

## Minutes of the Meeting

### ADVISORY COMMITTEES ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE KENOSHA, MILWAUKEE, RACINE, AND ROUND LAKE BEACH URBANIZED AREAS TO ORDER

DATE: August 27, 2013

TIME: 9:30 A.M.

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

#### Milwaukee Urbanized Area Members Present

Brian Dranzik, Chair ..... Director, Milwaukee County Department of Transportation  
Sandra Beaupre ..... Director, Bureau of Planning,  
Division of Transportation Investment Management,  
Wisconsin Department of Transportation  
John Bennett ..... City Engineer, City of Franklin  
Peter Daniels ..... Principal Design Engineer,  
(Representing Michael Lewis) City of West Allis  
Michael Giugno ..... Vice President/Deputy Director,  
(Representing Lloyd Grant, Jr) Milwaukee County Transit System  
Thomas M. Grisa ..... Director of Public Works, City of Brookfield  
Jennifer Gonda ..... Legislative Liaison Director, City of Milwaukee  
James Martin ..... Director of Operations, Milwaukee County Department of Transportation  
(Representing Chris Abele)  
Jeffrey S. Polenske ..... City Engineer, City of Milwaukee  
Aaron Szopinski ..... Budget Analyst, Budget and Management Division, City of Milwaukee  
Clark Wantoch ..... Director of Highway Operations  
Milwaukee County Department of Transportation

#### Non-Voting Members

Kenneth Yunker, Secretary ..... Executive Director, SEWRPC  
Sandra Beaupre ..... Director, Bureau of Planning,  
Division of Transportation Investment Management,  
Wisconsin Department of Transportation  
Dwight McComb ..... Planning and Program Development Engineer,  
(Representing George Poirier) U.S. Department of Transportation,  
Federal Highway Administration  
Jennifer Sarnecki ..... Urban and Regional Planning Supervisor, Southeast Region,  
(Representing Dewayne Johnson) Wisconsin Department of Transportation

#### Kenosha Urbanized Area Members Present

Sandra Beaupre ..... Director, Bureau of Planning,  
Division of Transportation Investment Management,  
Wisconsin Department of Transportation

Dwight McComb .....Planning and Program Development Engineer,  
(Representing George Poirier) U.S. Department of Transportation,  
Federal Highway Administration  
Jennifer Sarnecki.....Urban and Regional Planning Supervisor, Southeast Region,  
(Representing Dewayne Johnson) Wisconsin Department of Transportation  
Sean Von Bergen Assistant City Engineer, City of Kenosha  
(Representing Michael Lemens)

Racine Urbanized Area Members Present

Julie Anderson ..... Director, Racine County Department of Planning & Development  
Sandra Beaupre ..... Director, Bureau of Planning,  
Division of Transportation Investment Management,  
Wisconsin Department of Transportation  
Dwight McComb .....Planning and Program Development Engineer,  
(Representing George Poirier) U.S. Department of Transportation,  
Federal Highway Administration  
Albert Stanek ..... Manager, Parking and Transit Systems, City of Racine  
Jennifer Sarnecki.....Urban and Regional Planning Supervisor, Southeast Region,  
(Representing Dewayne Johnson) Wisconsin Department of Transportation

Round Lake Beach Urbanized Area Members Present

Sandra Beaupre ..... Director, Bureau of Planning,  
Division of Transportation Investment Management,  
Wisconsin Department of Transportation  
Randy Kerkman ..... Village Administrator, Village of Bristol  
Dwight McComb .....Planning and Program Development Engineer,  
(Representing George Poirier) U.S. Department of Transportation,  
Federal Highway Administration  
Jennifer Sarnecki.....Urban and Regional Planning Supervisor, Southeast Region,  
(Representing Dewayne Johnson) Wisconsin Department of Transportation

Guests and Staff Present

C Terrence Anderson .....Transportation Planner, SEWRPC  
Christopher T. Hiebert .....Chief Transportation Engineer, SEWRPC  
Ryan W. Hoel..... Principal Engineer, SEWRPC  
Tressie Kamp ..... Statewide Multi-modal Programs Manager,  
Bureau of Transit, Local Roads, Railroads, and Harbors,  
Division of Transportation Investment Management,  
Wisconsin Department of Transportation  
Xylia Rueda .....Transportation Planner, SEWRPC  
Robert Schmidt ..... Local Program Manager, Southeast Region,  
Wisconsin Department of Transportation

## **ROLL CALL**

Chairman Dranzik called the meeting to order at 9:30 a.m. He welcomed all present and noted that the meeting was a joint meeting of the Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, and Round Lake Beach Urbanized Areas (TIP Committees). 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 quorums of the four Committees present.

