

**Commission Staff Procedure for
Rating Candidate Projects for Federal Congestion
Mitigation and Air Quality Improvement Program Funding**

As part of the selection of candidate projects for funding with Federal Highway Administration (FHWA), Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, the Commission staff prepares a preliminary evaluation rating of the candidate projects. The Wisconsin Department of Transportation (WisDOT) and Wisconsin Department of Natural Resources (WDNR) staffs also each prepare such an evaluation. The three fair and impartial independent evaluations are compared and discussed at an interagency staff meeting, followed by a second interagency meeting with the chairmen of the TIP Committees at which project selection and funding recommendations are made and forwarded to the WisDOT Secretary and the TIP Committees for consideration and approval.

The procedure applied by Commission staff to provide an evaluation rating for each project permits the evaluation rating, or score, for a project to range from 0 to 5, with a 5 being the highest rating or maximum score. The score for a project is determined by multiplying the potential maximum score (5 points) by four criteria multipliers. The four criteria are:

- Implementation of Regional Plan
 - 1.0 Implements regional plan
 - 0.8 Consistent with regional plan
 - 0.0 Inconsistent, or in conflict, with regional plan

- Degree to Which Project May Be Expected to Deliver Benefits
 - 1.0 Project construction/ implementation
 - 0.9 Promotion/marketing on a collaborative/regional basis to encourage change
 - 0.8 Promotion/marketing to encourage change
 - 0.6 Planning/engineering/research/study

- Extent of Benefit
 - 1.0 Daily or average weekday benefit
 - 0.9 Seasonal or weekend benefit
 - 0.8 Special event travel benefit

- Provision of Alternative to Automobile Travel
 - 1.0 Alternative for daily utilitarian travel
 - 0.9 Alternative for recreational or special event travel
 - 0.8 Does not provide alternative

Also, for each candidate project, an estimate of air pollutant emissions reduction will be prepared, and compared to project cost and/or CMAQ requested funding. Projects with substantial emission reductions, particularly when compared to cost and/or requested CMAQ funding, may have their ratings adjusted higher, consistent with the Federal Highway Administration's renewed emphasis on CMAQ project strategies that reduce emissions and provide congestion mitigation. Such projects may be expected to include traffic flow improvement projects. Application of these adjustments will be noted project by project when candidate project evaluations and funding recommendations are forwarded to the TIP Committees and TIP Committee Chairs.

Scores for vehicle replacement projects are reduced by 20 percent to reflect the joint TIP Committees prioritization of Congestion Mitigation and Air Quality Improvement Program funds for such projects.

When applying the Implementation of Regional Plan criteria multipliers to bicycle/pedestrian facilities, Commission staff apply the following:

- Bicycle Facilities
 - 1.0 Facility is recommended in the bicycle element of the regional plan – off-street trail or surface arterial street
 - 0.90 Facility is an off-street trail, and not recommended in the bicycle element of the regional plan
 - 0.50 Facility is on collector/land access street
- Pedestrian Facilities
 - 0.0 Use of Congestion Mitigation and Air Quality Improvement Program funds for sidewalk facilities is considered an extremely low priority

For projects which do not provide an alternative to the automobile for daily utilitarian travel, the following additional multipliers would be applied:

- 0.95 Communities with a job/housing imbalance: moderate cost, lower cost, or both
- 0.95 to 0.99 Communities with no or limited public transit service

Exhibit 1 explains how these criteria would be applied.

Also, to be considered in the prioritization and final CMAQ funding recommendations of transportation system management (TSM) projects are the implementation priority recommendations of the regional transportation operations plan (RTOP). The RTOP includes a solicitation of TSM projects from all local governments in Southeastern Wisconsin and the Wisconsin Department of Transportation, an evaluation of TSM projects with respect to their potential to improve transportation operations and safety, and a priority listing of projects. The priority listing for corridor and intersection projects are shown in Tables 1 and 2, respectively. The RTOP recommends that corridor projects have greater priority than intersection projects as they have greater potential impact on transportation operations. The intent of the RTOP was that the TSM projects selected for CMAQ funding should be the TSM projects of highest priority recommended in the RTOP.

