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(*Changes in italics*)

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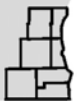

MEMORANDUM

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

FROM: Southeastern Wisconsin Regional Planning Commission Staff

DATE: October 29, 2015

SUBJECT: EVALUATION AND PRIORITIZATION OF CANDIDATE PROJECTS FOR YEARS 2019-2020 FEDERAL SURFACE TRANSPORTATION PROGRAM—MILWAUKEE URBANIZED AREA (STP-M) FUNDING AND RECOMMENDATION OF CANDIDATE PROJECTS

In 2013, the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (Milwaukee TIP Committee) and local governments in the Milwaukee urbanized area revised the long-used procedures to evaluate, prioritize, and recommend projects for Federal Highway Administration (FHWA) Surface Transportation Program – Milwaukee Urbanized Area (STP-M) funds. These procedures were approved by the Milwaukee TIP Committee on May 7, 2013, and were utilized that year to evaluate and recommend candidate projects for years 2015-2018 STP-M funding. Based on comments made by Committee members and the public on the procedures following use in 2013, the Milwaukee TIP Committee at its meeting on June 24, 2015, considered and approved changes to the procedures for the evaluation, prioritization, and recommendation of candidate projects from years 2019-2020 STP-M funding. This memorandum provides a description of the procedures approved by the Committee for the evaluation, prioritization, and recommendation of projects for 2019-2020 STP-M funding, and documents the application of these procedures to the candidate projects for 2019-2020 STP-M funding. The changes to the procedures approved by the Milwaukee TIP Committee at its June 24, 2015, meeting are highlighted in gray.

ELIGIBLE PROJECT TYPES

The Milwaukee TIP Committee has recommended 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 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 are not recommended to be eligible to be funded with STP-M funds. In regards to transit projects, the Milwaukee TIP Committee recommended that STP-M and Federal Transit Administration (FTA) Section 5307 funds allocated to the Milwaukee urbanized area be split between

county and municipal arterial street and highways and public transit based upon the relative proportion of capital needs of each mode as determined in the regional transportation system plan. The regional transportation plan would envision that about 37 percent of the total of these capital needs are public transit capital needs and about 63 percent county and municipal arterial street and highway capital needs. In recent years, there has been a shortfall in STP-M funding compared to FTA Section 5307 funds, which would result in the transfer of transit funding to highway projects. However, the Milwaukee TIP Committee has recommended that 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. As well, such a transfer is no longer allowed following the enactment in 2012 of the latest highway and transit reauthorization bill called the Moving Ahead to Progress in the 21st Century Act (MAP-21). Further, based on the limited Federal funding for transit capital projects under MAP-21, the Committee agreed at its June 24, 2015, meeting that should no STP-M funding be transferred to transit projects under these procedures, 10 percent of the annual available STP-M funding be made available for transit capital projects, specifically bus replacement projects.

The Milwaukee TIP Committee has also recommended 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 Committee has recommended that, as the Wisconsin Department of Transportation (WisDOT) continues to administer the STP and bridge programs separately as specified under State law, these types of bridge projects should continue to not be funded with STP-M funding. However, 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 Committee.

ALLOCATION OF TRANSIT AND HIGHWAY FUNDING

The first step in applying these procedures is the consideration of the allocation of STP-M funds for the years 2019 and 2020 between highway and transit projects. The Milwaukee TIP Committee had recommended during the development of the procedures that Milwaukee area FHWA STP funds and FTA section 5307 funds should be combined and allocated between highway and transit needs based upon their relative capital project needs as set forth in the year 2035 regional transportation plan. In that plan Milwaukee area county and local arterial highway capital project needs represent an estimated 63 percent of total area capital project needs, and Milwaukee area public transit capital project needs represent 37 percent of total area capital project needs. While it is unknown at this time how much Federal funding the U.S. Congress will authorize and appropriate in Federal Fiscal Years (FY) 2019 and 2020 with respect to FTA Section 5307 and FHWA STP funds allocated to the Milwaukee urbanized area, it is necessary to estimate those authorizations and appropriations, recognizing that the actual appropriations may be more or less than the estimate, and that the quantitative analysis set forth herein may need to be revised. Based on historic annual authorized and appropriated funding levels, the Federal funding for the Milwaukee urbanized area for the Fiscal Years 2019 and 2020 is estimated to include $18.82 million annually of FHWA STP funds and $19.90 million annually of FTA Section 5307 funds (based on year 2013 FTA funding), for an annual total of $38.70 million of Federal funds. Applying the foregoing principles which would allocate the available funding between transit and highways based upon the funding needs established in the year 2035 regional transportation plan, the following allocation to the two modes results:

Transit:	$38.70 million x 37 percent = $14.32 million annual funding
Highways:	$38.70 million x 63 percent = $24.38 million annual funding

This potential allocation of Federal funds would entail the transfer of $4.48 million annually of FTA section 5307 transit funds to arterial streets and highways. However, the Milwaukee TIP Committee has recommended that no transfer of FTA Section 5307 funds be made to streets and highways, and Federal law has recently been enacted to prohibit such transfer. Additionally, the Committee has recommended that, should no transfer of STP-M funding to transit capital projects occur, 10 percent of the available highway funding be transferred to transit capital projects. Based on this, $1.88 million annually, or a total of $3.76 million, in STP-M funds would be available for transit projects for the years 2019 and 2020, and an estimated $16.93 million annually, or a total of $33.86 million, in STP-M funds would be available for highway projects over these two years.

EVALUATION OF CANDIDATE PROJECTS

In July 2015, local communities within the Milwaukee urbanized area were requested to submit candidate arterial street and highway projects for consideration for Federal funding. The Wisconsin Department of Transportation Southeast Region staff has reviewed the projects to assure that the schedule and cost estimate for each project is reasonable. A total of 44 candidate projects—including three transit projects—requesting a total of *$185,289,700* in years 2019-2020 STP-M funds were submitted, as listed in Table 1. One of the projects—the Village of Big Bend's proposed reconstruction of Big Bend Drive between CTH ES and Skyline Avenue requesting $269,300—is not located on the regional transportation system plan or the Waukesha County jurisdictional highway system plan's arterial street and highway system. Thus, this project was determined to not be eligible for STP-M funding based on the procedures established by the Milwaukee TIP Committee.[1]

Under the procedures developed by the Milwaukee TIP Committee, candidate resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects (widenings and new facilities) would be evaluated separately. Definitions for each type of project are provided in Exhibit A of this memorandum. Table 2 lists the criteria applied in the evaluation of the candidate resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects. Also shown are the maximum points to be allowed for each criterion. Resurfacing/reconditioning projects and reconstruction to the same capacity projects could receive a maximum of 100 points from the four designated criteria. 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 could receive up to a maximum of 100 points with up to 10 bonus points received by candidate capacity expansion projects located in a community or communities that have a projected balance of jobs and housing and that have the provision of transit. The methodology that would be used for applying the evaluation criteria and scoring candidate projects is provided in Exhibit B of this memorandum.

To assist in determining which projects under the three project types would be recommended for STP-M funding, the Milwaukee TIP Committee recommended that the available STP-M funding for highway projects would be allocated to the three project types based on historical proportions of STP-M funding approved for projects, the proportion of STP-M funding being requested for the three project types, and the proportion of requested funding for projects of each type having areawide significance. With respect to identifying which candidate projects as having areawide significance, candidate resurfacing/reconditioning projects and reconstruction to the same capacity projects that receive a

[1] This project would not have been proposed for funding under application of the scoring criteria based upon traffic volume, functional classification, route connectivity, and pavement condition.

Table 1 (Revised)

CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM (STP) PROJECTS FOR THE MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS 2016, 2017, 2018, 2019, AND 2020

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Federal Funding Requested												Total
				2016		2017		2018		2019		2020				
Village of Big Bend	1	Reconstruction of Big Bend Dr between CTH ES and Skyline Avenue[a]	Reconstruction	--	--	269,300	Const	--	--	--	--	--	--			269,300
City of Brookfield	1	Reconstruction With Additional Traffic Lanes of Calhoun Rd. between CTH M and STH 190	Capacity Expansion	816,000	P.E.	--	--	--	--	--	--	8,160,000	Const			8,976,000
Village of Greendale	1	Reconditioning of West Grange Avenue between South 76th Street and South 84th Street	Resurf/Recond	--	--	117,000	P.E.	--	--	815,000	Const	--	--			932,000
Village of Menomonee Falls	1	Reconstruction of Menomonee Avenue between Arthur Avenue and Town Hall Road	Reconstruction	--	--	317,000	P.E.	--	--	2,681,800	Const	--	--			2,998,800
Milwaukee County	1	Reconstruction of S. 13th St. (CTH V) between W. Puetz Rd. and W. Drexel Ave	Reconstruction	760,000	P.E.	--	--	--	--	240,000 3,640,000	R.O.W. Const	--	--			4,640,000
	2	Reconditioning of S. 92nd St. (CTH N) between W. Forest Home Ave. (STH 24) and W. Howard Ave.	Resurf/Recond	512,000	P.E.	--	--	40,000	R.O.W.	2,520,000	Const	--	--			3,072,000
	3	Reconstruction of W. Rawson Ave (CTH BB) between S. 27th St. and S. 20th St.	Reconstruction	--	--	400,000	P.E.	80,000	R.O.W.	--	--	2,080,000	Const			2,560,000
	4	Resurfacing of W. Layton Ave. (CTH Y) between W. Loomis Rd. and S. 27th St.	Resurf/Recond	--	--	880,000	P.E.	80,000	R.O.W.	4,520,000	Const	--	--			5,480,000
	5	Reconstruction of S. 76th St. (CTH U) between 1500' S of W. Ryan Rd. and 600' N of W. High St.	Reconstruction	--	--	760,000	P.E.	--	--	240,000	R.O.W.	3,640,000	Const			4,640,000
	--	Purchase of Sixty New Buses	Transit	--	--	--	--	--	--	24,000,000	Transit	--	--			24,000,000
City of Milwaukee	--	Reconstruction of North Humboldt Blvd. between East North Avenue and East Keefe Avenue	Reconstruction	--	--	--	--	*823,000*	P.E.	--	--	5,760,000	Const			*6,583,000*
	1	Resurfacing of West Layton Avenue between South 27th St (STH 241) and South Howell Avenue (STH 38)	Resurf/Recond	--	--	663,000	P.E.	--	--	4,654,400	Const	--	--			5,317,400
	2	Resurfacing of West Hampton Avenue between North 60th Street and North 35th Street	Resurf/Recond	--	--	540,000	P.E.	--	--	3,778,400	Const	--	--			4,318,400
	3	Reconstruction of North 60th Street between West Hampton Avenue and West Capitol Drive	Reconstruction	--	--	830,000	P.E.	--	--	5,882,400	Const	--	--			6,712,400
	4	Reconstruction of West Vliet Street between North 46th Street and North 27th Street	Reconstruction	--	--	572,000	P.E.	--	--	4,008,000	Const	--	--			4,580,000
	5	Reconstruction of East/West Howard Avenue between South 6th Street and South Clement Avenue	Reconstruction	--	--	829,000	P.E.	--	--	5,799,000	Const	--	--			6,628,000
	6	Reconstruction of West Walnut Street between North 20th Street and North 12th Street	Reconstruction	--	--	414,000	P.E.	--	--	2,901,000	Const	--	--			3,315,000
	7	Reconstruction of West Walnut Street and West Lisbon Avenue between North 30th Street and North 20th Street	Reconstruction	--	--	475,000	P.E.	--	--	3,325,500	Const	--	--			3,800,500
	8	Reconstruction of West Lisbon Avenue between North 100th Street and North 84th Street	Reconstruction	--	--	603,000	P.E.	--	--	4,222,000	Const	--	--			4,825,000
	9	Resurfacing of South 6th Street between West Layton Avenue and West Howard Avenue	Resurf/Recond	--	--	--	--	300,000	P.E.	--	--	2,106,500	Const			2,406,500
	10	Reconstruction of West Howard Avenue between South 60th Street and South 43rd Street	Reconstruction	--	--	--	--	57,400	P.E.	--	--	4,016,000	Const			4,073,400
	11	Resurfacing of North 107th Street between West Good Hope Road and West Brown Deer Road	Resurf/Recond	--	--	--	--	566,300	P.E.	--	--	3,964,200	Const			4,530,500
	12	Resurfacing of West Bradley Road between North 76th Street and North 66th Street	Resurf/Recond	--	--	--	--	117,600	P.E.	--	--	824,000	Const			941,600
	13	Resurfacing of West Wells Street between North 35th Street and North 6th Street	Resurf/Recond	--	--	--	--	615,000	P.E.	--	--	4,304,000	Const			4,919,000
	14	Reconstruction of South 20th Street between West College Avenue and West Grange Avenue	Reconstruction	--	--	--	--	463,200	P.E.	--	--	3,251,400	Const			3,714,600
	15	Reconstruction of South 16th Street between West Oklahoma Avenue and West Windlake Avenue	Reconstruction	--	--	--	--	495,700	P.E.	--	--	3,486,300	Const			3,982,000
	16	Resurfacing of South Superior Street between South City Limits and East Russell Avenue	Resurf/Recond	--	--	--	--	253,000	P.E.	--	--	1,771,000	Const			2,024,000
City of Oak Creek	1	Reconstruction With Additional Traffic Lanes of S. Pennsylvania Avenue between E. Drexel Avenue and E. Rawson Avenue	Capacity Expansion	--	--	491,500	P.E.	1,040,000	R.O.W.	4,448,700	Const	--	--			5,980,200
Village of Sussex	1	Reconstruction of Good Hope Road between Ridgewood Road and Termini	Reconstruction	--	--	--	--	--	--	480,000	Utilities	5,232,000	Const			5,712,000