Mr. Yunker stated that, due to the absence of some members, the determination by the Milwaukee TIP Committee of a proposed allocation for funding highway and transit projects and potential allocations of Federal Highway Administration (FHWA) Surface Transportation Program – Milwaukee Urbanized Area (STP-M) funding for different project types (item 4 on the agenda) would be postponed to a future meeting of the Committee. Responding to inquiries by Mr. Bennett and Mr. Grisa, Mr. Yunker stated that any discussion related to Agenda Item 4 should be deferred until the next meeting of the Milwaukee TIP Committee.

## **REVIEW AND CONSIDERATION OF PROPOSED MODIFICATIONS OF COMMISSION STAFF PROCEDURES FOR RATING CANDIDATE PROJECTS FOR FEDERAL HIGHWAY ADMINISTRATION – CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM FUNDING PROJECT EVALUATION PROCESS**

Mr. Yunker stated that the Wisconsin Department of Transportation (WisDOT) has completed in June a solicitation of candidate projects for FHWA Congestion Management and Air Quality Improvement Program (CMAQ) funding, and that the Commission staff would be reviewing with the TIP Committees proposed modifications of the procedures that would be used by the Commission staff for rating candidate projects for CMAQ funding. He then asked Mr. Hiebert to review the Commission staff memorandum that summarizes the proposed changes (see Attachment A to these minutes). Mr. Hiebert stated that as part of the process approved by the TIP Committees to recommend candidate projects for CMAQ funding (see Attachment B to these minutes), the staffs of the Commission, WisDOT, and the Wisconsin Department of Natural Resources (WDNR) independently develop a score for each candidate CMAQ project. These scores are combined and discussed at interagency staff meeting followed by a second interagency meeting with the chairs of the TIP Committees at which project funding recommendations are made and then forwarded to the WisDOT Secretary and the TIP Committees for consideration and approval. Mr. Yunker noted that on only one occasion has the WisDOT Secretary requested a change to the listing of projects recommended for funding, requiring the TIP chairs and the three agencies to meet again to negotiate revisions to the listing of recommended projects.

Mr. Hiebert stated that proposed modifications to the procedures used by Commission staff involves a reduction in the score of candidate CMAQ projects that do not provide an alternative to the automobile for daily utilitarian travel in communities with a job/housing imbalance (a 5 percent reduction) or lack or have limited public transit service (up to a 5 percent reduction). Mr. Hiebert explained that the consideration of using job-housing balance within a community and whether public transit is provided in a community in the rating and ranking of CMAQ projects was recommended in the adopted regional housing plan, upon recommendation of the SEWRPC Regional Housing Plan Advisory Committee and SEWRPC Environmental Justice Task Force. He noted that the job-housing balance and provision of public transit have a direct relationship to the amount of traffic volume generated in the community.

During and following Mr. Hiebert's review of the proposed modifications to the rating procedures used by Commission staff to evaluate CMAQ projects, the following comments and questions were raised:

