

Minutes of the Meeting

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

DATE: April 26, 2013
TIME: 1:00 p.m.
PLACE: Wisconsin State Fair Park
Tommy G. Thompson Youth Center
Meeting Room 5 (Formerly Banquet Room 2)
640 South 84th Street
Milwaukee, WI 53214

Milwaukee Urbanized Area Members Present

Brian Dranzik, Chair Director, Milwaukee County Department of Transportation
Fred Abadi Director of Public Works, City of Waukesha
John M. Bennett City Engineer, City of Franklin
Scott Brandmeier Director of Public Works/Village Engineer, Village of Fox Point
Allison Bussler Director of Public Works, Waukesha County
Peter Daniels Principal Engineer,
(Representing Michael Lewis) City of West Allis
Michael Einweck Director, Department of Public Works, Village of Hartland
Gary Evans Manager, Highway Engineering Division, Waukesha County
Michael Giugno Managing Director, Milwaukee County Transit System
Lois C. Gresl Major Projects Manager,
(Representing Ghassan Korban) City of Milwaukee
Thomas M. Grisa Director of Public Works, City of Brookfield
Jennifer Gonda Legislative Liaison Director, City of Milwaukee,
Michael J. Maierle Manager of Long-Range Planning, City of Milwaukee
James Martin Fiscal and Budget Administrator,
Milwaukee County Department of Transportation
Michael Mayo, Sr. 7th District Supervisor, Milwaukee County
Jeffrey S. Polenske City Engineer, City of Milwaukee
William C. Porter Jr. Director of Public Works, City of Wauwatosa
Clark Wantoch Director of Highway Operations,
(Representing Milwaukee County) Milwaukee County Department of Transportation
Tom Wondra Highway Commissioner, Washington County

Non-Voting Members Present

Dwight McCombPlanning and Program Development Engineer
(Representing George Poirier) U.S. Department of Transportation,
Federal Highway Administration
Sheri Schmit..... Systems Planning Group Manager,
(Representing Dewayne J. Johnson) Southeast Region,
Wisconsin Department of Transportation
Kenneth R. Yunker Executive Director,
Southeastern Wisconsin Regional Planning Commission

Guests and Staff Present

Jason Barrett..... STP-U/STP-R Program Manager,
Wisconsin Department of Transportation
James Buske..... Engineering and GIS Services Manager,
Village of Brown Deer
Nathan C. Check Director of Public Works, City of Mequon
Melinda K. Dejewski Director of Public Works/City Engineer, City of St. Francis
Jon E. Edgren Assistant Public Works Director, Ozaukee County
Christopher T. Hiebert Chief Transportation Engineer,
Southeastern Wisconsin Regional Planning Commission
Ryan W. Hoel..... Senior Engineer,
Southeastern Wisconsin Regional Planning Commission
Ronald Iwen Director, Department of Transportation, City of Kenosha
Alexis Kuklenski..... Community Planner, U.S. Department of Transportation,
Federal Highway Administration
Thomas Longtin State Program Engineer, Southeast Region,
Wisconsin Department of Transportation
Dan Ludwig Director of Public Works, Village of Germantown
Michael J. Martin Director of Public Works, Village of Hales Corners
Dan Naze..... Director of Public Works, Village Engineer,
Village of Whitefish Bay
Andrew Rohde Civil Engineer, Wisconsin Department of Transportation
Ron Romeis..... Assistant City Engineer, City of Franklin
Xylia N. Rueda..... Transportation Planner,
Southeastern Wisconsin Regional Planning Commission
Jennifer Sarnecki..... Urban and Regional Planning Supervisor,
Wisconsin Department of Transportation
Mike Simmons City Engineer, City of Oak Creek
David Simpson..... Director of Public Works/City Engineer, City of Muskego
Albert Stanek Parking and Transit Systems Manager, City of Racine

ROLL CALL

The meeting was called to order at 1:00 p.m. by Chairman Dranzik, Chairman of the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area. He welcomed all present and noted that the meeting was a meeting of the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (TIP Committee).

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

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

At the request of Chairman Dranzik, Ms. Sarnecki reviewed the current CMAQ application process. She stated that a handout with information regarding the current CMAQ program cycle was given to members and guests at the beginning of the meeting (see Attachment A). She noted that the deadline for submitting projects for the 2014-2018 program cycle is June 14, 2013. Ms. Sarnecki added that this information and application materials are posted on Wisconsin Department of Transportation's website. Ms. Schmit added that there may be less money available than previous funding cycles.

Responding to inquiries made by Mr. Yunker and Ms. Gresl, Ms. Schmit stated that State staff is uncertain of the amount of funding will be allocated to new applications. She stated that some funding may be allocated to projects approved from previous CMAQ program cycles because they are trying to decrease the number of backlogged projects. Ms. Schmit stated that she will provide further information at a future Committee meeting.