Table 1 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Federal Funding Requested										
				2016		2017		2018		2019		2020		Total
Waukesha County	1	Reconstruction With Additional Traffic Lanes of CTH M between Calhoun Rd and Pilgrim Road	Capacity Expansion	545,000	P.E.	--	--	--	--	4,858,000	Const	--	--	5,403,000
	2	Reconstruction of CTH O between I-43 WB Ramp and Beloit Rd	Reconstruction	--	--	234,000	P.E.	--	--	1,735,000	Const	--	--	1,969,000
	3	Resurfacing of CTH D between Calhoun Rd and East County Line	Resurf/Recond	--	--	261,000	P.E.	--	--	2,026,000	Const	--	--	2,287,000
	4	Reconditioning of CTH VV between Main Street and STH 74	Resurf/Recond	--	--	83,000	P.E.	--	--	582,000	Const	--	--	665,000
	5	Resurfacing of CTH VV between CTH V and CTH Y	Resurf/Recond	--	--	74,000	P.E.	--	--	--	--	546,000	Const	620,000
City of Waukesha	1	Reconstruction of W. St. Paul Avenue between Mountain Avenue and Madison Street	Reconstruction	418,600	P.E.	185,000	R.O.W.	--	--	3,770,400	Const	--	--	4,374,000
	2	Resurfacing of Summit Avenue from Maple Way South to 450' E of Western Ave	Resurf/Recond	--	--	294,500 160,500	P.E. R.O.W.	--	--	--	--	2,875,000	Const	3,330,000
	1	Purchase of Five New Paratransit Buses	Transit	--	--	--	--	--	--	800,000	Transit	--	--	800,000
	2	Purchase of Three New 35 Foot Fixed Route Buses	Transit									1,176,000	Transit	1,176,000
City of West Allis	1	Reconstruction of W. National Avenue between S. 82nd Street and S 76th Street	Reconstruction	458,000	P.E.	--	--	--	--	2,258,000	--	--	--	2,716,000
	2	Reconditioning of W. Greenfield Avenue between S. 60th Street and 56th Street	Resurf/Recond	90,000	P.E.	--	--	--	--	624,500	Const	--	--	714,500
	3	Reconditioning of W. Lincoln Avenue between S. 51st Street and S. 61st Street	Resurf/Recond	292,700	P.E.	--	--	--	--	2,149,000	Const	--	--	2,441,700
	4	Reconstruction of W. Beloit Road between S. 60th St and W. Lincoln Avenue	Reconstruction	372,800	P.E.	--	--	--	--	--	--	2,369,500	Const	2,742,300
	5	Construction of S 124th Street between W. Bluemound Road and W. Robinwood Street	Capacity Expansion	--	--	928,000	P.E.	--	--	440,000	R.O.W.	9,929,600	Const	11,297,600
Village of West Milwaukee	1	Reconstruction of West Greenfield Avenue between South 56th Street and Miller Park Way	Reconstruction	--	--	336,000	P.E.	--	--	2,486,000	Const	--	--	2,822,000
Total				4,265,100	--	10,716,800	--	*4,931,200*	--	99,885,100	--	65,491,500	--	*185,289,700*

Source: Wisconsin Department of Transportation and SEWRPC

[a] Not a planned arterial street and highway system contained in the regional transportation plan.

[b] Regional transportation plan recommends the widening from two to four traffic lanes of Pennsylvania Avenue between Rawson Avenue (CTH BB) and Milwaukee Avenue and the reservation of right-of-way along Pennsylvania Avenue to accomodate the potential future widening from two to four traffic lanes between Milwauke Avenue and Drexel Avenue. The project sponsor indicated on the applciation that the reconstuction of Pennsylvania Avenue with additional traffic lanese is proposed between Rawson Avenue and Drexel Avenue.

minimum of 73 points would be identified as having areawide significance[2], and capacity expansion projects that receive a minimum of 64.5 points would be identified as having areawide significance[3,4].

Table 2

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

[2] 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 functional classification as a principal arterial (15 points).

[3] The minimum of 64.5 points is based on a candidate capacity expansion project having a pavement condition of 4 or less (15 points), an average weekday traffic volume per lane of at least 5,000 vehicles per lane (3.5 points), a length of route of at least 6 miles (6 points), functional classification as a principal arterial (10 points), receiving at least two-thirds of the maximum points for the measure of safety criterion (10 points), and a volume-to-capacity ratio of at least 1.00 (20 points). In addition, it is suggested that any bonus points that a capacity expansion project receives for being located in a community having a job/housing balance and transit accommodations would be included in the score to determine whether it is of areawide significance.

[4] As part of the evaluation of candidate projects for years 2015-2018 STP-M funding in 2013, certain candidate resurfacing/reconditioning/reconstruction to same capacity projects following application of criteria of areawide significance were also evaluated utilizing a county/community equity criterion, based on the previous long-used procedure to evaluate and recommend projects for STP-M funding. However, at the June 24th meeting, the Milwaukee TIP Committee agreed to evaluate the candidate projects for years 2019-2020 STP-M funding with only the criteria of areawide significance, and not with the county/community equity criterion.

Summary of Evaluation of Highway Projects

Table 3 provides a summary of the application of the project evaluation criteria for each candidate project based on the methodology established for the three project categories—resurfacing/reconditioning, reconstruction to same capacity, and capacity expansion. The City of Milwaukee's proposed project to reconstruct Humboldt Boulevard between North Avenue and Keefe Avenue was not evaluated with the criteria of areawide significance as it was previously prioritized by the Milwaukee TIP Committee at its August 20, 2014, meeting for STP-M funding available in 2019 and 2020. This was a result of the City of Milwaukee, following the approval of $82.2 million in years 2015-2018 STP-M funding for 23 projects in 2013, voluntarily dropping the project—deferring the $2.5 million allocated as partial funding for the project and the receiving of additional funds to fully fund the project—in order for a City of Greenfield project and a City of Oak Creek project to be funded with STP-M funding. These projects were not initially recommended for year 2015-2018 STP-M funding, but were either previously approved for STP-M funding for preliminary engineering or had completed preliminary engineering for the project to State and Federal standards. When the Milwaukee TIP Committee had approved the reallocation of STP-M funding to these two projects at their August 20th meeting, they as well approved the City of Milwaukee's Humboldt Boulevard project as a priority project for years 2019-2020 STP-M funding when they become available.

The Milwaukee TIP Committee recommended that the funding available to candidate highway projects would be allocated to the three types of projects—resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects (widenings and new facilities). In establishing the level of funding to be allocated to each type of project for the particular STP-M funding cycle, the Committee determined to consider historical proportions of STP-M funding approved for projects (see Table 4), the proportions of STP-M funding being requested for each type of project (see Table 5), and the proportions of STP-M funding being requested for the projects identified as having areawide significance under each project category (see Table 6). Based on these proportions, the proposed allocation of the available $33,882,122 in years 2019-2020 STP-M funding to the three project types is as follows:

- 23 percent, or $7,792,888, will be allocated to resurfacing/reconditioning projects;
- 54 percent, or $18,635,167, will be allocated to reconstruction to same capacity projects; and
- 22 percent, or $7,454,067, will be allocated to capacity expansion projects.

These allocations were used to identify candidate projects under each project category that would be recommended for years 2019-2020 STP-M funding. The following tables provides a ranking of the candidate projects under each project type based on the results of the evaluation of the candidate projects with the criteria of areawide significance:

- Table 7 provides the ranking of the 20 candidate reconstruction to same capacity projects, including the City of Milwaukee's Humboldt Boulevard project that was previously prioritized for funding by the Milwaukee TIP Committee. Of the 20 candidate reconstruction to same capacity projects, 4 projects requesting *$17,980,400* in years 2019-2020 STP-M funds would fall below the $18,635,167 in STP-M funds suggested to be allocated to this project category, which would result in a remainder of *$654,767* in years 2019-2020 STP-M funding under the reconstruction to same capacity project category. The following 4 projects are recommended to receive years 2019-2020 STP-M funding based on application of the evaluation criteria:
    - City of Milwaukee's proposed reconstruction of North Humboldt Boulevard between S. North Avenue and E. Keefe Avenue (*$6,583,000*);

- City of West Allis's proposed reconstruction of W. National Avenue Between S. 82nd Street and S 76th Street ($2,716,000);
- Waukesha County's proposed reconstruction of CTH O Between the IH 43 westbound on and off ramps and Beloit Road ($1,969,000); and
- City of Milwaukee's proposed reconstruction of North 60th Street between West Hampton Avenue and West Capitol Drive ($6,712,400).

- Table 8 provides a ranking of the 16 candidate resurfacing/reconditioning projects. Of the 16 candidate resurfacing/reconditioning projects, 2 projects requesting $7,604,400 in years 2019-2020 STP-M funds would fall below the $7,792,888 in STP-M funds suggested to be allocated to this project category, which would result in a remainder of $188,488 in years 2019-2020 STP-M funding under the resurfacing/reconditioning project category. The following 2 projects are recommended to receive years 2019-2020 STP-M funding based on application of the evaluation criteria:

  - City of Milwaukee's proposed resurfacing of West Layton Avenue between South 27th St (STH 241) and South Howell Avenue (STH 38) ($5,317,400); and
  - Waukesha County's proposed resurfacing of CTH D between Calhoun Rd and East County Line ($2,287,000).

- Table 9 provides a ranking of the 4 candidate capacity expansion projects. Of the 4 candidate capacity expansion projects, 1 project requesting $5,403,000 in years 2019-2020 STP-M funds would fall below the $7,454,067 in STP-M funds suggested to be allocated to this project category, which would result in a remainder of $2,051,067 in years 2019-2020 STP-M funding under the capacity expansion category. The following project is recommended to receive years 2019-2020 STP-M funding based on application of the evaluation criteria:

  - Waukesha County's proposed reconstruction with additional traffic lanes of CTH M between Calhoun Rd and Pilgrim Road ($5,403,000).

Summary of the Evaluation of Transit Projects

Table 10 provides a summary of the three candidate transit projects requesting $25,976,000 in years 2019-2020 STP-M funding, which exceeds the $3,764,680 in STP-M funding allocated to transit projects. The Milwaukee TIP Committee did not recommend a process to score candidate transit projects, like candidate highway projects. However, in determining which candidate transit projects would receive funding, consideration was given to the service life of the existing buses of the transit operators applying for STP-M funding, including their age and mileage, and the characteristics of the existing transit system fleet, including the number, age, the proportion of buses with a service life beyond their useful age, and the proportion of buses beyond their useful mileage. Information on the service life of the buses identified for years 2019-2020 STP-M funding and characteristics of the respective existing transit fleets are provided on Table 10. Based on the characteristics of the vehicles proposed to be replaced and the characteristics of the fleet, it is recommended that available funding by prioritized to two of the candidate transit projects as follows:

- The purchase of 8 of the 40-foot buses proposed by Milwaukee County ($3,200,000), based on the vehicles proposed to be replaced having the oldest age and highest mileage of the candidate transit projects, and a high proportion of fleet vehicles beyond their useful age and mileage; and

- The purchase of 1 of the 35-foot buses proposed by the City of Waukesha ($392,000), based on vehicles proposed to be replaced having the next highest mileage of the candidate projects, the highest average fleet age, and the highest proportion of the fleet vehicles beyond their useful age and mileage.