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Table 1

Recommended Priority Grouping for Candidate Corridor Transportation Systems Management Projects

Project Description	Location	Sponsor	Length	Number of Traffic Signals	Average Signal Spacing	Traffic Volume and Congestion ^a	Estimated Construction Cost	Project Priority Score	Project Priority Grouping
Design and Install Traffic Adaptive Signal Control System Including Remote Management Capability	W. Good Hope Road (CTH PP) Corridor from USH 41/USH 45 to IH 43	Milwaukee County	7.0 miles	13	0.58 miles	<u>23,900 – 35,700</u> 38,000	\$410,000	9	1
Design and Install Traffic Signal Interconnection	CTH L from CTH Y to Tess Corners Drive	Waukesha County	3.2 miles	6	0.64 miles	<u>11,200 – 21,100</u> 14,000	\$200,000	9	1
Design and Install Traffic Adaptive Signal Control System Including Remote Management Capability	W. Silver Spring Drive (CTH E) Corridor from N. 91 st Street to N. 124 th Street	Milwaukee County	2.0 miles	7	0.33 miles	<u>26,500 – 31,500</u> 27,000	\$210,000	9	1
Design and Install Traffic Adaptive Signal Control System Including Remote Management Capability	S. 76 th Street (CTH U) from Oklahoma Avenue to Parkview Road	Milwaukee County	3.5 miles	11	0.35 miles	<u>18,300 - 22,300</u> 27,000	\$396,000	9	1
Design and Install Traffic Signal Interconnection	CTH K from CTH V to 124 th Street	Waukesha County	6.1 miles	7	1.02 miles	<u>5,500 – 19,000</u> 14,000	\$200,000	8	2
Design and Install Traffic Signal Interconnection	CTH O from STH 59 to USH 18	Waukesha County	1.3 miles	8	0.19 miles	<u>33,200 – 39,200</u> 38,000	\$200,000	8	2
Design and Install Traffic Adaptive Signal Control System Including Remote Management Capability	W. Layton Avenue (CTH Y) Corridor from W. Loomis Road (STH 36) to S. 108th Street (STH 100)	Milwaukee County	4.0 miles	8	0.57 miles	<u>11,200 – 24,900</u> 27,000	\$216,000	7	2
Design and Install Traffic Signal Interconnection	CTH F from North of IH 94 to Duplainville Road	Waukesha County	1.2 miles	4	0.40 miles	<u>31,800 – 34,700</u> 38,000	\$200,000	7	2
Design and Install Traffic Adaptive Signal Control System Including Remote Management Capability	W. Oklahoma Avenue (CTH NN) Corridor from S. 76 th Street to S. 92 nd Street	Milwaukee County	1.0 miles	4	0.33 miles	<u>21,300 – 23,100</u> 27,000	\$144,000	6	3
Design and Install Traffic Signal Interconnection	CTH VV from Marcy Road to Lilly Road	Waukesha County	2.5 miles	4	0.83 miles	<u>19,900 – 23,500</u> 27,000	\$200,000	4	3

^aEstimated average weekday traffic volume compared to typical average weekday design capacity.

Source: SEWRPC

Table 2

Recommended Priority Grouping for Candidate Intersection Transportation Systems Management Projects