1. Responding to an inquiry by Mr. Grisa relating to regional housing plan recommendation, Mr. Yunker stated that the regional housing plan recommended that the Commission work with its TIP Committees to establish revised criteria that include job/housing balance and the provision of transit for the selection of projects to be funded with STP-M funding (and potentially STP funding for the other urbanized areas in the Region) and CMAQ funding. Mr. Yunker noted that historically, unlike for STP-M and CMAQ funding, formal procedures to evaluate and recommend projects for STP funding allocated to the other urbanized areas within the Region have not been developed, and that the criteria related to job/housing imbalance and the provision of transit would be considered should the Commission be requested by those communities within the other urbanized areas to assist in the development of such procedures for their respective areas. He added that the regional housing plan recommendation related to project selection criteria was not intended to apply to the evaluation of candidate projects for other Federal funding sources.
2. Responding to an inquiry by Mr. Grisa relating to the application of the proposed criteria, Mr. Yunker stated that the criteria related to job/housing imbalance and the provision of transit is proposed to apply only to projects that do not provide an alternative to the automobile, and would not be applied to candidate projects involving transit, bicycle/pedestrian facilities, and other projects involving an alternative to automobile travel.
3. Responding to an inquiry by Mr. Grisa related to the use of criteria related to air quality, Mr. Yunker stated that the procedures used by the Commission are one of three procedures used to evaluate and prioritize projects for CMAQ funding, and that the procedures used by WDNR and WisDOT would factor the estimated pollutant emissions reduction in their ratings for the candidate CMAQ projects.
4. Responding to an inquiry by Mr. Stanek, Mr. Yunker stated that the Commission staff based the proposed reduction for the criteria related to job/housing imbalance and the provision of transit on a review of the reductions associated with the other four criteria that have been used to evaluate candidate projects for during previous CMAQ funding cycles, and a review of similar criteria used by peer agencies in the evaluation and recommendation of projects for Federal funding in their urbanized areas.
5. Mr. Grisa inquired whether bike lanes should be eligible for CMAQ funding given the State's complete streets regulations (Trans 75) that requires bicycle and pedestrian facilities (with few exceptions) be provided along roadways being reconstructed with State or Federal funding. Mr. Yunker responded that bike lanes and other bicycle accommodations along roadways are currently eligible under Federal guidelines for CMAQ funding. However, the TIP Committees could choose to make such projects ineligible for CMAQ funding. Mr. Schmidt noted that there are currently a few candidate CMAQ projects that include the provision of bicycle lanes on an existing roadway. Mr. Polenske noted that funding such bicycle lane projects with CMAQ funding could accelerate the implementation of bicycle accommodations within a community.
6. Mr. Yunker stated that the implementation priority recommendations of the regional transportation system operations plan (RTOP), developed last year, would be considered in the prioritization and final CMAQ funding recommendations of transportation system management (TSM) projects, such as signal coordination and intersection improvement projects. Mr. Yunker noted that during the development of the RTOP the Commission staff requested that each county, city, village, and town in Southeastern Wisconsin and the Wisconsin Department of

Transportation identify and provide candidate TSM projects for the years 2012 through 2016 to be evaluated and prioritized. He added that as it was the first time that such a request was made, very few candidate TSM projects were submitted and prioritized in the RTOP. He stated that many of the candidate TSM-related, or traffic flow, projects that were submitted to WisDOT for CMAQ funding were listed in the RTOP, but added that others were not. He noted that the projects not listed in the RTOP would be evaluated with the same criteria to determine how they would have been prioritized had they been submitted.

7. Mr. Grisa inquired if there would be consideration of an agency's ability to complete a project when determining which projects to recommend for CMAQ funds. Mr. Yunker responded that such a discussion can be raised when the TIP Committee chairs meet to develop their listing of recommended projects. Ms. Kamp noted that WisDOT staff will be taking into consideration of how effectively project sponsors have completed past CMAQ-funded projects in WisDOT's rating procedure for evaluation of candidate CMAQ projects.
8. Mr. Polenske stated that it would be beneficial for WisDOT and WDNR to provide the TIP Committees a summary of their rating procedures for evaluating candidate CMAQ projects. Mr. Yunker responded that Commission staff would request from WisDOT and WDNR staff for their procedures and include them in the meeting minutes.

[Secretary's Note: Attachment C to these minutes contains the WisDOT and WDNR CMAQ project rating procedures.]

There being no further discussion, Mr. Stanek made a motion to approve the proposed modifications to the procedures used by Commission staff to rate candidate projects for CMAQ funding, as described in the memorandum provided to these minutes as Attachment A. The motion was seconded by Mr. Polenske, and carried unanimously by the TIP Committees.