REVIEW AND CONSIDERATION OF PROPOSED FEDERAL HIGHWAY ADMINISTRATION SURFACE TRANSPORTATION PROGRAM – MILWAUKEE URBANIZED AREA (STP-M) FUNDING PROJECT EVALUATION PROCESS

At the request of Chairman Dranzik, Mr. Yunker reviewed the memorandum titled "Proposed Federal Highway Administration Surface Transportation Program – Milwaukee Urbanized Area Funding Project Evaluation and Selection Process" (see Attachment B). Mr. Yunker stated that over the past 20 years Commission staff and this Committee have developed and utilized guidelines for the eligibility and the selection of projects for STP funds allocated to the Milwaukee urbanized area. Mr. Yunker stated that Federal Highway Administration (FHWA) staff has informed Commission staff that it considers the selection process which has been utilized to be a sub-allocation of STP funds which has been determined to not be permitted under Federal law and regulations. He further stated that FHWA staff has suggested that evaluation criteria related to transportation system performance and importance be considered in the selection of projects for STP-M funding. Mr. Yunker stated that at a meeting held on April 9, 2013, the Advisory Committee members reviewed and discussed procedures and evaluation criteria used in other urbanized areas across the nation, the types of projects to be considered eligible for STP-M funding, potential evaluation criteria to assist in the selection of surface arterial projects for STP-M funding, and whether a candidate project should need to be advanced through preliminary engineering to be eligible for STP-M funding. He stated that the memorandum now being considered at this meeting summarizes the Advisory Committee discussion at the April 9 meeting concerning these topics, and based upon that discussion, presents for consideration by the Advisory Committee proposed changes to the process to prioritize and select projects for STP-M funding. The following comments and questions were raised by the Committee members:

1. Responding to an inquiry from Mr. Einweck in regards to Table 5 on page A-3, Mr. Yunker stated that as has been the case historically, it is proposed that only facilities identified as arterials on the regional transportation plan would be eligible for STP-M funding. This is because there is likely not adequate STP-M funding to meet the needs of all such arterial facilities. He added that some of the arterials on the regional plan are classified as collector facilities under a Federal functional classification system.
2. Responding to a question posed by Mr. Yunker to the Committee in regards to the allocation proportion of the available STP-M funding which should be allocated to the three types of roadway projects—resurfacing/reconditioning projects, reconstruction to the same capacity projects, and capacity expansion projects, including the widening of an existing arterial facility with additional travel lanes and new arterial facilities—Mr. Polenske stated that he would suggest maintaining the use of the historical breakdown of funding: 20 percent resurfacing, 51 percent reconstruction, and 29 percent capacity expansion. Mr. Evans stated that these percentages would be a good starting point. Mr. Grisa also agreed that it was a good starting point, but questioned whether ultimately the most needed projects would be funded. Mr. Yunker suggested that the Committee could review along with the historic allocation of funding between the three project categories, the funding requested by candidate projects within the three categories, and the number of projects proposed within each project category.
3. Responding to an inquiry from Mr. Abadi, Mr. Yunker stated that although Table 1, as well as some other tables in the memorandum, combine resurfacing and reconstruction projects in one column to show the number of points potentially to be received by candidate projects, resurfacing projects are proposed to be evaluated and prioritized separately from reconstruction projects.
4. Responding to an inquiry from Mr. Abadi, Mr. Yunker stated that the Committee could consider allocating the available STP-M funding between the three types of projects based on the amount of funding requested in each of the three roadway project categories or the number of projects in each category. Ms. Bussler expressed concern that this may cause manipulation of funding between the categories.
5. Mr. Polenske stated that he would like to avoid having funding of one category of roadway projects outweigh the other two categories.
6. Ms. Gresl noted that one of the criteria was pavement condition, and suggested that municipalities should not let the condition of their facilities deteriorate to obtain a higher score.
7. Responding to suggestions made by Mr. Mayo and Mr. Grisa, Mr. Yunker stated that staff would like to receive input from the Committee before setting the point values for each criterion.
8. Mr. Wantoch stated that he believes there is a disproportionate amount of funding being allocated to capacity expansion projects. Mr. Evans responded that suburban communities have a greater need for capacity expansion funding.
9. Responding to inquiries from Mr. Einweck and Mr. Polenske, Mr. Yunker stated that the Milwaukee TIP Committee members could determine the percentage of funding to be allocated to each specific project type after candidate projects were submitted for evaluation.
10. Mr. Bennett stated that he believes that growing communities should not be viewed negatively. He added that there should be a criterion that shows the need for capacity expansion due to a growing community. Mr. Yunker responded that the congestion criterion provides a measure of the need for capacity expansion.

