

Attachment 2

Exhibit G

POTENTIAL EVALUATION CRITERIA FOR USE IN SELECTING ARTERIAL RESURFACING, RECONDITIONING, RECONSTRUCTION, AND NEW CONSTRUCTION PROJECTS FOR FEDERAL HIGHWAY ADMINISTRATION SURFACE TRANSPORTATION PROGRAM FUNDING ALLOCATED TO THE MILWAUKEE URBANIZED AREA

The following are potential evaluation criteria for consideration by the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area for use in selecting arterial resurfacing/reconditioning/reconstruction/new construction projects for Federal Highway Administration Surface Transportation Program – Milwaukee Urbanized Area (STP-M) funding:

1. Measure of need – Based on pavement condition determined by an evaluation of the roadway by Commission staff using the WisDOT Pavement Surface Evaluation and Rating (PASER) system.
2. Measure of use – Based on traffic volume determined by either:
 - Existing average weekday traffic (AWDT) volume or
 - Existing AWDT per traffic lane.
3. Measure of importance – Based on:
 - Length of the route the project is located on, such as length of county trunk highway or continuous length of local arterial, and/or
 - The current functional classification of the roadway—principal arterial, minor arterial, and collector—as developed by WisDOT, reviewed by SEWRPC, and approved by FHWA.
4. Measure of equity – Based on receipt of proportionate share of STP-M funding in relationship to relative need. Similar to the current method for the selection of projects for STP-M funding, a “paper” funding balance would be maintained by Commission staff for each governmental unit having current jurisdictional responsibility for eligible facilities (all arterial facilities on the adopted regional transportation plan). The “paper” fund balances would be accumulated from year-to-year, and would be credited STP funds annually based on its proportion of total eligible existing and planned arterial facility lane-miles in the adopted regional transportation plan, with debits to occur from each account as projects are selected for implementation. In the order of the project priority as indicated in the application by the project sponsors, projects would be evaluated by comparing each county’s or local municipality’s estimated potential “paper” fund balance to the requested Federal funding share of each candidate project. Projects from communities having positive “paper” fund balances (including the Federal cost of the requested project) would receive all of the points established for this evaluation criterion. For projects from communities having negative “paper” fund balance (including the Federal cost of the requested project), the score would be determined by reducing the established points for the criterion by the number of years needed to return to a positive balance. This would be calculated by the ratio of the negative fund balance for the community (including the Federal funding for the requested project) to the estimated STP funding allocated annually to the community was calculated.
5. For candidate projects involving capacity expansion by either providing additional traffic-carrying lanes to existing arterial facilities or constructing new arterial facilities, a negative score would be given for projects located in counties and local communities having a:

- Job/housing imbalance¹ – Based on the county and local government being within an area identified as having a projected lower and/or moderate job/housing imbalance² as identified in the adopted regional housing plan, or as refined by the county and local government with more detailed information than what was used to develop the regional housing plan (see Map 1).
- Lack of transit service – Based on whether the County and local community is not served by transit service (see Map 2).

Or, in the alternative, bonus points could be provided to projects located in communities and counties with a job/housing imbalance and transit service. Application of criteria of this type was recommended by the Commission’s Advisory Committee on Regional Housing Planning and Environmental Justice Task Force.

Other criteria used for the selection of highway projects, but would require careful consideration by the Advisory Committee of their implications, could include:

1. Existing level of congestion – Could be based on existing average level-of-service for the roadway or estimated existing volume-to-capacity ratio. (This criterion may emphasize capacity expansion projects. As well, this criterion would identify that a roadway may have a high level of congestion, but does not address whether improvements or measures would be implemented to effectively reduce congestion.)
2. Roadway crashes – Could be based on crash rate of total crashes, crash rate of fatal/incapacitating injury crashes, and/or average annual number of fatal/incapacitating injury crashes using the latest crash data available over a three- or five-year period. (This criterion would identify that a roadway may have a high level of crashes, but does not address whether measures would be implemented to effectively reduce the number or severity of crashes.)
3. Volume of truck traffic – Could be based on the amount of average weekday truck volumes or on a percentage of trucks. (This criterion would emphasize roadways within or serve truck-heavy urban land uses such as industrial and commercial land uses.)
4. Project readiness – Could be based on whether project has initiated or completed preliminary engineering and/or right-of-way acquisition. (This criterion would benefit communities

¹ As part of the development of the regional housing plan, Commission staff analyzed the relationship between anticipated job wages and housing for each planned sewer service area within the region to determine whether, based on existing job and housing conditions and projected job and housing growth determined from adopted county and local comprehensive plans, they would be projected to have a job/housing imbalance. The analysis was conducted only for planned sewer service areas because the local communities within these areas, as opposed to within non-sewered areas, would more likely designate extensive areas for commercial and industrial uses or for medium to high residential land uses, which would accommodate jobs and affordable housing, respectively. More information on the job/housing analysis and the adopted regional housing plan can be found on the Commission’s website (www.sewrpc.org/SEWRPC/housing.htm).

² A lower-cost job/housing imbalance is an area with a higher percentage of lower-wage employment than lower-cost housing. A moderate-cost job/housing imbalance is an area with higher percentage of moderate-wage employment than moderate-cost housing. An area is considered as having a job/housing imbalance if the housing to job deficit is of 10 or more percentage points.

having the resources to initiate or complete preliminary engineering and right-of-way acquisition.)

5. Cost effectiveness – Could be based on the ratio of the total cost of the project—preliminary engineering, right-of-way acquisition, and construction—to existing average weekday traffic volume or vehicle miles travelled. (This criterion may emphasize resurfacing and reconditioning projects over reconstruction projects.)