Project Description	Location	Sponsor	Traffic Volume and Congestion- Primary Street ^a	Traffic Volume and Congestion- Secondary Street ^a	Annual Number of Vehicle Crashes ^b	Vehicle Crash Rate ^b	Estimated Construction Cost	Project Priority Score	Project Priority Grouping
Install Traffic Signals	95 th Street and 88 th Avenue (CTH H) Intersection	Village of Pleasant Prairie	<u>5,600-7,300</u> 14,000	<u>6,500^c</u> 14,000	5.7	1.73	\$160,000	16	1
Install Traffic Signals	CTH KF and CTH JK Intersection	Waukesha County	<u>4,900-10,100</u> 14,000	<u>1,900-5,500</u> 14,000	3.7	0.97	\$900,000	13	1
Upgrade Traffic Signals	CTH YY and Burleigh Road Intersection	Waukesha County	<u>12,900-14,800</u> 14,000	<u>9,200^c</u> 14,000	1.7	0.27	\$650,000	12	2
Install Traffic Signals	CTH Y and Gebhardt Road Intersection	Waukesha County	<u>17,500-21,200</u> 14,000	<u>4,300^d</u> 14,000	1.7	0.23	\$500,000	11	2
Install Traffic Signals	CTH I and CTH ES (west) Intersection	Waukesha County	<u>8,100-9,000</u> 14,000	<u>900^d</u> 14,000	2.7	0.88	\$850,000	11	2
Install Traffic Signals	CTH Y and CTH K Intersection	Waukesha County	<u>8,900-9,500</u> 14,000	<u>4,300^c</u> 14,000	2.3	0.59	\$650,000	11	2
Construct Exclusive Turn Lanes	W. Beloit Road (CTH) and S. 112 th Street Intersection	Milwaukee County	<u>10,000-15,100</u> 14,000	<u>1,800-4,400</u> 14,000	2.0	0.38	\$300,000	10	2
Construct Exclusive Turn Lanes	W. Rawson Avenue (CTH BB) and W. Forest Home Avenue (CTH OO) Intersection	Milwaukee County	<u>7,100-7,500</u> 14,000	<u>4,100^c</u> 14,000	2.0	0.63	\$350,000	10	2
Install Traffic Signals	CTH Y and CTH I Intersection	Waukesha County	<u>8,500-12,100</u> 14,000	<u>2,500-2,900</u> 14,000	2.0	0.45	\$550,000	9	3
Install Traffic Signals	CTH VV and Lake Five Road Intersection	Waukesha County	<u>5,900-6,300</u> 14,000	<u>1,700-3,400</u> 14,000	2.0	0.68	\$500,000	9	3
Install Traffic Signals	CTH I and CTH ES (east) Intersection	Waukesha County	<u>9,000-10,100</u> 14,000	<u>2,500^d</u> 14,000	1.0	0.27	\$850,000	7	3
Reconstruct as Roundabout	116 th Avenue, 120 th Avenue, and Corporate Drive Intersection	Village of Pleasant Prairie	<u>5,600-6,800</u> 14,000	<u>- -^c</u> 14,000	1.3	0.61	\$1,500,000	7	3
Install Traffic Signals	CTH I and Calhoun Road Intersection	Waukesha County	<u>3,400-6,200</u> 14,000	<u>1,700-4,700</u> 14,000	1.0	0.37	\$600,000	6	3
Reconstruct as Roundabout	Bain Station Road and 88 th Avenue (CTH H) Intersection	Village of Pleasant Prairie	<u>6,700-7,300</u> 14,000	<u>1,400-2,200</u> 14,000	1.3	0.43	\$1,700,000	6	3
Reconstruct as Roundabout	STH 32 (Sheridan Road) and 116 th Street Intersection	Village of Pleasant Prairie	<u>9,000-10,100</u> 14,000	<u>1,100-1,900</u> 14,000	0.7	0.19	\$1,600,000	6	3

^aEstimated average weekday traffic volume compared to estimated average weekday design capacity.

^bNumber of vehicle crashes and crash rate are based on a three year average. Vehicle crash rate is the annual number of crashes per 1,000,000 approaching vehicles at the intersection.

^cTraffic volume data is not available in one or both legs of the secondary street. The available traffic volume data on the primary and secondary streets was used in the calculation of the vehicle crash rate.

^dSecondary street is the minor leg of a T-intersection.

Source: SEWRPC

Exhibit 1

CMAQ CANDIDATE PROJECT RATING CRITERIA FOR JOB/HOUSING BALANCE AND PUBLIC TRANSIT

Job/Housing Imbalance¹—Projects which do not provide an alternative to daily automobile travel—such as a traffic flow improvement project or recreational bicycle/pedestrian facility would be factored by 0.95 if the local community or communities that the project is located within is identified as having a projected lower or moderate job/housing imbalance². Map E-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 communities within these areas, as opposed to within non-sewered areas, would have the ability to designate extensive areas for commercial and industrial uses and for medium to high density residential land uses, which would accommodate jobs and affordable housing, respectively. Candidate projects in non-sewered areas would be factored by 0.95. The projected job/housing imbalances are reported in the regional housing plan by regional housing analysis areas³ (sub-areas)—potentially containing more than one sewer service area—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 CMAQ projects, Commission staff would estimate the projected job/housing imbalance for each individual sewer service area in the Milwaukee urbanized area. The projected job/housing imbalances may be further 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.

Transit Accessibility—Projects which do not provide an alternative to daily automobile travel would be factored by 0.95 to 1.00 depending on the level of transit service currently provided within the local community that the project is located in. Map E-2 displays the existing year 2012 local fixed-route and local demand-responsive public transit services in Southeastern Wisconsin. Table E-1 and Map E-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.