11. Responding to an inquiry made by Mr. Daniels, Mr. Yunker stated that congestion ratings for new facilities are addressed in the level of congestion category. He noted that on page A-4 of the memorandum, it states that the level of congestion for projects involving new facilities would be developed by estimating the level of congestion on adjacent existing arterial facilities.
12. Responding to inquiries made by Ms. Kuklenski and Mr. Daniels, Mr. Yunker stated that Commission staff will develop detailed definitions for the three of highway project types.
13. Ms. Gresl stated that she had a concern about the points required to be a project of areawide significance. Mr. Grisa agreed and stated that he was not certain any of his proposed projects would meet the 73 of 100 point total points requirement, even though those projects had a pavement rating below 5 or 6. Mr. Abadi stated that the uncertainty of expected funding may result in an increase in projects being proposed for reconstruction given the greater amount of funding proposed to be allocated to reconstruction projects. Mr. Grisa suggested that the assignment of points for pavement condition should be different for resurfacing projects and reconstruction projects. Mr. Yunker responded that staff would review the pavement condition point scoring for resurfacing and reconstruction projects.
14. Responding to inquiries made by Ms. Dejewski and Mr. Martin, Mr. Yunker stated that an applicant would need to reapply for the following funding cycle if their project is not chosen for STP-M funding for the current cycle.
15. Responding to suggestions made by Mr. Evans and Mr. Grisa, Mr. Yunker stated that for capacity expansion projects, a criterion for facility traffic safety could be added, and the criterion for traffic congestion could be modified to be based upon a traffic volume-to-design capacity ratio.
16. Mr. Bennett questioned whether smaller communities would have projects funded, noting specifically the criteria regarding the traffic volume carried by an arterial facility. Mr. Yunker agreed this criteria resulted in a facility receiving higher priority for funding based on its traffic volume. He noted that a facility could receive many more points based on its pavement condition. He added that a Commission staff analysis of previous STP-M funding cycles indicated that smaller communities would have projects funded if the proposed new project evaluation procedure would have been applied.
17. Responding to an inquiry made by Mr. Martin, Mr. Yunker stated that the criterion representing functional classification will be identified as a measure of facility function rather than importance, and the criterion representing route length will be relabeled as a measure of connectivity.
18. Responding to an inquiry made by Mr. Grisa, Mr. Yunker stated that the scoring for Table 4 (scoring for length of route) is based on the length of the entire continuous route along which a project is located.
19. Mr. Einweck asked why it is proposed that a capacity expansion project would receive points under a traffic congestion criterion, if it was not currently experiencing congestion. Mr. Yunker responded that a facility may not be currently experiencing congestion, but additional traffic carrying capacity may be needed to accommodate future forecast traffic volumes. He stated that text will be added to the document to better explain this criterion. Mr. Polenske added that he could support the congestion criterion, but current pavement condition should be the most important criterion. Mr. Yunker responded that pavement condition is the criterion with the highest possible points amongst the other evaluation criteria for resurfacing and reconstruction

projects.

20. Mr. Bennett and Mr. Abadi questioned why capacity expansion projects are proposed to receive 5 bonus points if the community within which they are located have a job-housing balance. Mr. Yunker responded that traffic volume and traffic congestion could be reduced if a community had a job-housing balance. Mr. Polenske noted that the job/housing balance criterion was a recommendation from the Commission's Advisory Committee on Regional Housing Planning and Environmental Justice Task Force to address the imbalance of jobs and affordable housing.
21. Responding to an inquiry made by Mr. Grisa, Mr. Yunker stated that if a proposed project would be located within multiple communities, the transit service and job-housing balance bonus points it would receive would be based on the proportion of the project located within each community.
22. Responding to an inquiry made by Mr. Grisa, Mr. Yunker stated that a capacity expansion project in a community within which fixed-route transit is provided in only a small portion of the community would receive 2 bonus points and a project located in a community where the entire community is served by a county and/or a local shared-ride taxi service would receive 3 bonus points. He stated that the additional bonus point is proposed to be allocated because public transit is available across the entire community and not just a portion of the community.
23. Responding to an inquiry made by Mr. Romeis, Mr. Yunker provided an example of how a candidate resurfacing or reconstruction project would receive 73 points and be designated a project of areawide significance.

There being no further discussion on the memorandum, Mr. Yunker stated that Commission staff will attempt to incorporate the proposed changes and comments made by the Advisory Committee into a revised version of the memorandum, and present it to the Committee at a meeting in early May.

ADJOURNMENT.

There being no further business to come before the Milwaukee TIP Committee, the meeting was adjourned at 2:51 p.m. on a motion from Mr. Grisa, seconded by Mr. Bennett, and carried unanimously by the Milwaukee TIP Committee.