Table 3 (revised)

RESULTS OF APPLICATION OF EVALUATION CRITERIA ON CANDIDATE PROJECTS FOR FEDERAL SURFACE TRANSPORTATION PROGRAM MILWAUKEE URBANIZED AREA (STP-M) FUNDING: FEDERAL FISCAL YEARS 2019-2021

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Pavement Ratings (PASER Ratings)	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Per Lane	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Connectivity Length of Route (Miles)	Connectivity Points	Functional Classification	Weighted Average Functional Classification Points	Weighted Average Crash Rate	Safety Points	Current Volume-to-Capacity Ratio	Current Congestion Points	Forecast Volume-to-Capacity Ratio	Forecast Congestion Points	Job/Housing Balance Points	Transit Accessibility Points	Total Points
Village of Big Bend	1	Reconstruction of Big Bend Dr between CTH ES and Skyline Avenue	Reconstruction	4/5	35.00	350	0	4.7	6.0	C	5.00	- -	- -	- -	- -	- -	- -	- -	- -	46.00
City of Brookfield	1	Reconstruction With Additional Traffic Lanes of Calhoun Rd. between CTH M and STH 190	Capacity Expansion	3/4/6	13.65	8,856	5.0	11.8	10.0	MA	7.00	160.70	10.00	1.27	15.00	1.18	10.00	0.0	2.0	72.65
Village of Greendale	1	Reconditioning of West Grange Avenue between South 76th Street and South 84th Street	Resurf/Recond	4	50.00	3,400	6	10.1	15.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	81.00
Village of Menomonee Falls	1	Reconstruction of Menomonee Avenue between Arthur Avenue and Town Hall Road	Reconstruction	3	50.00	3,923	8	5.1	6.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	74.00
Milwaukee County	1	Reconstruction of S. 13th St. (CTH V) between W. Puetz Rd. and W. Drexel Ave	Reconstruction	2	50.00	3,300	6	19.6	15.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	81.00
	2	Reconditioning of S. 92nd St. (CTH N) between W. Forest Home Ave. (STH 24) and W. Howard Ave.	Resurf/Recond	4	50.00	2,778	4	5.9	6.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	70.00
	3	Reconstruction of W. Rawson Ave (CTH BB) between S. 27th St. and S. 20th St.	Reconstruction	*3/4*	*43.10*	5,950	16	10.1	15.0	PA	15.00	- -	- -	- -	- -	- -	- -	- -	- -	*89.10*
	4	Resurfacing of W. Layton Ave. (CTH Y) between W. Loomis Rd. and S. 27th St.	Resurf/Recond	5	35.00	4,741	12	11.1	15.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	72.00
	5	Reconstruction of S. 76th St. (CTH U) between 1500' S of W. Ryan Rd. and 600' N of W. High St.	Reconstruction	3/4	45.80	3,000	6	17.3	15.0	PA	15.00	- -	- -	- -	- -	- -	- -	- -	- -	81.80
City of Milwaukee	1	Resurfacing of West Layton Avenue between South 27th St (STH 241) and South Howell Avenue (STH 38)	Resurf/Recond	4	50.00	8,463	20	11.1	15.0	PA	15.00	- -	- -	- -	- -	- -	- -	- -	- -	100.00
	2	Resurfacing of West Hampton Avenue between North 60th Street and North 35th Street	Resurf/Recond	3	50.00	6,973	20	22.0	15.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	95.00
	3	Reconstruction of North 60th Street between West Hampton Avenue and West Capitol Drive	Reconstruction	3	50.00	6,025	18	11.0	15.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	93.00
	4	Reconstruction of West Vliet Street between North 46th Street and North 27th Street	Reconstruction	2/3	50.00	5,175	14	5.7	6.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	80.00
	5	Reconstruction of East/West Howard Avenue between South 6th Street and South Clement Avenue	Reconstruction	3	50.00	4,813	12	9.7	12.0	MA/PA	11.50	- -	- -	- -	- -	- -	- -	- -	- -	85.50
	6	Reconstruction of West Walnut Street between North 20th Street and North 12th Street	Reconstruction	4	35.00	4,359	10	7.5	9.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	64.00
	7	Reconstruction of West Walnut Street and West Lisbon Avenue between North 30th Street and North 20th Street	Reconstruction	4	35.00	3,453	6	7.5	9.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	60.00
	8	Reconstruction of West Lisbon Avenue between North 100th Street and North 84th Street	Reconstruction	3	50.00	5,550	16	7.5	9.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	85.00
	9	Resurfacing of South 6th Street between West Layton Avenue and West Howard Avenue	Resurf/Recond	3	50.00	6,350	18	9.7	12.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	90.00
	10	Reconstruction of West Howard Avenue between South 60th Street and South 43rd Street	Reconstruction	3	50.00	3,875	8	9.7	12.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	80.00
	11	Resurfacing of North 107th Street between West Good Hope Road and West Brown Deer Road	Resurf/Recond	4	50.00	4,102	10	7.5	9.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	79.00
	12	Resurfacing of West Bradley Road between North 76th Street and North 66th Street	Resurf/Recond	3	50.00	5,487	14	7.0	9.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	83.00
	13	Resurfacing of West Wells Street between North 35th Street and North 6th Street	Resurf/Recond	3	50.00	2,927	4	2.9	3.0	PA	15.00	- -	- -	- -	- -	- -	- -	- -	- -	72.00
	14	Reconstruction of South 20th Street between West College Avenue and West Grange Avenue	Reconstruction	3	50.00	2,375	2	6.0	9.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	71.00
	15	Reconstruction of South 16th Street between West Oklahoma Avenue and West Windlake Avenue	Reconstruction	3	50.00	4,538	12	4.7	6.0	C	5.00	- -	- -	- -	- -	- -	- -	- -	- -	73.00
	16	Resurfacing of South Superior Street between South City Limits and East Russell Avenue	Resurf/Recond	3	50.00	1,904	0	6.7	9.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	69.00
City of Oak Creek	1	Reconstruction With Additional Traffic Lanes of S. Pennsylvania Avenue between E. Drexel Avenue and E. Rawson Avenue	Capacity Expansion	3/4	15.00	6,175	4.5	8.0	8.0	MA	7.00	298.88	15.00	0.85	5.00	1.04	10.00	2.5	3.5	70.50

Table 3 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Pavement Ratings (PASER Ratings)	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Per Lane	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Connectivity Length of Route (Miles)	Connectivity Points	Functional Classification	Weighted Average Functional Classification Points	Weighted Average Crash Rate	Safety Points	Current Volume-to-Capacity Ratio	Current Congestion Points	Forecast Volume-to-Capacity Ratio	Forecast Congestion Points	Job/Housing Balance Points	Transit Accessibility Points	Total Points
Village of Sussex	1	Reconstruction of Good Hope Road between Ridgewood Road and Termini	Reconstruction	4	35.00	1,400	0	16.8	15.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	60.00
Waukesha County	1	Reconstruction With Additional Traffic Lanes of CTH M between Calhoun Rd and Pilgrim Road	Capacity Expansion	4	15.00	7,750	5.0	16.6	10.0	PA	10.00	235.63	15.00	1.11	10.00	1.14	10.00	0.0	2.0	77.00
	2	Reconstruction of CTH O between I-43 WB Ramp and Beloit Rd	Reconstruction	2	50.00	5,233	14	25.2	15.0	PA	15.00	- -	- -	- -	- -	- -	- -	- -	- -	94.00
	3	Resurfacing of CTH D between Calhoun Rd and East County Line	Resurf/Recond	4	50.00	6,200	18	11.6	15.0	PA	15.00	- -	- -	- -	- -	- -	- -	- -	- -	98.00
	4	Reconditioning of CTH VV between Main Street and STH 74	Resurf/Recond	4	50.00	3,400	6	16.5	15.0	PA	15.00	- -	- -	- -	- -	- -	- -	- -	- -	86.00
	5	Resurfacing of CTH VV between CTH V and CTH Y	Resurf/Recond	4/5	38.75	4,650	12	16.5	15.0	PA	15.00	- -	- -	- -	- -	- -	- -	- -	- -	80.75
City of Waukesha	1	Reconstruction of W. St. Paul Avenue between Mountain Avenue and Madison Street	Reconstruction	3/5	42.50	4,950	12	17.9	15.0	PA	15.00	- -	- -	- -	- -	- -	- -	- -	- -	84.50
City of Waukesha	2	Resurfacing of Summit Avenue from Maple Way South to 450' E of Western Ave	Resurf/Recond	4/5	45.71	4,364	10	16.4	15.0	PA	15.00	- -	- -	- -	- -	- -	- -	- -	- -	85.71
City of West Allis	1	Reconstruction of W. National Avenue between S. 82nd Street and S 76th Street	Reconstruction	3	50.00	7,750	20	24.5	15.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	95.00
	2	Reconditioning of W. Greenfield Avenue between S. 60th Street and 56th Street	Resurf/Recond	3	50.00	4,700	12	16.0	15.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	87.00
	3	Reconditioning of W. Lincoln Avenue between S. 51st Street and S. 61st Street	Resurf/Recond	3/4	50.00	3,628	8	8.7	12.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	80.00
	4	Reconstruction of W. Beloit Road between S. 60th St and W. Lincoln Avenue	Reconstruction	3	50.00	5,150	14	10.4	15.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	89.00
	5	Construction of S 124th Street between W. Bluemound Road and W. Robinwood Street	Capacity Expansion	- -	14.55	2,150	0.5	6.7	6.0	MA	7.00	374.47	12.50	0.74	0.00	0.91	0.00	2.5	3.5	46.55
Village of West Milwaukee	1	Reconstruction of West Greenfield Avenue between South 56th Street and Miller Park Way	Reconstruction	3	50.00	4,386	10	16.0	15.0	MA	10.00	- -	- -	- -	- -	- -	- -	- -	- -	85.00

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Table 4

FEDERAL SURFACE TRANSPORTATION PROGRAM FUNDING REQUESTED FOR CANDIDATE PROJECTS BY PROJECT TYPE FOR THE MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS 2019 THROUGH 2020

Project Type	Amount of STP-M Funding Requested	Percent of Total
Resurfacing/Reconditioning	$ 43,999,600	27.7
Reconstruction to Same Capacity	82,916,600	52.3
Capacity Expansion	31,656,800	20.0
Total	$ 158,573,000	100.0

Table 5

AMOUNT OF FUNDING APPROVED FOR FEDERAL FISCAL YEARS 2008 THROUGH 2018 FEDERAL SURFACE TRANSPORTATION PROGRAM – MILWAUKEE URBANIZED AREA (STP-M) FUNDS BY PROJECT TYPE

Project Type	Amount of STP-M Funding Approved	Percent of Total
Resurfacing/Reconditioning	$ 32,021,311	16.1
Reconstruction to Same Capacity	109,015,632	54.9
Capacity Expansion	57,615,303	29.0
Total	$ 198,652,246	100.0

Table 6

AMOUNT OF FUNDING REQUESTED FOR CANDIDATE PROJECTS IDENTIFIED AS PROJECTS OF AREAWIDE SIGNIFICANCE BASED ON APPLICATION OF THE EVALUATION CRITERIA BY PROJECT TYPE

Project Type	Amount of STP-M Funding Requested	Percent of Total
Resurfacing/Reconditioning	$ 28,504,600	24.8
Reconstruction to Same Capacity	66,105,200[a]	57.5
Capacity Expansion	20,359,200	17.7
Total	$ 114,969,000	100.0

[a] Even though the City of Milwaukee's proposed project to reconstruct Humboldt Boulevard between North Avenue and Keefe Avenue was previously prioritized by the Milwaukee TIP Committee and not evaluated with the evaluation criteria of areawide significance, this project was included in the amount of funding for reconstruction to same capacity projects identified as a project of areawide significance as it would have been identified as such had it been evaluated with the criteria.

Table 7 (revised)

RANKING OF CANDIDATE RECONSTRUCTION TO SAME CAPACITY PROJECTS FOR YEARS 2019-2020 FEDERAL SURFACE TRANSPORTATION PROGRAM MILWAUKEE URBANIZED AREA (STP-M) FUNDING BASED ON APPLICATION OF THE EVALUATION CRITERIA[a]

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Connectivity Points	Weighted Average Functional Classification Points	Total Points	Requested Federal Amount	Cumulative Federal Amount
City of Milwaukee	--	Reconstruction of North Humboldt Blvd. between East North Avenue and East Keefe Avenue	- -	- -	- -	- -	- -[b]	*6,583,000*	*6,583,000*
City of West Allis	1	Reconstruction of W. National Avenue between S. 82nd Street and S 76th Street	50.00	20	15.0	10.00	95.00	2,716,000	*9,299,000*
Waukesha County	2	Reconstruction of CTH O between I-43 WB Ramp and Beloit Rd	50.00	14	15.0	15.00	94.00	1,969,000	*11,268,000*
City of Milwaukee	3	Reconstruction of North 60th Street between West Hampton Avenue and West Capitol Drive	50.00	18	15.0	10.00	93.00	6,712,400	*17,980,400*
Milwaukee County	3	Reconstruction of W. Rawson Ave (CTH BB) between S. 27th St. and S. 20th St.	*43.10*	16	15.0	15.00	*89.10*	2,560,000	*20,540,400*
City of West Allis	4	Reconstruction of W. Beloit Road between S. 60th St and W. Lincoln Avenue	50.00	14	15.0	10.00	89.00	2,742,300	*23,282,700*
City of Milwaukee	5	Reconstruction of East/West Howard Avenue between South 6th Street and South Clement Avenue	50.00	12	12.0	11.50	85.50	6,628,000	*29,910,700*
City of Milwaukee	8	Reconstruction of West Lisbon Avenue between North 100th Street and North 84th Street	50.00	16	9.0	10.00	85.00	4,825,000	*34,735,700*
Village of West Milwaukee	1	Reconstruction of West Greenfield Avenue between South 56th Street and Miller Park Way	50.00	10	15.0	10.00	85.00	2,822,000	*37,557,700*
City of Waukesha	1	Reconstruction of W. St. Paul Avenue between Mountain Avenue and Madison Street	42.50	12	15.0	15.00	84.50	4,374,000	*41,931,700*
Milwaukee County	5	Reconstruction of S. 76th St. (CTH U) between 1500' S of W. Ryan Rd. and 600' N of W. High St.	45.80	6	15.0	15.00	81.80	4,640,000	*46,571,700*
Milwaukee County	1	Reconstruction of S. 13th St. (CTH V) between W. Puetz Rd. and W. Drexel Ave	50.00	6	15.0	10.00	81.00	4,640,000	*51,211,700*