¹ 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).

² 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.

³ 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.

Map E-2

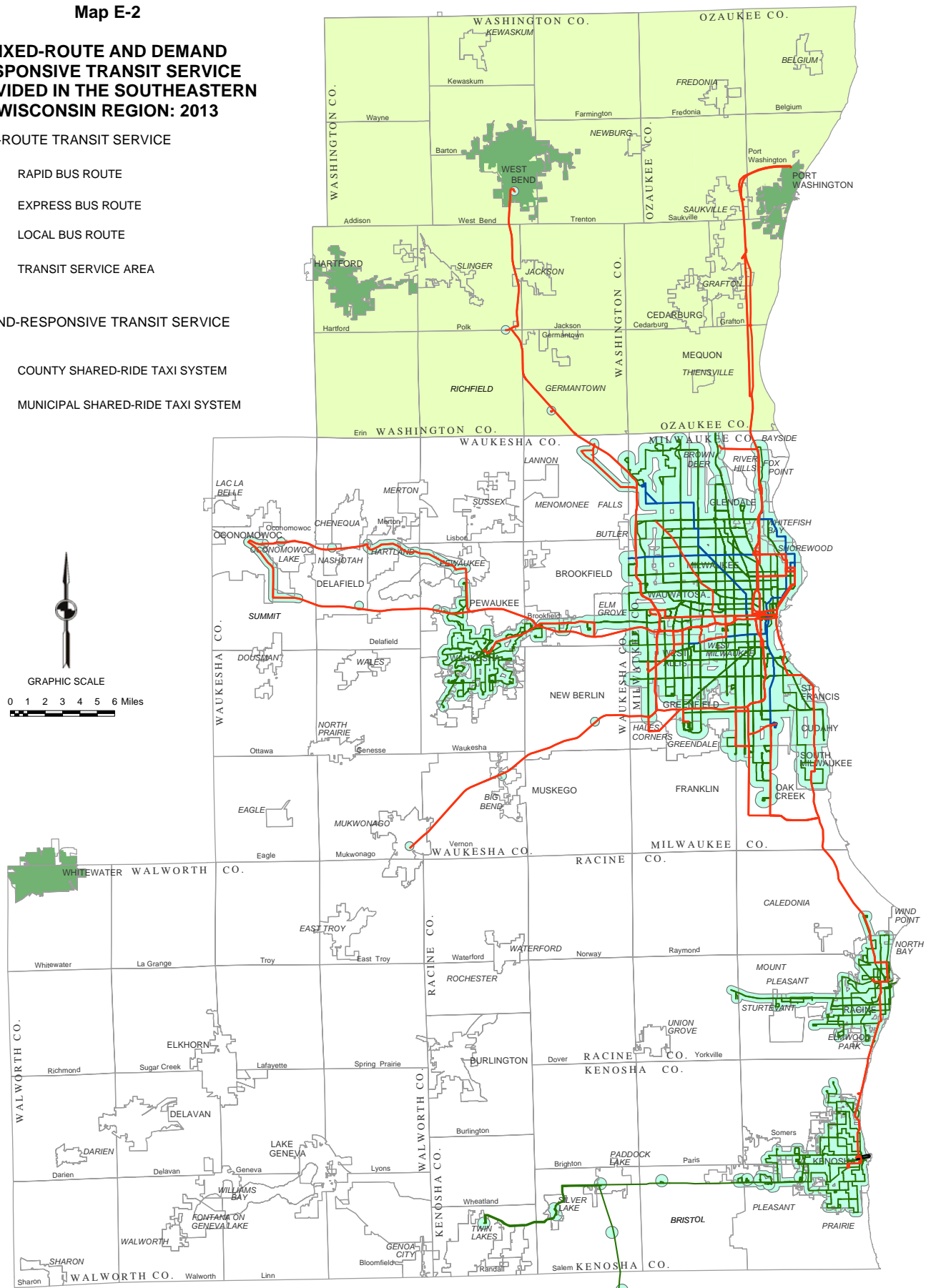
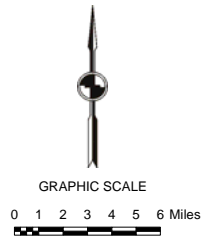
FIXED-ROUTE AND DEMAND RESPONSIVE TRANSIT SERVICE PROVIDED IN THE SOUTHEASTERN WISCONSIN REGION: 2013

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



Source: SEWRPC.