Respectfully Submitted,

Kenneth R. Yunker
Acting Secretary

WisDOT Schedule
2014-2018 Congestion Mitigation & Air Quality Improvement Program

April 2013

Tasks to Be Completed	Date
1. WisDOT publishes 2014-2018 CMAQ guidelines, instructions, and applications on WisDOT Web site.	4-15-2013
2. WisDOT regions: A. Conduct local informational meetings. B. Work with locals to develop project applications for 2014-2018 program cycle.	April & May 2013
3. WisDOT receives 2014-2018 CMAQ project applications from locals.	6-14-2013
4. WisDOT CMAQ selection committee reviews applications.	June- November 2013
5. WisDOT receives emissions reductions estimates from SEWRPC and BLRPC.	8-15-2013
6. WisDOT CMAQ selection committee approves 2014-2018 Program.	November 2013
7. WisDOT notifies locals of approved CMAQ projects.	11-30-2013
8. WisDOT publishes approved project lists on WisDOT CMAQ Web site.	December 2013

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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Southeastern Wisconsin Regional Planning Commission

STAFF MEMORANDUM

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

FROM: Southeastern Wisconsin Regional Planning Commission Staff

DATE: April 25, 2013

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

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

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

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

ELIGIBLE PROJECT TYPES

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

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

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

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

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

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

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

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

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

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

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

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

Following the determination of the level of FHWA STP-M and FTA Section 5307 funding to be available for highway and transit projects, it is proposed that the funding available to candidate highway projects be allocated for three types of projects, as follows:

- 20 percent for resurfacing/reconditioning projects,
- 51 percent for reconstruction to same capacity projects, and
- 29 percent for capacity expansion projects (widening and new facilities).

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

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

Capacity Expansion Projects

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

Resurfacing/Reconditioning/Reconstruction to Same Capacity Projects

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

Table 1

PROPOSED EVALUATION CRITERIA TO MEASURE AREAWIDE SIGNIFICANCE AND MAXIMUM POINTS POTENTIALLY RECEIVED FOR THE RESURFACING/RECONDITIONING/RECONSTRUCTION TO SAME CAPACITY AND CAPACITY EXPANSION PROJECT FUNDING CATEGORIES

Evaluation criteria	Maximum Points Received	
	Resurfacing/Reconditioning/ Reconstruction (to same capacity) Projects	Capacity Expansion Projects
Measure of Need – Pavement Condition	50	25
Measure of Use – Average Weekday Traffic Volume per Lane	20	5
Measure of Importance		
– Length of Route	15	10
– Current Functional Classification	15	10
Measure of Congestion – Level of Congestion	--	50
Subtotal	100	100
Bonus Points for projects located in communities having:		
– Job/Housing Balance	--	5
– Transit Accessibilty	--	5

* * *

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

Exhibit A

PROPOSED METHODOLOGY FOR SUGGESTED EVALUATION CRITERIA OF AREAWIDE SIGNIFICANCE

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

1. **Measure of need** – The score for this criterion is proposed to be based on the average pavement condition of the roadway surface associated with the candidate project determined by an evaluation by Commission staff using the WisDOT Pavement Surface Evaluation and Rating (PASER) system. This evaluation criterion would be used for both evaluation categories with resurfacing/reconditioning/reconstruction to the same capacity projects receiving a maximum of 50 points and capacity expansion projects receiving a maximum of 25 points. The points received by a candidate project under this category are proposed to be determined by the ranges of the average pavement conditions listed in Table 2.

Table 2

PROPOSED SCORING FOR PAVEMENT CONDITION EVALUATION CRITERIA

Average PASER Rating	Points	
	Resurfacing/ Reconditioning/ Reconstruction (to same capacity) Projects	Capacity Expansion Projects
1 or 2	50	25
3 or 4	35	18
5 or 6	20	10
7 to 10	0	0

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

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

Table 3

PROPOSED SCORING FOR AVERAGE WEEKDAY TRAFFIC VOLUME PER TRAVEL LANE CRITERIA

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

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

3. **Measure of importance** – It is proposed that two criteria would be used to measure the importance of candidate projects—the length of the route along which the project is located and the current functional classification of the roadway. The length of route would be measured by Commission staff based on the continuous length of the arterial facility. The current functional classification (principal arterial, minor arterial, and collector) would be determined by the functional classification developed by WisDOT, reviewed by SEWRPC, and approved by FHWA. This evaluation criterion would be used for both evaluation categories with resurfacing/reconditioning/reconstruction to the same capacity projects receiving a maximum of 30 points (15 points each) and capacity expansion projects receiving a maximum of 20 points (10 points each). Tables 4 and 5 show how the points are proposed to be received by the candidate project for the length of route and functional classification criteria, respectively.