Table 7 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Connectivity Points	Weighted Average Functional Classification Points	Total Points	Requested Federal Amount	Cumulative Federal Amount
City of Milwaukee	4	Reconstruction of West Vliet Street between North 46th Street and North 27th Street	50.00	14	6.0	10.00	80.00	4,580,000	*55,791,700*
City of Milwaukee	10	Reconstruction of West Howard Avenue between South 60th Street and South 43rd Street	50.00	8	12.0	10.00	80.00	4,073,400	*59,865,100*
Village of Menomonee Falls	1	Reconstruction of Menomonee Avenue between Arthur Avenue and Town Hall Road	50.00	8	6.0	10.00	74.00	2,998,800	*62,863,900*
City of Milwaukee	15	Reconstruction of South 16th Street between West Oklahoma Avenue and West Windlake Avenue	50.00	12	6.0	5.00	73.00	3,982,000	*66,845,900*
City of Milwaukee	14	Reconstruction of South 20th Street between West College Avenue and West Grange Avenue	50.00	2	9.0	10.00	71.00	3,714,600	*70,560,500*
City of Milwaukee	6	Reconstruction of West Walnut Street between North 20th Street and North 12th Street	35.00	10	9.0	10.00	64.00	3,315,000	*73,875,500*
City of Milwaukee	7	Reconstruction of West Walnut Street and West Lisbon Avenue between North 30th Street and North 20th Street	35.00	6	9.0	10.00	60.00	3,800,500	*77,676,000*
Village of Sussex	1	Reconstruction of Good Hope Road between Ridgewood Road and Termini	35.00	0	15.0	10.00	60.00	5,712,000	*83,388,000*

Note: Projects above the green line on this table are candidate reconstruction to same capacity projects identified as being of areawide significance based on recieving a score of 73 points or more with application of the evaluation ciriteria.

The red line represents the cut-off line for funding based on the reconstruction to same capacity project category being allocated 55 percent, or $18,635,167, of the $33,882,122 in years 2019-2020 STP-M funding available to candidate highway projects.

[a] This table does not include the Village of Big Bend's proposed project to reconstruct to the same capacity of Big Bend Drive between CTH ES and Skyline Avenue as it is not on the planned arterial street and highway system. The evaluation criteria score for this project is 46 points. Thus, had this project been located on a planned arterial street and highway, it would not have been recommended for year 2019-2020 STP-M funding, as the funding allocated to this project category would not be sufficient to fully fund this project and all of the other projects having a score higher than 46 points.

[b] The City of Milwaukee's proposed project to reconstruct Humboldt Boulevard between North Avenue and Keefe Avenue was not evaluated with the criteria of areawide significance as it was previously prioritized by the Milwaukee TIP Committee at its August 20, 2014, meeting for STP-M funding available in 2019 and 2020. This was a result of the City of Milwaukee, following the approval of $82.2 million in years 2015-2018 STP-M funding for 23 projects in 2013, voluntarily dropping this project—deferring the $2.5 million allocated as partial funding for the project and the receiving of additional funds to fully fund the project—in order for a City of Greenfield project and a City of Oak Creek project to be funded with STP-M funding.

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Table 8

RANKING OF CANDIDATE RESURFACING/RECONDITIONING PROJECTS FOR YEARS 2019-2020 FEDERAL SURFACE TRANSPORTATION PROGRAM MILWAUKEE URBANIZED AREA (STP-M) FUNDING BASED ON APPLICATION OF THE EVALUATION CRITERIA

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Connectivity Points	Weighted Average Functional Classification Points	Total Points	Requested Federal Amount	Cumulative Federal Amount
City of Milwaukee	1	Resurfacing of West Layton Avenue between South 27th St (STH 241) and South Howell Avenue (STH 38)	50.00	20	15.0	15.00	100.00	5,317,400	5,317,400
Waukesha County	3	Resurfacing of CTH D between Calhoun Rd and East County Line	50.00	18	15.0	15.00	98.00	2,287,000	7,604,400
City of Milwaukee	2	Resurfacing of West Hampton Avenue between North 60th Street and North 35th Street	50.00	20	15.0	10.00	95.00	4,318,400	11,922,800
City of Milwaukee	9	Resurfacing of South 6th Street between West Layton Avenue and West Howard Avenue	50.00	18	12.0	10.00	90.00	2,406,500	14,329,300
City of West Allis	2	Reconditioning of W. Greenfield Avenue between S. 60th Street and 56th Street	50.00	12	15.0	10.00	87.00	714,500	15,043,800
Waukesha County	4	Reconditioning of CTH VV between Main Street and STH 74	50.00	6	15.0	15.00	86.00	665,000	15,708,800
City of Waukesha	2	Resurfacing of Summit Avenue from Maple Way South to 450' E of Western Ave	45.71	10	15.0	15.00	85.71	3,330,000	19,038,800
City of Milwaukee	12	Resurfacing of West Bradley Road between North 76th Street and North 66th Street	50.00	14	9.0	10.00	83.00	941,600	19,980,400
Village of Greendale	1	Reconditioning of West Grange Avenue between South 76th Street and South 84th Street	50.00	6	15.0	10.00	81.00	932,000	20,912,400
Waukesha County	5	Resurfacing of CTH VV between CTH V and CTH Y	38.75	12	15.0	15.00	80.75	620,000	21,532,400
City of West Allis	3	Reconditioning of W. Lincoln Avenue between S. 51st Street and S. 61st Street	50.00	8	12.0	10.00	80.00	2,441,700	23,974,100
City of Milwaukee	11	Resurfacing of North 107th Street between West Good Hope Road and West Brown Deer Road	50.00	10	9.0	10.00	79.00	4,530,500	28,504,600
Milwaukee County	4	Resurfacing of W. Layton Ave. (CTH Y) between W. Loomis Rd. and S. 27th St.	35.00	12	15.0	10.00	72.00	5,480,000	33,984,600
City of Milwaukee	13	Resurfacing of West Wells Street between North 35th Street and North 6th Street	50.00	4	3.0	15.00	72.00	4,919,000	38,903,600
Milwaukee County	2	Reconditioning of S. 92nd St. (CTH N) between W. Forest Home Ave. (STH 24) and W. Howard Ave.	50.00	4	6.0	10.00	70.00	3,072,000	41,975,600
City of Milwaukee	16	Resurfacing of South Superior Street between South City Limits and East Russell Avenue	50.00	0	9.0	10.00	69.00	2,024,000	43,999,600

Note: Projects above the green line on this table are candidate resurfacing/reconditioning projects identified as being of areawide significance based on recieving a score of 73 points or more with application of the evaluation ciriteria.

The red line represents the cut-off line for funding based on the resurfacing/reconditioning project category being allocated 23 percent, or $7,792,888, of the $33,882,122 in years 2019-2020 STP-M funding available to candidate highway projects.

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Table 9

RANKING OF CANDIDATE CAPACITY EXPANSION PROJECTS FOR YEARS 2019-2020 FEDERAL SURFACE TRANSPORTATION PROGRAM MILWAUKEE URBANIZED AREA (STP-M) FUNDING BASED ON THE APPLICATION OF THE EVALUATION CRITERIA

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Connectivity Points	Weighted Average Functional Classification Points	Safety Points	Current Congestion Points	Forecast Congestion Points	Job/Housing Balance Points	Transit Accessibility Points	Total Points	Requested Federal Amount	Cumulative Federal Amount
Waukesha County	1	Reconstruction With Additional Traffic Lanes of CTH M between Calhoun Rd and Pilgrim Road	15.00	5.0	10.0	10.00	15.00	10.00	10.00	0.0	2.0	77.00	5,403,000	5,403,000
City of Brookfield	1	Reconstruction With Additional Traffic Lanes of Calhoun Rd. between CTH M and STH 190	13.65	5.0	10.0	7.00	10.00	15.00	10.00	0.0	2.0	72.65	8,976,000	14,379,000
City of Oak Creek	1	Reconstruction With Additional Traffic Lanes of S. Pennsylvania Avenue between E. Drexel Avenue and E. Rawson Avenue	15.00	4.5	8.0	7.00	15.00	5.00	10.00	2.5	3.5	70.50	5,980,200	20,359,200
City of West Allis	5	Construction of S 124th Street between W. Bluemound Road and W. Robinwood Street	14.55	0.5	6.0	7.00	12.50	0.00	0.00	2.5	3.5	46.55	11,297,600	31,656,800

Note: Projects above the green line on this table are candidate capacity expansionprojects identified as being of areawide significance based on recieving a score of 73 points or more with application of the evaluation criteria.

The red line represents the cut-off line for funding based on the capacity expansion project category being allocated 22 percent, or $7,454,067, of the $33,882,122 in years 2019-2020 STP-M funding available to candidate highway projects.

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Table 10

COMPARISON OF CANDIDATE TRANSIT CAPITAL PROJECTS FOR YEARS 2019-2020
FEDERAL SURFACE TRANSPORTATION PROGRAM – MILWAUKEE URBANIZED AREA (STP-M) FUNDING

Project Sponsor	Project Description	Total Cost	Federal Cost Requested	2015 Characteristics of Vehicle Proposed to be Replaced			2015 Characteristics of Transit System Fleet			
				Number of Vehicles	Age of Vehicles Compared to its Expected Useful Age	Mileage of Vehicles Compared to its Expected Useful Mileage	Number	Average Age	Proportion of Vehicles Beyond Useful Age	Proportion of Vehicles Beyond Useful Mileage
Milwaukee County	Purchase of Sixty 40-Foot Buses	$30,000,000	$24,000,000	60	9-11 of 12 Years	440,000-567,000 of 500,000 Miles	412	5.3	14.6	23.6
City of Waukesha	Purchase of Five Paratransit Buses	$1,000,000	$800,000	7	4 of 7 Years/ 8 of 10 Years	60,000 of 200,000 Miles/ 180,000 of 350,000 Miles	7	6.3	0.0	0.0
	Purchase of Three 35-Foot Buses	$1,470,000	$1,176,000	3	7 of 12 Years	230,000 of 500,000 Miles	21	10.6	38.1	23.8

In addition, the Milwaukee County Transit System (MCTS) would receive 89 percent of the years 2019-2020 STP-M funding recommended for transit projects, with the City of Waukesha's transit system receiving 11 percent. The proportion of funding allocated to the MCTS is consistent with it representing about 94 percent of the estimated replacement value of the publicly owned transit fleets within the Milwaukee urbanized area. The purchase of the 9 buses recommended for $3,592,000 in years 2019-2020 STP-M funding would not utilize all of the $3,764,680 in STP-M funding allocated to transit projects, which would result in a remainder of $172,680.

Recommended Projects for Funding

Based on the evaluation of candidate highway and transit projects, 9 candidate projects would be initially recommended for *$34,579,800* in years 2019-2020 STP-M funding. The amount of years 2019-2020 STP-M funding recommended for the 9 candidate projects—*$34,579,800*—is *$3,067,002* less than the $37,646,802 in available years 2019-2020 STP-M funding. Based on the City of Brookfield's project to reconstruct Calhoun Road with additional lanes between STH 190 and CTH M being the highest rated candidate capacity expansion project below the suggested allocation of 2015-2018 STP-M funding to capacity expansion projects (which resulted in $4,134,661 in STP-M funding remaining from this category being allocated to other types of projects) and being the highest rated candidate capacity expansion project below the suggested allocation of 2019-2020 STP-M funding (which resulted in $2,051,067 in funding remaining), the Commission staff recommends that the City of Brookfield's proposed project be recommended for the remaining *$3,067,002* in years 2019-2020 STP-M funding. Because this would result in the City of Brookfield project being recommended for partial funding (*$3,067,002* of the requested 8,976,000), it is further recommended that this project would be the first priority in receiving any additional years 2019-2020 STP-M funding should more funding be made available than the $37,646,802 in STP-M funding anticipated in 2019 and 2020, and/or should projects selected for 2019-2020 STP-M funding be deferred or delayed. If additional 2019-2020 STP-M funding does not become available for the City of Brookfield's Calhoun Road project as a result of dropped or deferred projects, then this project would be first priority for capacity expansion projects (that is, guaranteed funding) for receiving STP-M funds in the next project funding cycle.

Table 11 identifies the 10 candidate projects recommended for $37,646,802 in years 2019-2020 STP-M funding. Six project sponsors had candidate projects that received funding. These project sponsors and the total amount of STP-M funding received is provided on Table 12. An evaluation was conducted of the impact of the evaluation, prioritization, and recommendation of projects for years 2019-2020 STP-M funding on minority and low-income populations. This evaluation is provided in Exhibit C to this memorandum.