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Table E-1

**FACTOR TO BE APPLIED WITH RESPECT TO PROVISION OF TRANSIT SERVICE
TO PROJECTS WHICH DO NOT PROVIDE AN ALTERNATIVE TO DAILY AUTOMOBILE TRAVEL^a**

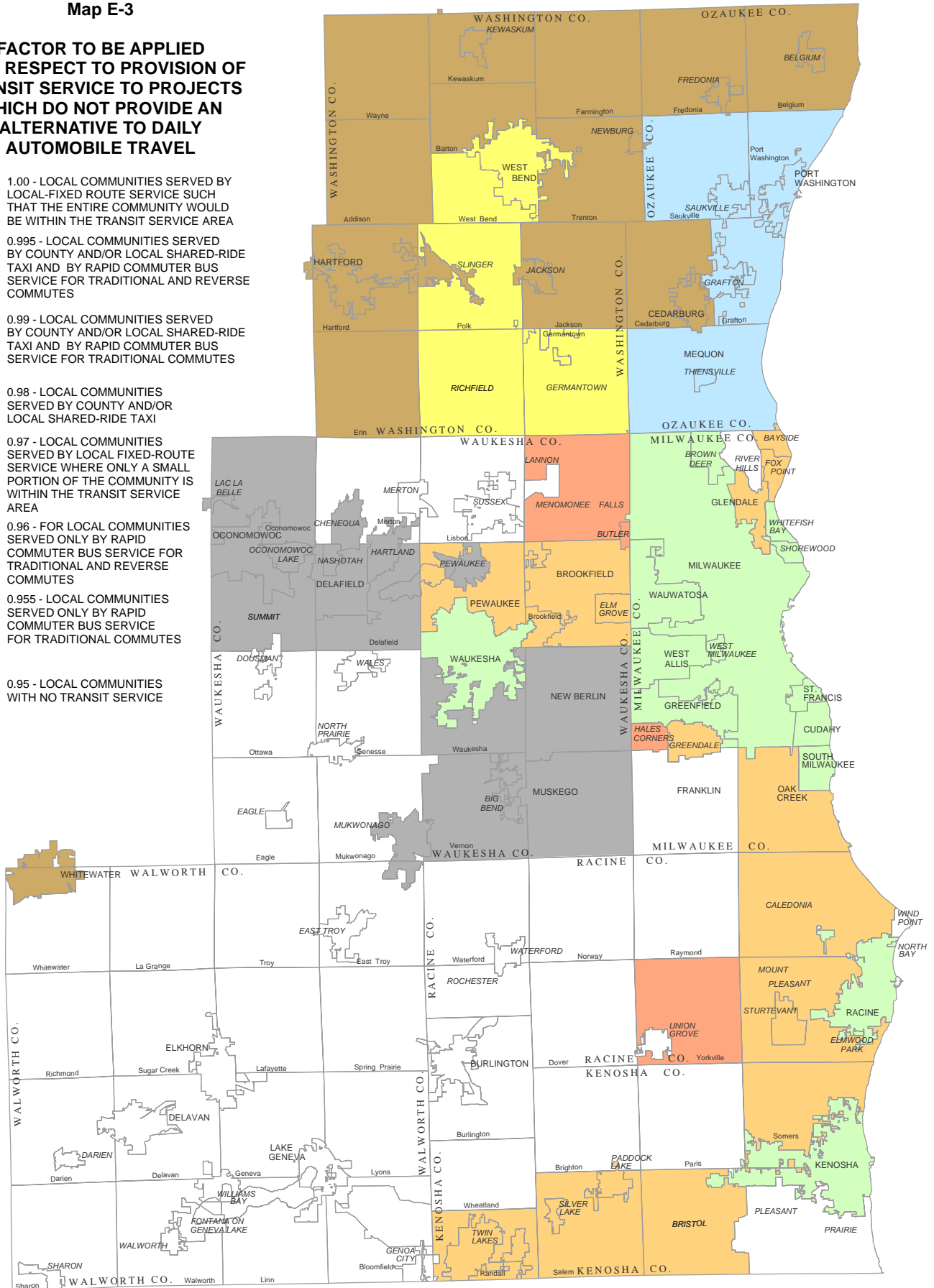
1.00	0.995	0.99	0.98	0.97	0.96	0.955
Local Communities Served by Local Fixed-Route Transit Such That the Entire Community Would be Within the Transit Service Area	Local Communities Served by County and/or Local Shared Ride Taxi and by Rapid Bus Service (Both traditional and Reverse Commute Service)	Local Communities Served by County and/or Local Shared Ride Taxi and by Rapid Bus Service (Traditional Commute Service Only)	3 Bonus Points for Local Communities Served Only by County and/or Local Shared-Ride Taxi	Local Communities Served by Local Fixed-Route Transit Where Only a Small Portion of the Community is Within the Transit Service Area	1 Bonus Point 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>Kenosha County</i> C Kenosha <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>Racine County</i> V Elmwood Park V North Bay C Racine <i>Waukesha County</i> C Waukesha	<i>Ozaukee County</i> V Grafton T Grafton C Mequon C Port Washington T Port Washington V Saukville T Saukville V Thiensville	<i>Washington County</i> V Germantown T Germantown T Polk V Richfield C West Bend T West Bend	<i>Ozaukee County</i> V Belgium T Belgium V Fredonia T Fredonia C Cedarburg T Cedarburg <i>Walworth County</i> C Whitewater <i>Washington County</i> T Addison T Barton T Erin T Farmington T Germantown C Hartford T Hartford V Jackson T Jackson V Kewaskum T Kewaskum V Newburg V Slinger T Trenton T Wayne T West Bend	<i>Kenosha County</i> V Bristol V Paddock Lake T Randall T Salem V Silver Lake T Somers V Twin Lakes <i>Milwaukee County</i> V Bayside V Fox Point C Glendale V Greendale C Oak Creek <i>Racine County</i> V Caledonia V Mount Pleasant V Sturtevant <i>Waukesha County</i> C Brookfield T Brookfield V Elm Grove C Pewaukee	<i>Milwaukee County</i> V Hales Corners <i>Racine County</i> T Yorkville <i>Waukesha County</i> V Butler V Menomonee Falls	<i>Waukesha County</i> V Big Bend V Chenequa C Delafield T Delafield V Hartland V Lac La Belle V Mukwonago V Nashotah C New Berlin C Oconomowoc T Oconomowoc V Oconomowoc Lake V Pewaukee V Summit T Vernon T Waukesha