Table 4
PROPOSED SCORING FOR LENGTH OF ROUTE CRITERIA

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

Table 5
PROPOSED SCORING FOR CURRENT FUNCTIONAL CLASSIFICATION CRITERIA

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

4. **Measure of congestion** –The points for this criterion are proposed to be based on the existing average level of congestion along the candidate project. This criterion would be used for only the capacity expansion projects with such projects receiving a maximum of 50 points. This criterion is proposed to be determined by comparing the existing average weekday traffic volumes along the candidate roadway project to the estimated surface arterial facility design capacity, and identifying the attendant level of congestion, as provided in Table 6. Table 7 shows how the points are proposed to be received by the candidate project for the current level of congestion criterion.

Points under this criterion would be received even if the segment of roadway associated with the project is not currently experiencing congested conditions, as the need for additional

capacity may be needed under forecast future conditions rather than under current conditions. The level of congestion for projects involving new facilities would be developed by estimating the level of congestion of adjacent existing arterial facilities under current conditions utilizing the Commission’s travel simulation models used in the development and evaluation of the year 2035 regional transportation plan.

Table 6
ESTIMATED SURFACE ARTERIAL FACILITY DESIGN CAPACITY AND ATTENDANT LEVEL OF CONGESTION^a

Surface Arterial Facility Type	Average Weekday Traffic Volumes (vehicles per 24 hours)			
	Design Capacity and Upper Limit of Level of Service C	Upper Limit of Moderate Congestion and Level of Service D	Upper Limit of Severe Congestion and Level of Service E	Extreme Congestion and Level of Service F
Two-lane	14,000	18,000	19,000	> 19,000
Four-lane Undivided.....	18,000	23,000	24,000	> 24,000
Four-lane with Two-way Left Turn Lane	21,000	29,000	31,000	> 31,000
Four-lane Divided.....	27,000	31,000	32,000	> 32,000
Six-lane Divided	38,000	45,000	48,000	> 48,000
Eight-lane Divided.....	50,000	60,000	63,000	> 63,000

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

Table 7
PROPOSED SCORING FOR CURRENT LEVEL OF CONGESTION CRITERIA

Level of Congestion	Points
Extreme	50
Severe	35
Moderate	20
None	10

- Job/housing imbalance²** – It is proposed that capacity expansion projects receive 5 bonus points if the local community or communities that the project is located within is identified as

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).

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

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

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

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

Map 1

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

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

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

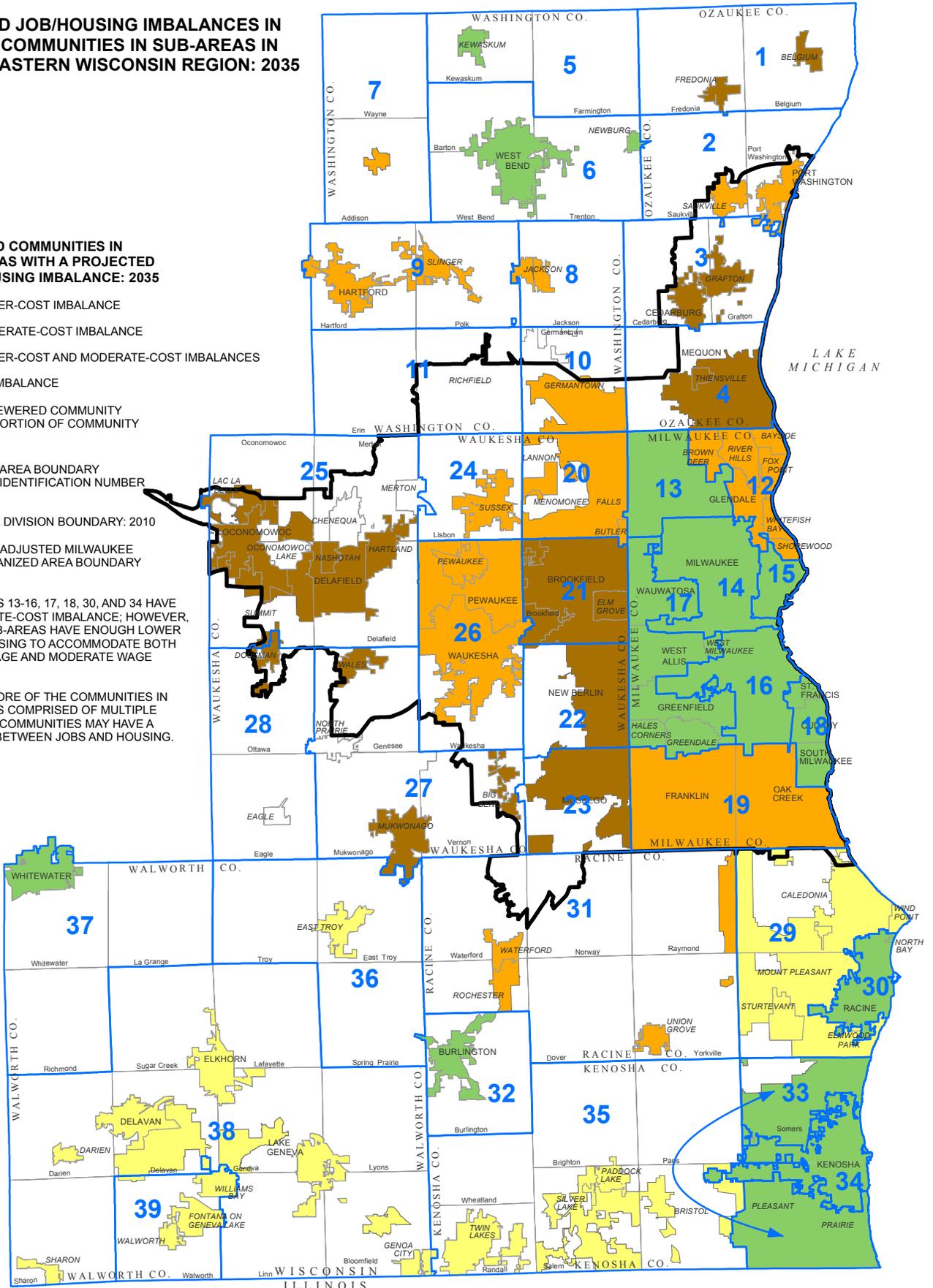
39 SUB-AREA BOUNDARY AND IDENTIFICATION NUMBER

