0.02998
City of Port Washington	4.04	0.00126
Town of Port Washington	2.12	0.00066
Town of Saukville	0.24	0.00007
Village of Saukville	1.80	0.00056
Village of Thiensville	7.20	0.00224
Ozaukee County-Total	255.34	0.07961
RACINE COUNTY		
County	6.42	0.00200
Village of Caledonia	1.08	0.00034
Town of Norway	5.27	0.00164
Town of Waterford	4.67	0.00146
Racine County-Total	17.44	0.00544
WASHINGTON COUNTY		
County	28.27	0.00881
Village of Germantown	53.06	0.01654
Village of Richfield	0.41	0.00013
Washington County-Total	81.74	0.02548
JEFFERSON COUNTY		
County	0.80	0.00025
Jefferson County-Total	0.80	0.00025
Milwaukee Urbanized Area-Total	3,207.53	1.00000

^a The estimate of total and proportionate share of lane-miles shown in these columns are based upon the regional transportation plan and the approved adjusted year 2010 Census-defined urbanized area boundary. In addition, the total and proportionate share of a facility in Jefferson County located outside of the Region--and not included in the regional transportation plan as a planned arterial facility--was included in these columns as it is located within the 2010 Census-defined urbanized area boundary and may be eligible for Federal Highway Administration Surface Transportation Program - Milwaukee Urbanized Area funding.

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Table C-2

**CURRENT TARGET FUNDING BALANCES FOR THE COUNTIES AND
COMMUNITIES HAVING ELIGIBLE ARTERIAL FACILITIES FOR SURFACE
TRANSPORTATION PROGRAM - MILWAUKEE URBANIZED AREA FUNDING**

Implementing Agency	Estimated Balance Through 2014
MILWAUKEE COUNTY	
County	(\$6,224,881)
Village of Bayside	\$9,699
Village of Brown Deer	\$102,572
City of Cudahy	\$1,699,859
Village of Fox Point	\$271,365
City of Franklin	\$824,188
City of Glendale	\$151,862
Village of Greendale	(\$1,631,012)
City of Greenfield	\$6,264
Village of Hales Corners	(\$665,062)
City of Milwaukee	\$3,371,895
City of Oak Creek	\$1,351,187
Village of River Hills	\$691,485
City of Saint Francis	\$56,310
Village of Shorewood	\$454,497
City of South Milwaukee	(\$335,526)
City of Wauwatosa	(\$215,139)
City of West Allis	(\$180,576)
Village of West Milwaukee	(\$188,887)
Village of Whitefish Bay	\$1,300,305
Milwaukee-County Total	\$850,405
WAUKESHA COUNTY	
County	\$4,629,087
Village of Big Bend	\$188,418
City of Brookfield	(\$2,654,871)
Town of Brookfield	(\$165,008)
Village of Butler	(\$79,906)
Village of Chenequa	\$30,769
City of Delafield	(\$307,157)
Town of Delafield	\$4,411
Village of Elm Grove	(\$400,524)
Village of Hartland	\$71,648
Village of Lannon	(\$62,563)
Town of Lisbon	\$1,282,680
Village of Menomonee Falls	(\$1,454,492)
Town of Merton	\$42,808
Village of Merton	\$6,401
City of Muskego	\$749,906
Village of Nashotah	\$40,215
City of New Berlin	(\$486,901)
City of Oconomowoc	\$279,398
Town of Oconomowoc	\$310,455
Village of Oconomowoc Lake	\$99,291
City of Pewaukee	\$699,396
Village of Pewaukee	\$547,992
Village of Summit	\$183,649
Village of Sussex	\$56,808
Town of Vernon	\$171,088
City of Waukesha	(\$486,338)
Town of Waukesha	(\$167,061)
Waukesha County-Total	\$3,129,600

Table C-2 (continued)

Implementing Agency	Estimated Balance Through 2014
OZAUKEE COUNTY	
County	\$3,030,392
City of Cedarburg	(\$307,723)
Town of Cedarburg	\$528,497
Town of Grafton	\$395,906
Village of Grafton	\$411,739
City of Mequon	\$200,559
City of Port Washington	\$0
Town of Port Washington	\$0
Town of Saukville	\$34,339
Village of Saukville	\$70,326
Village of Thiensville	\$112,554
Ozaukee County-Total	\$4,476,589
RACINE COUNTY	
County	\$101,703
Village of Caledonia	\$700,594
Town of Norway	\$536,945
Town of Raymond	\$195,002
Town of Waterford	\$0
Racine County-Total	\$1,534,244
WASHINGTON COUNTY	
County	\$796,133
Town of Germantown	\$151,638
Village of Germantown	\$3,714,868
Village of Richfield	\$21,743
Washington County-Total	\$4,684,382
JEFFERSON COUNTY	
County	\$0
Jefferson County-Total	\$0
Milwaukee Urbanized Area	
Transit Capital Funding	\$740,000

Source: Wisconsin Department of Transportation and SEWRPC

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