Table 13 shows the 35 candidate projects—seeking a total of *$147,642*,898 in STP-M funding—not recommended for funding, including the three candidate projects that were recommended for partial funding—the City of Brookfield's proposed Calhoun Road project and the Milwaukee County and the City of Waukesha bus replacement projects. The amount of Federal funding shown on Table 13 for these three projects is the remaining funding that was not recommended for years 2019-2020 STP-M funding. The remaining projects that are not recommended for 2019-2020 funding at this time would be held in reserve in case a project recommended for funding is deferred or dropped, with the City of Brookfield's proposed Calhoun Road project being recommended the priority for such funding. The Wisconsin Department of Transportation is to notify the Commission staff if such funding should become available. The Commission staff will notify the Milwaukee TIP Committee as this occurs.

* * *

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Table 11 (Revised)

CANDIDATE PROJECTS RECOMMENDED FOR YEARS 2019-2020 FEDERAL SURFACE TRANSPORATION PROGRAM MILWAUKEE URBANIZED AREA (STP-M) FUNDING

Project Type	Project Sponsor	Project Sponsor Priority	Project Description	Recommended Federal Amount
Highway	City of Brookfield	1	Reconstruction With Additional Traffic Lanes of Calhoun Rd. between CTH M and STH 190[a]	*3,067,002*
	City of Milwaukee	--	Reconstruction of North Humboldt Blvd. between East North Avenue and East Keefe Avenue	*6,583,000*
		1	Resurfacing of West Layton Avenue between South 27th St (STH 241) and South Howell Avenue (STH 38)	5,317,400
		3	Reconstruction of North 60th Street between West Hampton Avenue and West Capitol Drive	6,712,400
	Waukesha County	1	Reconstruction With Additional Traffic Lanes of CTH M between Calhoun Rd and Pilgrim Road	5,403,000
		2	Reconstruction of CTH O between I-43 WB Ramp and Beloit Rd	1,969,000
		3	Resurfacing of CTH D between Calhoun Rd and East County Line	2,287,000
	City of West Allis	1	Reconstruction of W. National Avenue between S. 82nd Street and S 76th Street	2,716,000
	Subtotal - Highway			34,054,802
Transit	Milwaukee County	--	Purchase of Eight New Buses[b]	3,200,000
	City of Waukesha	2	Purchase of One New 35 Foot Fixed Route Buses[c]	392,000
	Subtotal - Transit			3,592,000
Total				37,646,802

[a] The City of Brookfield's proposed project to reconstruct Calhoun Road with additional traffic lanes between CTH M and STH 190 is recommended to be partially funded with 42 percent of the total requested amount of years 2019-2020 STP-M funding. The amount requested for this project is $8,976,000.

b The Milwaukee County's proposed project to purchase 60 buses is recommended to be partially funded to fund 8 of the 60 buses requested for years 2019-2020 STP-M funding.

c The City of Waukesha's proposed project to purchase 3 35-foot fixed route buses is recommended to be partially funded to fund 1 of the 3 buses requested for years 2019-2020 STP-M funding.

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Table 12 (Revised)

CUMULATIVE AMOUNT OF YEARS 2019-2020 FEDERAL SURFACE TRANSPORTATION PROGRAM - MILWAUKEE URBANIZED AREA (STP-M) FUNDING BY PROJECT SPONSOR WITH PROJECTS RECOMMENDED FOR FUNDING

County	Project Sponsor	Cumulative Federal Amount Recommended	Percent of Total
Milwaukee	Milwaukee County	3,200,000	8.5
	City of Milwaukee	*18,612,800*	*49.4*
	City of West Allis	2,716,000	7.2
	Subtotal - Milwaukee County	24,528,800	65.2
Waukesha	Waukesha County	9,659,000	25.7
	City of Brookfield	*3,067,002*	*8.1*
	City of Waukesha	392,000	1.0
	Subtotal - Waukesha County	13,118,002	34.8
Total		37,646,802	100.0

Table 13 (Revised)

CANDIDATE PROJECTS NOT RECOMMENDED FOR FEDERAL SURFACE TRANSPORTATION PROGRAM -

MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS 2019 AND 2019

Project Type	Project Sponsor	Project Sponsor Priority	Project Description	Federal Amount Not Recommended
Highway	Village of Big Bend	1	Reconstruction of Big Bend Dr between CTH ES and Skyline Avenue	269,300
	City of Brookfield	1	Reconstruction With Additional Traffic Lanes of Calhoun Rd. between CTH M and STH 190[a]	*5,908,998*
	Village of Greendale	1	Reconditioning of West Grange Avenue between South 76th Street and South 84th Street	932,000
	Village of Menomonee Falls	1	Reconstruction of Menomonee Avenue between Arthur Avenue and Town Hall Road	2,998,800
	Milwaukee County	1	Reconstruction of S. 13th St. (CTH V) between W. Puetz Rd. and W. Drexel Ave	4,640,000
		2	Reconditioning of S. 92nd St. (CTH N) between W. Forest Home Ave. (STH 24) and W. Howard Ave.	3,072,000
		3	Reconstruction of W. Rawson Ave (CTH BB) between S. 27th St. and S. 20th St.	2,560,000
		4	Resurfacing of W. Layton Ave. (CTH Y) between W. Loomis Rd. and S. 27th St.	5,480,000
		5	Reconstruction of S. 76th St. (CTH U) between 1500' S of W. Ryan Rd. and 600' N of W. High St.	4,640,000
	City of Milwaukee	2	Resurfacing of West Hampton Avenue between North 60th Street and North 35th Street	4,318,400
		4	Reconstruction of West Vliet Street between North 46th Street and North 27th Street	4,580,000
		5	Reconstruction of East/West Howard Avenue between South 6th Street and South Clement Avenue	6,628,000
		6	Reconstruction of West Walnut Street between North 20th Street and North 12th Street	3,315,000
		7	Reconstruction of West Walnut Street and West Lisbon Avenue between North 30th Street and North 20th Street	3,800,500
		8	Reconstruction of West Lisbon Avenue between North 100th Street and North 84th Street	4,825,000
		9	Resurfacing of South 6th Street between West Layton Avenue and West Howard Avenue	2,406,500
		10	Reconstruction of West Howard Avenue between South 60th Street and South 43rd Street	4,073,400
		11	Resurfacing of North 107th Street between West Good Hope Road and West Brown Deer Road	4,530,500
		12	Resurfacing of West Bradley Road between North 76th Street and North 66th Street	941,600
		13	Resurfacing of West Wells Street between North 35th Street and North 6th Street	4,919,000
		14	Reconstruction of South 20th Street between West College Avenue and West Grange Avenue	3,714,600
		15	Reconstruction of South 16th Street between West Oklahoma Avenue and West Windlake Avenue	3,982,000
		16	Resurfacing of South Superior Street between South City Limits and East Russell Avenue	2,024,000
	City of Oak Creek	1	Reconstruction With Additional Traffic Lanes of S. Pennsylvania Avenue between E. Drexel Avenue and E. Rawson Avenue	5,980,200
	Village of Sussex	1	Reconstruction of Good Hope Road between Ridgewood Road and Termini	5,712,000

Table 13 (continued)

Project Type	Project Sponsor	Project Sponsor Priority	Project Description	Federal Amount Not Recommended
	Waukesha County	4	Reconditioning of CTH VV between Main Street and STH 74	665,000
		5	Resurfacing of CTH VV between CTH V and CTH Y	620,000
	City of Waukesha	1	Reconstruction of W. St. Paul Avenue between Mountain Avenue and Madison Street	4,374,000
		2	Resurfacing of Summit Avenue from Maple Way South to 450' E of Western Ave	3,330,000
	City of West Allis	2	Reconditioning of W. Greenfield Avenue between S. 60th Street and 56th Street	714,500
		3	Reconditioning of W. Lincoln Avenue between S. 51st Street and S. 61st Street	2,441,700
		4	Reconstruction of W. Beloit Road between S. 60th St and W. Lincoln Avenue	2,742,300
		5		11,297,600
	Village of West Milwaukee	1	Reconstruction of West Greenfield Avenue between South 56th Street and Miller Park Way	2,822,000
	Subtotal - Highway			*125,258,898*
Transit	Milwaukee County	--	Purchase of Eight New Buses[b]	20,800,000
	City of Waukesha	1	Purchase of Five New Paratransit Buses[c]	800,000
		2	Purchase of One New 35 Foot Fixed Route Buses[d]	784,000
	Subtotal - Transit			22,384,000
Total				*147,642,898*

[a] The City of Brookfield's proposed project to reconstruct Calhoun Road with additional traffic lanes between CTH M and STH 190 is recommended to be partially funded with 42 percent of the total requested amount of years 2019-2020 STP-M funding. The amount requested for this project is $8,976,000.

[b] The Milwaukee County's proposed project to purchase 60 buses is recommended to be partially funded to fund 8 of the 60 buses requested for years 2019-2020 STP-M funding. The purchase of 90 buses is being considered for years 2019-2020 Federal Congestion Mitigation and Air-Quality Improvement Program (CMAQ) funding.

[c] The City of Waukesha's proposed project to purchase 5 new paratransit buses is being considered for years 2019-2020 Federal Congestion Mitigation and Air-Quality Improvement Program (CMAQ) funding.

[d] The City of Waukesha's proposed project to purchase 3 35-foot fixed route buses is recommended to be partially funded to fund 1 of the 3 buses requested for years 2019-2020 STP-M funding. This project is being considered for years 2019-2020 Federal Congestion Mitigation and Air-Quality Improvement Program (CMAQ) funding.

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 (widenings 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 projects, 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 all evaluation categories with resurfacing/reconditioning projects and 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 a score based on the average pavement condition score received by the capacity expansion projects entailing the reconstruction with additional traffic lanes. A project sponsor may request that Commission staff evaluate the condition of the pavement prior to the implementation of a maintenance overlay. The condition of the pavement prior to the maintenance overlay would be used in the evaluation of the candidate project.

2. **Measure of Use** – The score for this criterion would to 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 all evaluation categories with resurfacing/reconditioning projects and 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 average weekday traffic and transit ridership 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 all evaluation categories with resurfacing/reconditioning projects and 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 all evaluation categories with resurfacing/reconditioning projects and 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	
Continuous length	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 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

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. For this criterion, the latest five-year average crash rate for candidate capacity expansion projects would be estimated using crash data available for the years 2009 through 2013 from the Wisconsin Traffic Operations and Safety Laboratory (TOPSLAB) and the current average daily traffic volume along the projects. The crashes used to estimate the crash rates for each project would exclude crashes involving deer and crashes where the driver condition[1] is a contributing factor. These candidate projects would receive points under this criterion based on the percentage that the average five-year crash rate for the project is of the urbanized area crash rate for arterial roadways with an urban or a rural cross-section, as shown on Table B-7. The five-year crash rates for projects involving new facilities would be developed by estimating the five-year crash rates of adjacent existing arterial facilities.

Table B-7

SUGGESTED REVISED SCORING FOR SAFETY CRITERION USED FOR EVALUATION OF CANDIDATE CAPACITY EXPANSION PROJECTS

Percentage of Average Rate of Arterial Roadway Crashes in the Milwaukee Urbanized Area	Average 5 year Crash Rate[a] (Crashes per 100,000,000 vehicle-miles travelled)		Points
	Urban Cross-Section[b]	Rural Cross-Section[c]	
175 or more	617.2 or more	202.5 or more	15
150 to 174	529.0 to 617.1	173.5 to 202.4	12.5
125 to 149	440.9 to 528.9	144.6 to 173.4	10
100 to 124	352.7 to 440.8	115.7 to 144.5	7.5
75 to 99	264.5 to 352.6	86.8 to 115.6	5
50 to 74	176.3 to 264.4	57.8 to 86.7	2.5
Less than 50	Less than 176.3	Less than 57.8	0

[a] Crash rates exclude crashes involving deer and crashes where the driver condition is a contributing factor in the crash. Driver condition is defined as any observed physical impairment of a driver caused by alcohol or drug

[1] A crash resulting from driver condition is defined as crash where there was an observed physical impairment of a driver caused by alcohol or drug use, a medical condition precipitating the crash (such as a seizure, blackout, diabetic reaction, heart attack, or stroke), or some other condition, as recorded on the crash report by the presiding law enforcement officers.

use, a medical condition precipitating the crash (such as seizure, black out, diabetic reaction, heart attack, and stroke), or some other condition, as recorded on the crash report by the presiding law enforcement officers.

[b] Based on the years 2009-2013 average annual crash rate of 352.7 crashes per 100,000,000 vehicle-miles travelled for the arterial roadways within the Milwaukee urbanized area with an urban cross-section—with curb and gutter.

[c] Based on the years 2009-2013 average annual crash rate of 115.7 crashes per 100,000,000 vehicle-miles travelled for the arterial roadways within the Milwaukee urbanized area with a rural cross-section—with shoulders and culverts.

5. **Measure of Congestion** – The points for this criterion would be based on the existing and forecast 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 and forecast average weekday traffic volumes along the candidate roadway project to the estimated surface arterial facility design capacity (provided in Table B-8) would be calculated. The forecast average weekday traffic volumes for these projects would be calculated by Commission staff utilizing the travel demand model used to develop the year 2035 regional transportation plan. Tables B-9a and B-9b show how the points would be received under this criteria by candidate capacity expansion projects.