— CIVIL DIVISION BOUNDARY: 2010

— 2010 ADJUSTED MILWAUKEE URBANIZED AREA BOUNDARY

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

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



Source: Local Government Comprehensive Plans and SEWRPC.

Map 2

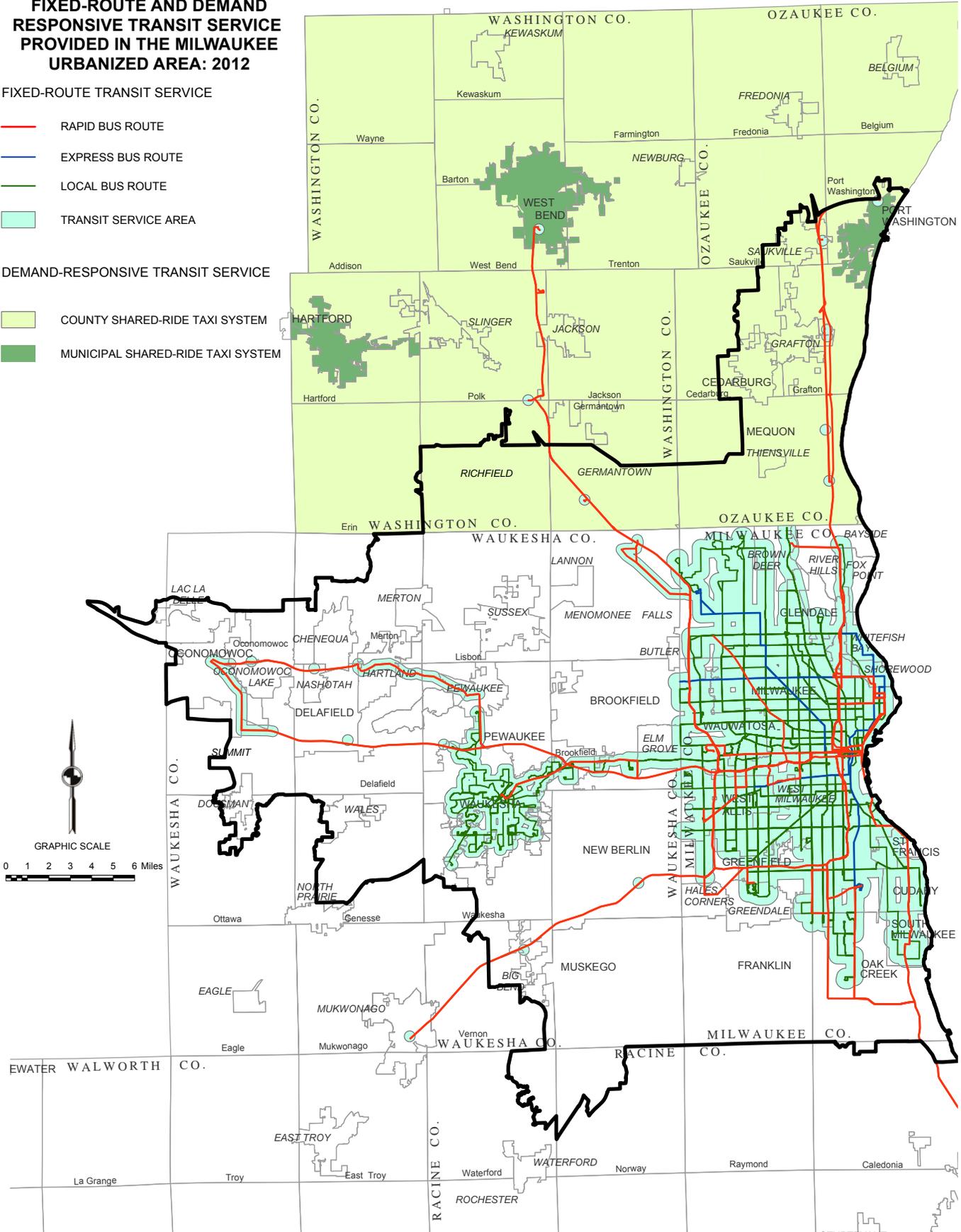
FIXED-ROUTE AND DEMAND RESPONSIVE TRANSIT SERVICE PROVIDED IN THE MILWAUKEE URBANIZED AREA: 2012