^a A factor of 0.95 would be applied to projects not providing a daily alternative to the automobile in communities with no transit service.

Map E-3

FACTOR TO BE APPLIED WITH RESPECT TO PROVISION OF TRANSIT SERVICE TO PROJECTS WHICH DO NOT PROVIDE AN ALTERNATIVE TO DAILY AUTOMOBILE TRAVEL

- 1.00 - LOCAL COMMUNITIES SERVED BY LOCAL-FIXED ROUTE SERVICE SUCH THAT THE ENTIRE COMMUNITY WOULD BE WITHIN THE TRANSIT SERVICE AREA
- 0.995 - LOCAL COMMUNITIES SERVED BY COUNTY AND/OR LOCAL SHARED-RIDE TAXI AND BY RAPID COMMUTER BUS SERVICE FOR TRADITIONAL AND REVERSE COMMUTES
- 0.99 - LOCAL COMMUNITIES SERVED BY COUNTY AND/OR LOCAL SHARED-RIDE TAXI AND BY RAPID COMMUTER BUS SERVICE FOR TRADITIONAL COMMUTES
- 0.98 - LOCAL COMMUNITIES SERVED BY COUNTY AND/OR LOCAL SHARED-RIDE TAXI
- 0.97 - LOCAL COMMUNITIES SERVED BY LOCAL FIXED-ROUTE SERVICE WHERE ONLY A SMALL PORTION OF THE COMMUNITY IS WITHIN THE TRANSIT SERVICE AREA
- 0.96 - FOR LOCAL COMMUNITIES SERVED ONLY BY RAPID COMMUTER BUS SERVICE FOR TRADITIONAL AND REVERSE COMMUTES
- 0.955 - LOCAL COMMUNITIES SERVED ONLY BY RAPID COMMUTER BUS SERVICE FOR TRADITIONAL COMMUTES
- 0.95 - LOCAL COMMUNITIES WITH NO TRANSIT SERVICE



Source: SEWRPC.

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