   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 current and forecast level of congestion for projects involving new facilities would be developed by estimating the level of congestion of adjacent existing arterial facilities under current and forecast conditions.

Table B-8

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
Six-Lane Divided	38,000
Eight-Lane Divided	50,000

[a]Design 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-9a

SCORING FOR CURRENT VOLUME-TO-CAPACITY RATIO CRITERION[a]

Volume-to-Capacity Ratio	Points
1.40 or more	20
1.20 to 1.39	15
1.00 to 1.19	10
0.80 to 0.99	5
Less than 0.80	0

[a] The current level of congestion for projects involving existing facilities would be developed based on the most recent traffic count reported by WisDOT. For new facilities, the current level of congestion would be developed by estimating the level of congestion of adjacent existing arterial facilities under current conditions.

Table B-9b

SCORING FOR FORECAST VOLUME-TO-CAPACITY RATIO CRITERION[a]

Volume-to-Capacity Ratio	Points
1.40 or more	20
1.20 to 1.39	15
1.00 to 1.19	10
Less than 1.00	0

[a] The forecast level of congestion for both existing and new facilities 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. For new facilities, the forecast level of congestion would be developed by estimating the level of congestion of adjacent existing arterial facilities under forecast conditions.

7. **Job/Housing Imbalance**[2]– 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 imbalance[3]. Map B-1 shows the local sewered 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-sewered areas, would more likely

[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).

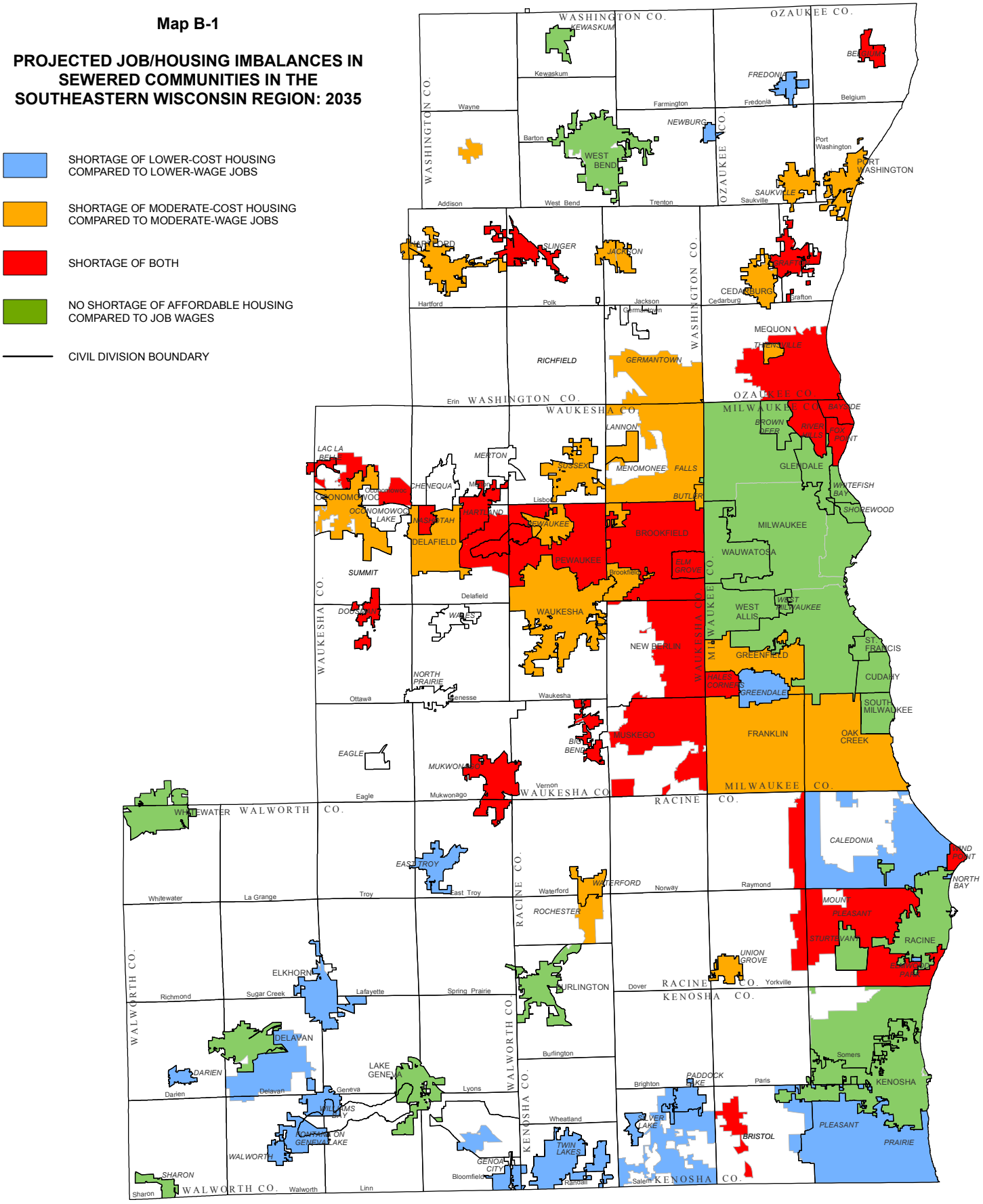
[3] A lower-cost job/housing imbalance is an area with a higher percentage of lower-wage employment than lower-cost housing. A moderate-cost job/housing imbalance is an area with higher percentage of moderate-wage employment than moderate-cost housing. An area is considered as having a job/housing imbalance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

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 areas (sub-areas)—potentially containing more than one sewered 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 have estimated the projected job/housing imbalance for each individual sewered 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 that the project is located in. Map B-2 displays the existing year 2015 local fixed-route and local demand-responsive public transit services in Southeastern Wisconsin. Table B-10 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.

Map B-1

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

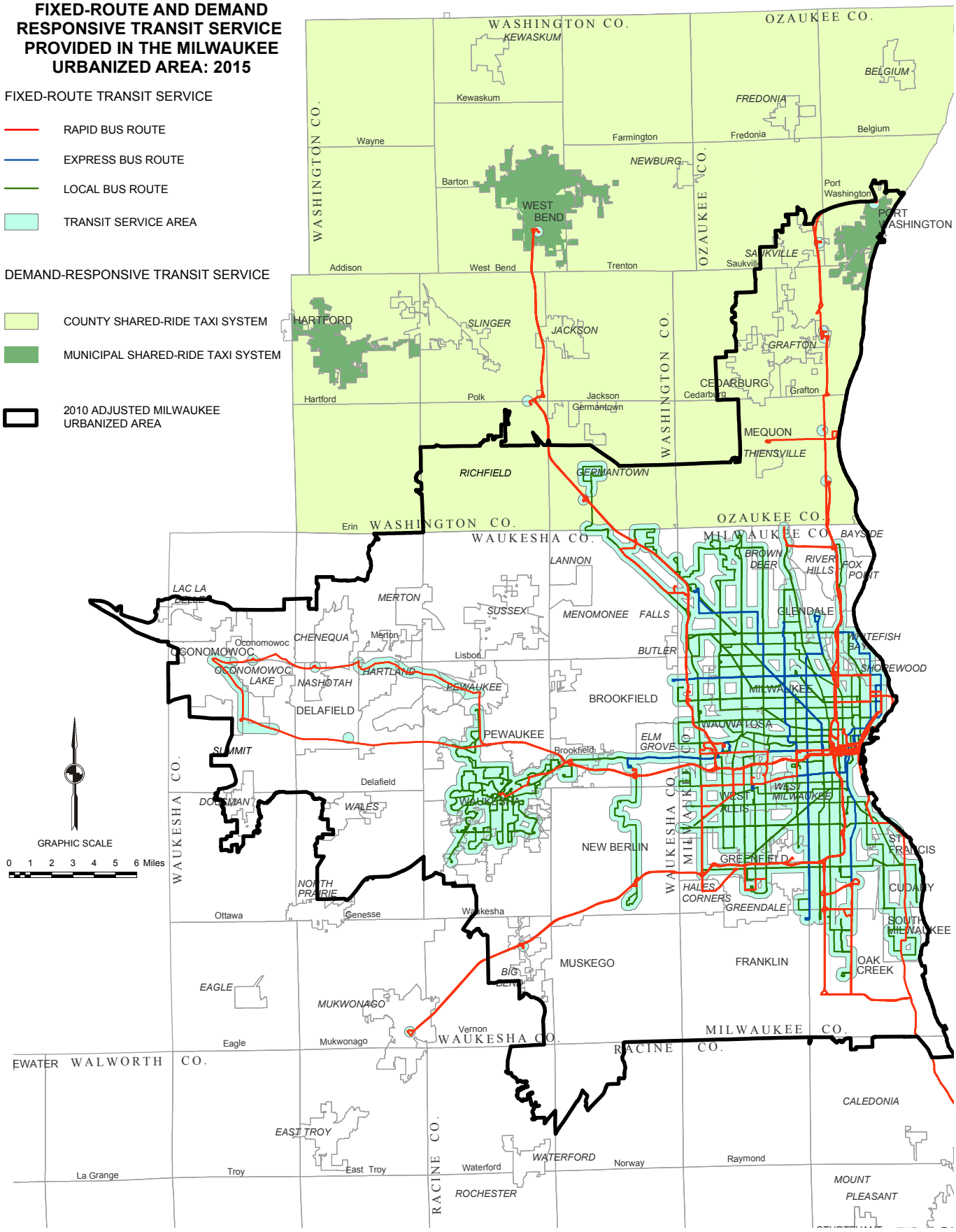


Source: Local Government Comprehensive Plans and SEWRPC.

I:\Tran\WORK\Federal Funded Programs\STP-M Work\2019-2020\Map B-1 STP-M Job Housing Balance.mxd

Map B-2

FIXED-ROUTE AND DEMAND RESPONSIVE TRANSIT SERVICE PROVIDED IN THE MILWAUKEE URBANIZED AREA: 2015



Source: SEWRPC.

I:\Tran\WORK\Federal Funded Programs\STP-M Work\2019-2020\Map B-2 Transit Service 2015.mxd

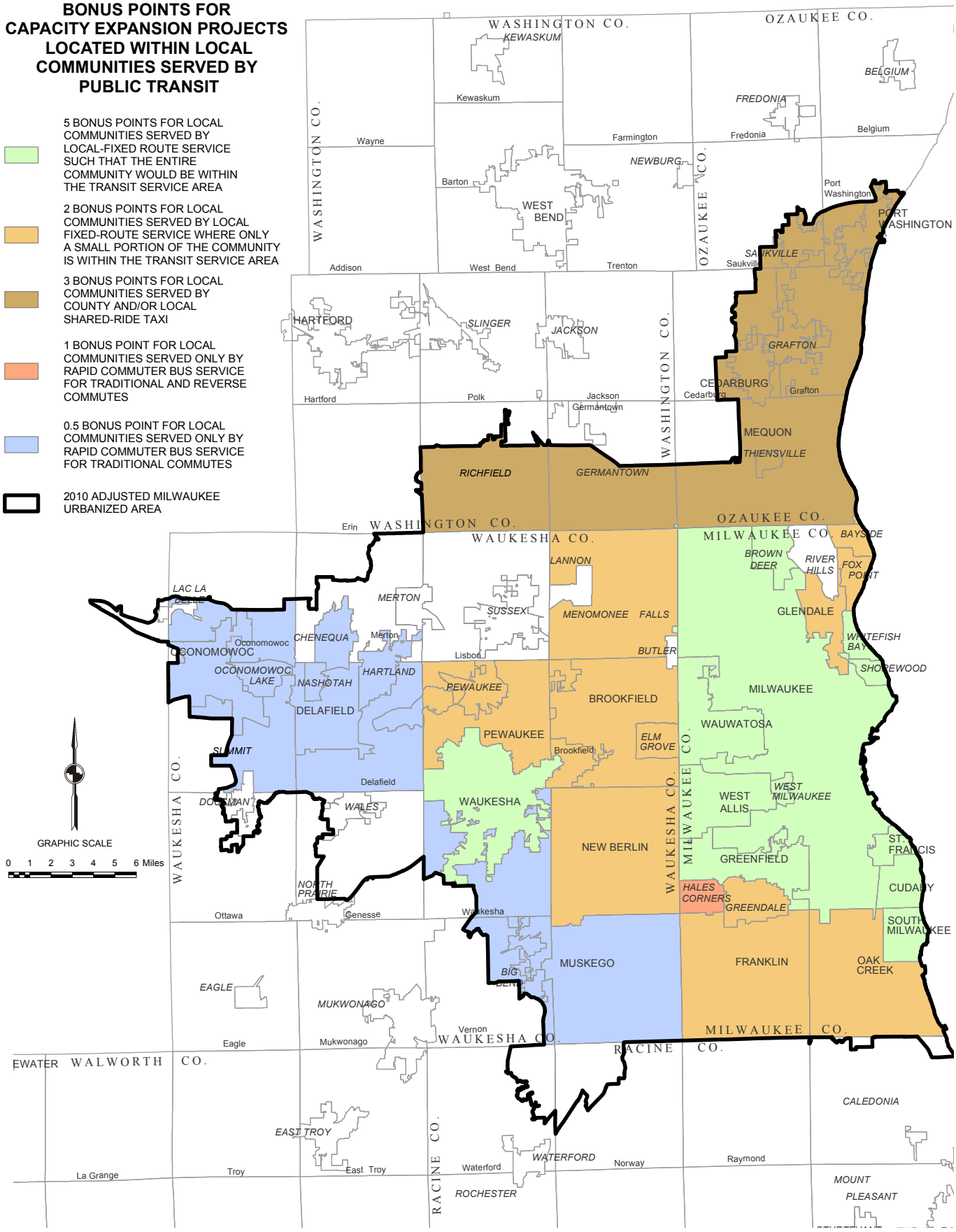
Table B-10

BONUS POINTS FOR CAPACITY EXPANSION PROJECTS
LOCATED WITHIN LOCAL COMMUNITIES SERVED BY PUBLIC TRANSIT: 2015

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)
Milwaukee County 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 *Waukesha County* C Waukesha	*Milwaukee County* V Bayside V Fox Point C Franklin C Glendale V Greendale C Oak Creek *Waukesha County* C Brookfield T Brookfield V Elm Grove V Menomonee Falls C New Berlin C Pewaukee V Pewaukee	*Ozaukee County* C Cedarburg T Cedarburg V Grafton T Grafton C Mequon C Port Washington T Port Washington T Saukville V Saukville V Thiensville *Washington County* V Germantown V Richfield	*Milwaukee County* V Hales Corners	*Waukesha County* V Big Bend V Chenequa C Delafield T Delafield V Hartland C Muskego V Nashotah C Oconomowoc T Oconomowoc V Oconomowoc Lake V Summit T Vernon T Waukesha

Map B-3

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



Source: SEWRPC.