FIXED-ROUTE TRANSIT SERVICE

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

DEMAND-RESPONSIVE TRANSIT SERVICE

- COUNTY SHARED-RIDE TAXI SYSTEM
- MUNICIPAL SHARED-RIDE TAXI SYSTEM



Source: SEWRPC.

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Table 8

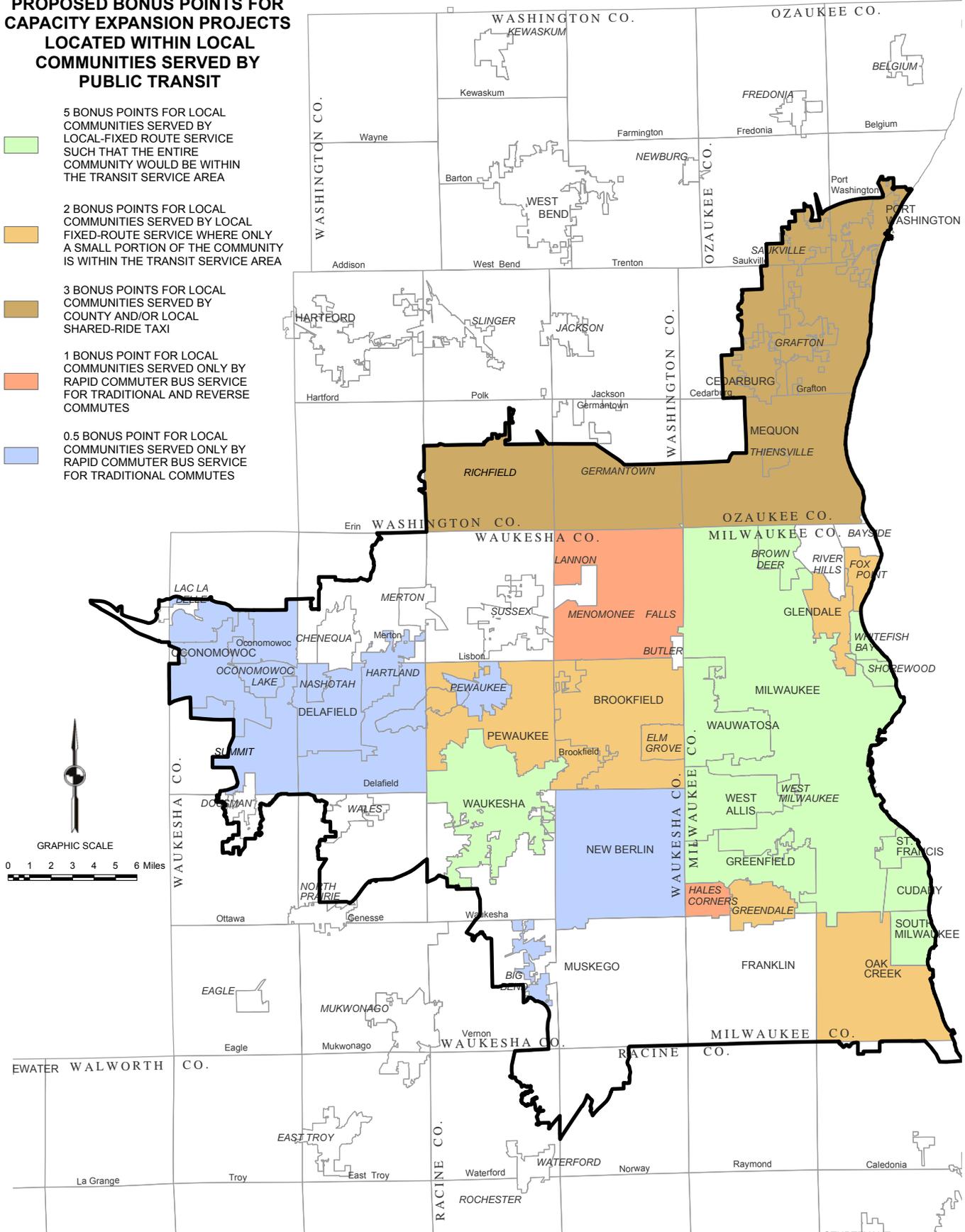
**PROPOSED BONUS POINTS FOR CAPACITY EXPANSION PROJECTS
LOCATED WITHIN LOCAL COMMUNITIES SERVED BY PUBLIC TRANSIT**