The below criteria could be considered by the Advisory Committee, but would require that a candidate project have completed preliminary engineering to apply for funding.

6. Reduction in the level of congestion - Could be based on the estimated improvement in the average level-of-service for the roadway or reduction in the volume-to-capacity ratio following implementation of the project. (This criterion may emphasize capacity expansion projects.)
7. Accommodation of bicycles and pedestrians, with points based on the level of accommodation provided. For example, higher points being given for bicycle lanes being proposed than for shared-lanes being proposed as part of the project. (The development of this criterion would require the identification of which accommodations would be considered and a determination of which accommodations would receive higher or lower points.)
8. Accommodation of transit, with points based on the particular type of operational improvement that would benefit transit being proposed as part of the project, such as signal prioritization and/or dedicated transit lanes. (The development of this criterion would require establishing a listing of measures that would be considered for scoring purposes.)
9. Implementation of particular safety measures being proposed as part of the project. (The development of this criterion would require establishing a listing of measures that would be considered for scoring purposes.)
10. Implementation of particular traffic flow improvement measures, such as signal coordination, being proposed as part of the project. (The development of this criterion would require establishing a listing of measures that would be considered for scoring purposes.)
11. Avoidance and/or mitigation of impacts to environmentally sensitive areas, such as environmental corridor, isolated natural resource areas, wetlands, and floodplains. (This criterion could reduce a project score based on level of negative impact.)
12. Avoidance of impacts to prime agricultural lands. (This criterion could reduce a project score based on level of negative impact.)

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Map 1

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

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

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

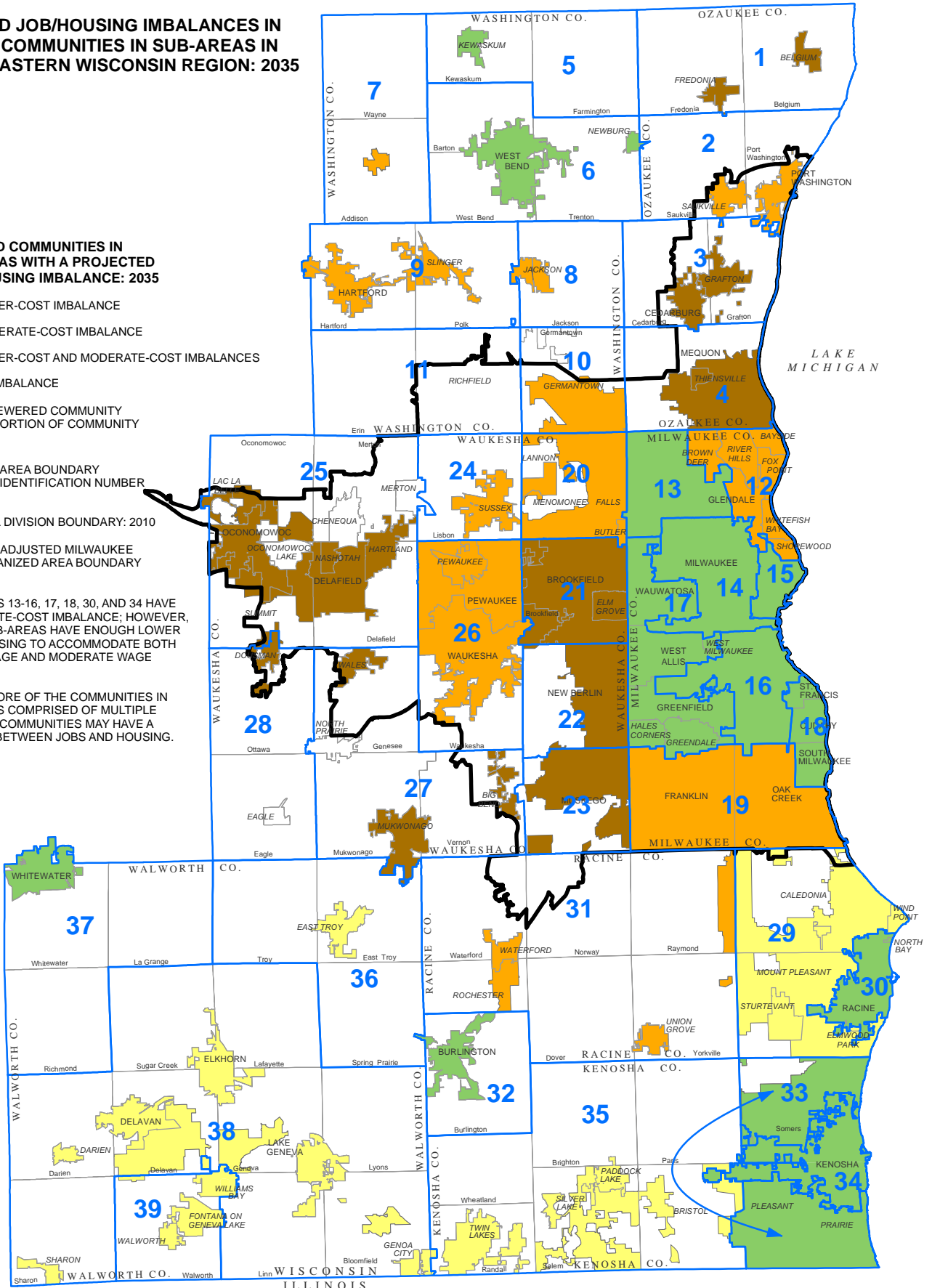
39 SUB-AREA BOUNDARY AND IDENTIFICATION NUMBER

— CIVIL DIVISION BOUNDARY: 2010

— 2010 ADJUSTED MILWAUKEE URBANIZED AREA BOUNDARY

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

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



Source: Local Government Comprehensive Plans and SEWRPC.