I:\Tran\WORK\Federal Funded Programs\STP-M Work\2019-2020\Map B-3 Transit Bonuses 2015.mxd

Exhibit C

ASSESSMENT OF IMPACT OF YEARS 2019-2020 STP-M PROJECT EVALUATION AND SELECTION PROCEDURES ON MINORITY AND LOW INCOME POPULATIONS

An assessment was conducted of the impact for the highway and transit projects recommended for Federal Surface Transportation Program – Milwaukee Urbanized Area (STP-M) funding on minority and low income populations—specifically, whether minority and low income populations receive the benefits of a proportionate share of the candidate highway and transit projects recommended for funding. Table C-1 lists all of the highway and transit projects recommended for years 2019-2020 STP-M funding. Highway projects were recommended for $34,054,802, or about 90 percent of the available $37,646,802 in years 2019-2020STP-M funding, and transit projects were recommended for $3,592,000, or about 10 percent of the available 2019-2020 funding.

As shown on Table C-2, *$21,328,800*, or about *63* percent of the available $34,054,802 in years 2019-2020 STP-M funding recommended for highway projects, was allocated to highway projects within Milwaukee County, the county with the highest proportion of minority and low-income persons within the Milwaukee urbanized area. This proportion of years 2019-2020 STP-M funding allocated to Milwaukee County exceeds the County's proportionate share of 53 percent of the total year 2035 planned county and local arterial lane-miles (the eligible facilities for STP-M funding) and 59 percent of the total vehicle-miles travelled (VMT) of the existing county and local arterial streets and highways, but is below the 69 percent of the total year 2010 population within the Milwaukee urbanized area (see Table C-3). Additionally, about *55* percent, or *$18,612,800*, of the years 2019-2020 STP-M funding recommended for highway projects was allocated to City of Milwaukee highway projects, the city with the largest proportion of minority and low-income persons within the Milwaukee urbanized area. This proportion of years 2019-2020 STP-M funding allocated to City of Milwaukee projects exceeds the City's proportionate share of 27 percent of the total year 2035 planned county and local arterial lane-miles, 32 percent of the total vehicle-miles travelled (VMT) of the existing county and local arterial streets and highways, and 43 percent of the total year 2010 population within the Milwaukee urbanized area (see Table C-3).

Comparing the candidate highway projects recommended for years 2019-2020 STP-M funding utilizing the procedures developed by the Milwaukee TIP Committee to the location of concentrations of total minority persons within the Milwaukee urbanized area (as shown on Map C-1), half of the highway projects recommended for years 2019-2020 STP-M funding are located within, or within the fringe of, locations of minority populations. Specifically, two candidate highway projects located in areas of minority populations were recommended for *$13.29* million, or *39.0* percent of the available years 2019-2020 STP-M funding, two candidate highway projects located along the fringe of areas of minority populations were recommended for $8.03 million, or 23.6 percent of the available funding, and four candidate highway projects located outside areas of minority populations were recommended for *$12.73* million, or *37.4* percent of the available funding, as shown on Tables C-4 and C-5. The highway projects recommended for years 2019-2020 STP-M funding that are located within or within the fringe of minority populations represent 50 percent of the projects recommended for funding and about *63* percent of the years 2019-2020 STP-M funding recommended for highway projects, exceeding the regional average of minority population being 29 percent and the area of census blocks exceeding the regional average of minority population being about 10 percent of the Milwaukee urbanized area.

Further, comparing the candidate highway projects recommended for years 2019-2020 STP-M funding utilizing the procedures developed by the Milwaukee TIP Committee to the location of concentrations of low-income persons within the Milwaukee urbanized area (as shown on Map C-2), half of the highway

Table C-1 (Revised)

CANDIDATE PROJECTS RECOMMENDED FOR YEARS 2019-2020 FEDERAL SURFACE TRANSPORATION PROGRAM MILWAUKEE URBANIZED AREA (STP-M) FUNDING

Project Type	Project Sponsor	Project Sponsor Priority	Project Description	Recommended Federal Amount
Highway	City of Brookfield	1	Reconstruction With Additional Traffic Lanes of Calhoun Rd. between CTH M and STH 190[a]	*3,067,002*
	City of Milwaukee	--	Reconstruction of North Humboldt Blvd. between East North Avenue and East Keefe Avenue	*6,583,000*
		1	Resurfacing of West Layton Avenue between South 27th St (STH 241) and South Howell Avenue (STH 38)	5,317,400
		3	Reconstruction of North 60th Street between West Hampton Avenue and West Capitol Drive	6,712,400
	Waukesha County	1	Reconstruction With Additional Traffic Lanes of CTH M between Calhoun Rd and Pilgrim Road	5,403,000
		2	Reconstruction of CTH O between I-43 WB Ramp and Beloit Rd	1,969,000
		3	Resurfacing of CTH D between Calhoun Rd and East County Line	2,287,000
	City of West Allis	1	Reconstruction of W. National Avenue between S. 82nd Street and S 76th Street	2,716,000
	Subtotal - Highway			34,054,802
Transit	Milwaukee County	--	Purchase of Eight New Buses[b]	3,200,000
	City of Waukesha	2	Purchase of One New 35 Foot Fixed Route Buses[c]	392,000
	Subtotal - Transit			3,592,000
Total				37,646,802

[a] The City of Brookfield's proposed project to reconstruct Calhoun Road with additional traffic lanes between CTH M and STH 190 is recommended to be partially funded with 42 percent of the total requested amount of years 2019-2020 STP-M funding. The amount requested for this project is $8,976,000.

b The Milwaukee County's proposed project to purchase 60 buses is recommended to be partially funded to fund 8 of the 60 buses requested for years 2019-2020 STP-M funding.

c The City of Waukesha's proposed project to purchase 3 35-foot fixed route buses is recommended to be partially funded to fund 1 of the 3 buses requested for years 2019-2020 STP-M funding.

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Table C-2 (Revised)

CUMULATIVE AMOUNT OF YEARS 2019-2020 FEDERAL SURFACE TRANSPORTATION PROGRAM - MILWAUKEE URBANIZED AREA (STP-M) FUNDING BY PROJECT SPONSOR WITH PROJECTS RECOMMENDED FOR FUNDING BY PROJECT TYPE (HIGHWAY AND TRANSIT)

Project Type	County	Project Sponsor	Cumulative Federal Amount Recommended	Percent of Total Highway/ Transit Funding
Highway	Milwaukee	City of Milwaukee	*18,612,800*	*54.7*
		City of West Allis	2,716,000	8.0
		Subtotal - Milwaukee County	*21,328,800*	*62.6*
	Waukesha	Waukesha County	9,659,000	28.4
		City of Brookfield	*3,067,002*	*9.0*
		Subtotal - Waukesha County	*12,726,002*	*37.4*
	Subtotal - Highway		34,054,802	100.0
Transit	Milwaukee	Milwaukee County	3,200,000	89.1
	Waukesha	City of Waukesha	392,000	10.9
	Subtotal - Transit		3,592,000	100.0
Total	Total		37,646,802	- -

Table C-3

PROPORTIONATE SHARE OF POPULATION AND THE COUNTY/LOCAL ARTERIAL STREETS AND HIGHWAY SYSTEM PLANNED LANE-MILES AND EXISTING VEHICLE-MILES TRAVELLED WITHIN THE MILWAUKEE URBANIZED AREA FOR MILWAUKEE, WAUKESHA, OZAUKEE, WASHINGTON, AND RACINE COUNTIES, AND THE CITY OF MILWAUKEE

	Milwaukee County	Waukesha County	Ozaukee County	Washington County	Racine County	City of Milwaukee
Population	68.7	24.2	4.7	1.7	0.6	43.2
Planned Lane-miles of County/Local Arterials	53.2	35.8	8.0	2.5	0.5	26.5[a]
Vehicle-miles Traveled on Existing County/Local Arterials	59.0	33.6	5.6	1.6	0.2	32.2[a]

[a]Includes only roadway facilities currently under the jurisdiction of the City of Milwaukee.

Source: U.S. Census Bureau and SEWRPC.

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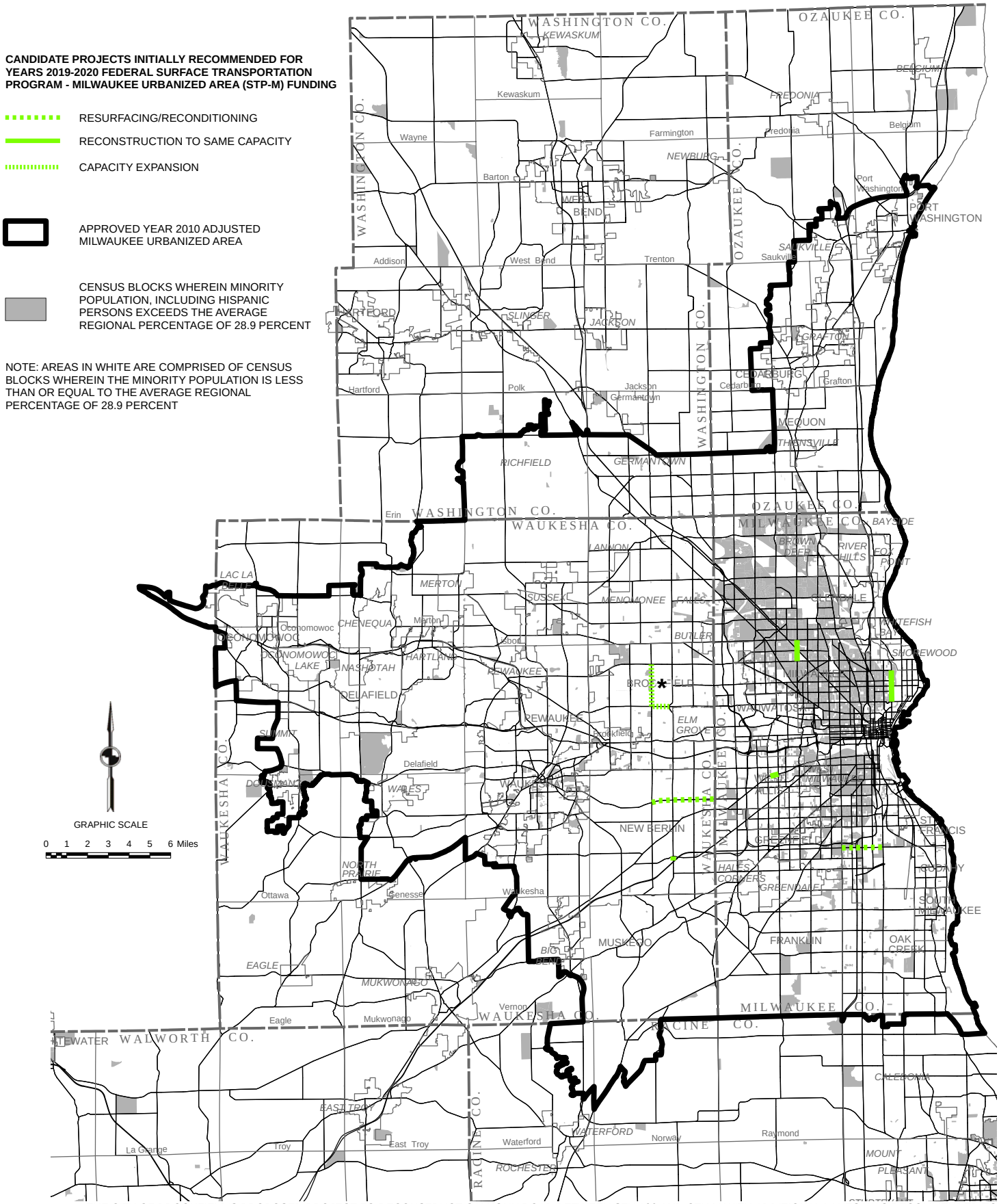
Map C-1

COMPARISON OF CANDIDATE PROJECTS RECOMMENDED FOR YEARS 2019-2020 FEDERAL SURFACE TRANSPORTATION PROGRAM MILWAUKEE URBANIZED AREA (STP-M) FUNDING TO LOCATION OF CONCENTRATIONS OF MINORITY PERSONS WITHIN SOUTHEASTERN WISCONSIN IN 2010



* THE CITY OF BROOKFIELD'S PROPOSED PROJECT TO RECONSTRUCT CALHOUN ROAD BETWEEN STH 190 AND CTH M WITH ADDITIONAL LANES WAS RECOMMENDED TO BE PARTIALLY FUNDED WITH $3,807,702, OR ABOUT 42 PERCENT OF THE TOTAL REQUESTED AMOUNT OF $8,976,000 IN YEARS 2019-2020 FUNDING.