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

Map 3

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

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



Source: SEWRPC.

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Exhibit B

PROPOSED METHODOLOGY FOR EVALUATION WITH MEASURE OF EQUITY CRITERION

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

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

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

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

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

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

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Table 9

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

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

Table 9 (continued)

Implementing Agency	Proposed Year 2010 Adjusted Urbanized Area	
	Total Year 2035 Planned Lane-Miles ^a	Proportionate Share ^a
Town of Summit	1.25	0.00039
Village of Sussex	15.76	0.00491
Town of Vernon	3.89	0.00121
City of Waukesha	88.22	0.02750
Town of Waukesha	1.90	0.00059
		0.00000
Waukesha County-Total	1,146.99	0.35759
OZAUKEE COUNTY		0.00000
County	106.34	0.03315
		0.00000
City of Cedarburg	17.64	0.00550
Town of Cedarburg	3.28	0.00102
Town of Grafton	6.56	0.00205
Village of Grafton	9.96	0.00311
City of Mequon	96.16	0.02998
City of Port Washington	4.04	0.00126
Town of Port Washington	2.12	0.00066
Town of Saukville	0.24	0.00007
Village of Saukville	1.80	0.00056
Village of Thiensville	7.20	0.00224
Ozaukee County-Total	255.34	0.07961
RACINE COUNTY		
County	6.42	0.00200
Village of Caledonia	1.08	0.00034
Town of Norway	5.27	0.00164
Town of Waterford	4.67	0.00146
Racine County-Total	17.44	0.00544
WASHINGTON COUNTY		
County	28.27	0.00881
Village of Germantown	53.06	0.01654
Village of Richfield	0.41	0.00013
Washington County-Total	81.74	0.02548
JEFFERSON COUNTY		
County	0.80	0.00025
Jefferson County-Total	0.80	0.00025
Milwaukee Urbanized Area-Total	3,207.53	1.00000

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

Table 10

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

Implementing Agency	Estimated Balance Through 2014
MILWAUKEE COUNTY	
County	(\$6,224,881)
Village of Bayside	\$9,699
Village of Brown Deer	\$102,572
City of Cudahy	\$1,699,859
Village of Fox Point	\$271,365
City of Franklin	\$824,188
City of Glendale	\$151,862
Village of Greendale	(\$1,631,012)
City of Greenfield	\$6,264
Village of Hales Corners	\$665,062
City of Milwaukee	\$3,371,895
City of Oak Creek	\$1,351,187
Village of River Hills	\$691,485
City of Saint Francis	\$56,310
Village of Shorewood	\$454,497
City of South Milwaukee	(\$335,526)
City of Wauwatosa	(\$215,139)
City of West Allis	(\$180,576)
Village of West Milwaukee	(\$188,887)
Village of Whitefish Bay	\$1,300,305
Milwaukee-County Total	\$2,180,528
WAUKESHA COUNTY	
County	\$4,629,087
Village of Big Bend	\$188,418
City of Brookfield	(\$2,654,871)
Town of Brookfield	(\$165,008)
Village of Butler	(\$79,906)
Village of Chenequa	\$30,769
City of Delafield	(\$307,157)
Town of Delafield	\$4,411
Village of Elm Grove	(\$400,524)
Village of Hartland	\$71,648
Village of Lannon	(\$62,563)
Town of Lisbon	\$1,282,680
Village of Menomonee Falls	(\$1,454,492)
Town of Merton	\$42,808
Village of Merton	\$6,401
City of Muskego	\$749,906
Village of Nashotah	\$40,215
City of New Berlin	(\$486,901)
City of Oconomowoc	\$279,398
Town of Oconomowoc	\$310,455
Village of Oconomowoc Lake	\$99,291
City of Pewaukee	\$699,396
Village of Pewaukee	\$547,992
Village of Summit	\$183,649
Village of Sussex	\$56,808
Town of Vernon	\$171,088
City of Waukesha	(\$486,338)
Town of Waukesha	(\$167,061)
Waukesha County-Total	\$3,129,600

Table 10 (continued)

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

Source: Wisconsin Department of Transportation and SEWRPC

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