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

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Table C-4

COMPARISON OF NUMBER OF RECOMMENDED HIGHWAY PROJECTS FOR FUNDING FOR FEDERAL HIGHWAY ADMINISTRATION SURFACE TRANSPORTATION PROGRAM – MILWAUKEE URBANIZED AREA 2019-2020 FUNDING WITH RESPECT TO LOCATION WITHIN AREAS OF MINORITY POPULATIONS WITHIN THE MILWAUKEE URBANIZED AREA[a]

	Recommended Projects	
	Number	Percent
Location within Minority Population Area	2[b]	25.0
Location within Fringe of Minority Population Area	2	25.0
Location outside Minority Population Area	4[c]	50.0
Total	8	100.0

[a] Areas of minority population are defined as those areas where the minority population equals or exceeds the average regional percentage of minority population of 28.9 percent (2010 U.S. Census). These areas of concentrations of minority populations represent about 9.6 percent of the area of the Milwaukee urbanized area.

[b] Does not include the partial funding of the Milwaukee County's proposed bus replacement project (8 of 60 buses requested for funding) and the partial funding of the City of Waukesha's proposed bus replacement project (1 of 3 buses requested for funding). These systems serve much of the concentrations of minority and low-income populations located in those communities.

[c] Includes the recommended partial funding of the City of Brookfield's proposed project to reconstruct Calhoun Road with additional traffic lanes between CTH M and STH 190.

Table C-5 (Revised)

COMPARISON OF RECOMMENDED FEDERAL HIGHWAY ADMINISTRATION SURFACE TRANSPORTATION PROGRAM – MILWAUKEE URBANIZED AREA 2019-2020 PROJECT FUNDING FOR HIGHWAY PROJECTS WITH RESPECT TO LOCATION WITHIN AREAS OF MINORITY POPULATION WITHIN THE MILWAUKEE URBANIZED AREA[a]

	Project Funding Recommended	
	Amount (Millions)	Percent
Location within Minority Population Area	*$13.29*[b]	*39.0*
Location within Fringe of Minority Population Area	8.03	23.6
Location outside Minority Population Area	*12.73*[c]	*37.4*
Total	$34.05	100.0

[a] Areas of minority population are defined as those areas where the minority population equals or exceeds the average regional percentage of minority population of 28.9 percent (2010 U.S. Census). These areas of concentrations of minority populations represent about 9.6 percent of the area of the Milwaukee urbanized area.

[b] Does not include the partial funding of the Milwaukee County's proposed bus replacement project (8 of 60 buses requested for funding) and the partial funding of the City of Waukesha's proposed bus replacement project (1 of 3 buses requested for funding). These systems serve much of the concentrations of minority and low-income populations located in those communities.

[c] Includes the recommended partial funding of the City of Brookfield's proposed project to reconstruct Calhoun Road with additional traffic lanes between CTH M and STH 190.

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projects recommended for years 2019-2020 STP-M funding are located within, or within the fringe of, areas of low-income populations. Specifically, three candidate highway projects located in areas of low-income populations were recommended for *$16.01* million, or *47.0* percent of the available years 2019-2020 STP-M funding, one candidate highway project located along the fringe of areas of low-income populations was recommended for $5.32 million, or 15.6 percent of the available funding, and four candidate highway projects located outside areas of low-income populations were recommended for *$12.73* million, or *37.4* percent of the available funding, as shown on Tables C-6 and C-7. The highway projects recommended for years 2019-2020 STP-M funding that are located within or within the fringe of low-income populations represent 50 percent of the projects recommended for funding and about *63* percent of the years 2019-2020 STP-M funding recommended for transit projects, exceeding the regional average of families in poverty being about 10 percent and the area of census tracts exceeding the regional average of families in poverty being about 11 percent of the Milwaukee urbanized area.

With respect to transit projects, the transit projects recommended for the $3,592,000 of the available $37,646,802 2019-2020 STP-M funding are shown on Table C-1. As shown on Table C-5, $3,200,000, or about 89 percent of the 2019-2020 funding recommended for transit projects, was allocated to Milwaukee County, the County with the highest minority and low-income populations within the urbanized area. The remaining $392,000, or 11 percent of the 2019-2020 funding recommended for transit projects, was recommended for a transit project within Waukesha County, particularly the City of Waukesha. The transit systems recommended for funding—the Milwaukee County Transit System and the City of Waukesha Transit System—extensively serve the concentrations of minority and low-income populations located in their county and community, respectively.

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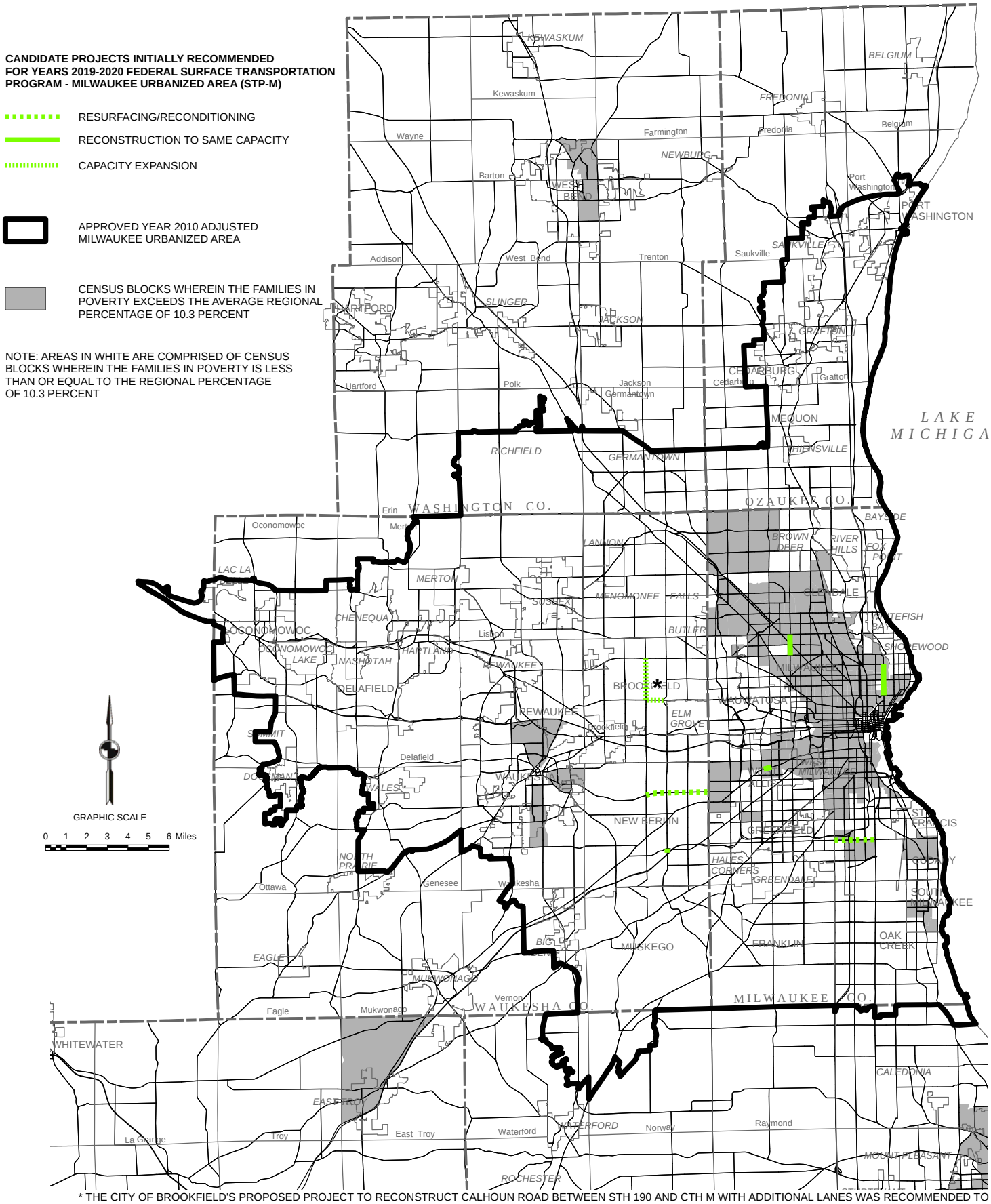
COMPARISON OF CANDIDATE PROJECTS RECOMMENDED FOR YEARS 2019-2020 FEDERAL SURFACE TRANSPORTATION PROGRAM MILWAUKEE URBANIZED AREA (STP-M) FUNDING TO LOCATION OF CONCENTRATIONS OF FAMILIES IN POVERTY WITHIN SOUTHEASTERN WISCONSIN (2008-2012)



* THE CITY OF BROOKFIELD'S PROPOSED PROJECT TO RECONSTRUCT CALHOUN ROAD BETWEEN STH 190 AND CTH M WITH ADDITIONAL LANES WAS RECOMMENDED TO BE PARTIALLY FUNDED WITH $3,807,702, OR ABOUT 42 PERCENT OF THE TOTAL REQUESTED AMOUNT OF $8,976,000 IN YEARS 2019-2020 FUNDING.

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

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Table C-6

COMPARISON OF NUMBER OF RECOMMENDED HIGHWAY PROJECTS FOR FUNDING FOR FEDERAL HIGHWAY ADMINISTRATION SURFACE TRANSPORTATION PROGRAM – MILWAUKEE URBANIZED AREA 2015-2018 FUNDING WITH RESPECT TO LOCATION WITHIN AREAS OF LOW INCOME POPULATION WITHIN THE MILWAUKEE URBANIZED AREA[a]

	Recommended Projects	
	Number	Percent
Location within Low Income Population Area	3[b]	37.5
Location within Fringe of Low Income Population Area	1	12.5
Location outside Low Income Population Area	4[c]	50.0
Total	8	100.0

[a] Areas of low-income population are defined as those areas where the minority population equals or exceeds the average regional percentage of minority population of 10.3 percent (2008-2012 American Community Survey). These areas of concentrations of low-income populations represent about 10.5 percent of the area of the Milwaukee urbanized area.

[b] Does not include the partial funding of the Milwaukee County's proposed bus replacement project (8 of 60 buses requested for funding) and the partial funding of the City of Waukesha's proposed bus replacement project (1 of 3 buses requested for funding). These systems serve much of the concentrations of minority and low-income populations located in those communities.

[c] Includes the recommended partial funding of the City of Brookfield's proposed project to reconstruct Calhoun Road with additional traffic lanes between CTH M and STH 190.

Table C-7 (Revised)

COMPARISON OF RECOMMENDED FEDERAL HIGHWAY ADMINISTRATION SURFACE TRANSPORTATION PROGRAM – MILWAUKEE URBANIZED AREA 2015-2018 PROJECT FUNDING FOR HIGHWAY PROJECTS WITH RESPECT TO LOCATION WITHIN AREAS OF LOW INCOME POPULATION WITHIN THE MILWAUKEE URBANIZED AREA[a]

	Project Funding Recommended	
	Amount (Millions)	Percent
Location within Low Income Population Area	*$16.01*[b]	*47.0*
Location within Fringe of Low Income Population Area	5.31	15.6
Location outside Low Income Population Area	*12.73*[c]	*37.4*
Total	$34.05	100.0

[a] Areas of low-income population are defined as those areas where the minority population equals or exceeds the average regional percentage of minority population of 10.3 percent (2008-2012 American Community Survey). These areas of concentrations of low-income populations represent about 10.5 percent of the area of the Milwaukee urbanized area.

[b] Does not include the partial funding of the Milwaukee County's proposed bus replacement project (8 of 60 buses requested for funding) and the partial funding of the City of Waukesha's proposed bus replacement project (1 of 3 buses requested for funding). These systems serve much of the concentrations of minority and low-income populations located in those communities.

[c] Includes the recommended partial funding of the City of Brookfield's proposed project to reconstruct Calhoun Road with additional traffic lanes between CTH M and STH 190.

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