#### **REVIEW AND CONSIDERATION OF PROPOSED AMENDMENTS TO THE 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN (MILWAUKEE URBANIZED AREA ONLY)**

Chairman Dranzik asked Mr. Yunker to review six proposed amendments to the 2013-2016 Transportation Improvement Program (TIP) for Southeastern Wisconsin that are located within the Milwaukee urbanized area, as summarized in a memorandum provided to members of the TIP Committees (see Attachment D). Following Mr. Yunker's review, the following comments were made:

1. Mr. Polenske noted that a public meeting was recently held for the closing of the rail crossing at 17<sup>th</sup> Street in the City of Milwaukee (TIP No. 542), and that there was opposition expressed at the meeting to the proposed closing of the rail crossing. He stated that the City is not opposed to the funding of the project, but would like to get an update as to where the railroad is in the process of closing the crossing to ensure that the project is still moving forward. Ms. Sarnecki indicated that she would provide an update to the Commission staff on the progress of that project. Mr. Yunker stated that the Commission staff would provide an update to the Milwaukee TIP Committee on the status of this project.
2. Mr. McComb noted that the Federal funding for the five proposed rail crossing projects are part of a set-aside of funding in SAFETEA-LU for railway-highway crossing hazard elimination projects along the Minneapolis/St. Paul-Chicago segment of the Midwest High Speed Rail

Corridor. He further noted that this funding for these projects would need to be obligated before the end of the current Federal Fiscal Year on September 30, 2013, or the funding will lapse.

Mr. Grisa made a motion to approve the six proposed amendments to the 2013-2016 transportation improvement program. The motion was seconded by Mr. Bennett. Chairman Dranzik asked that, based on the request for the status of the project by the City of Milwaukee on the project to close the rail crossing at 17<sup>th</sup> Street (TIP No. 542), the motion be amended such that TIP No. 542 would be conditionally approved subject to the City of Milwaukee being satisfied with the current status of the project to be provided by WisDOT. Mr. Grisa and Mr. Bennett agreed with the suggested change to the motion. Mr. Yunker stated that these amendments would be considered for approval by the Commission at its meeting to be held on September 11, 2013, and that the approval of the amendment associated with TIP No. 542 would not be considered by the Commission at that meeting unless the City of Milwaukee staff contacted the Commission staff before the meeting and indicate their approval of the amendment to this project based on their review of the project status provided by WisDOT staff.

There being no further discussion on the motion, Chairman Dranzik asked for the motion be put to a vote. The motion to approve the six proposed amendments to the 2013-2016 transportation improvement program, with the proposed amendment for the closing of the CP rail crossing at 17<sup>th</sup> Street in the City of Milwaukee (TIP No. 542) being conditionally approved subject to the City of Milwaukee being satisfied with the current status of the project as provided by WisDOT staff, was unanimously approved by the Milwaukee TIP Committees.

[Secretary's Note:

Following the meeting WisDOT staff indicated to Commission staff that the Office of the Commissioner of Railroads has not made a decision on the closure of the CP rail crossing at 17<sup>th</sup> Street in the City of Milwaukee, and that once a proposed decision has been made public, the Office of the Commissioner of Railroads would hold a 15-day comment period on the decision. Based on the status of the project provided by WisDOT, Mr. Polenske indicated that the City of Milwaukee was satisfied with the information provided, and stated that the proposed TIP amendment for the project could be considered by the Commission for approval at their meeting on September 11, 2013.]

## **ADJOURNMENT**

There being no further business to come before the TIP Committees, the meeting was adjourned at 10:16 a.m.

Respectively submitted,

Kenneth R. Yunker  
Acting Secretary

# SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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## MEMORANDUM

**TO:** All Members of the SEWRPC Advisory Committee on Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, and Round Lake Beach Urbanized Areas (TIP Committees)

**FROM:** Southeastern Wisconsin Regional Planning Commission Staff

**DATE:** August 14, 2013

**SUBJECT: PROPOSED MODIFICATION OF COMMISSION STAFF PROCEDURE FOR RATING CANDIDATE PROJECTS FOR FEDERAL CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM FUNDING**

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

The procedure that the Commission staff has followed in rating CMAQ projects has been approved by the TIP Committees, and has been revised with minor modifications over the years. The procedure as last applied in 2011 is shown in Attachment 1 to this memorandum.

The Commission staff is proposing that the TIP Committees consider another modest revision to the rating of CMAQ projects. The Regional Housing Plan, upon recommendation of the Regional Housing Plan Advisory Committee and Environmental Justice Task Force, recommended that the rating and ranking of CMAQ projects be revised to consider the job-housing balance within a community and whether public transit is provided in a community. Job-housing balance and provision of public transit have a direct relationship to the amount of traffic volume generated within a community. Therefore, it is proposed that the criteria for rating CMAQ projects which would not provide a daily alternative to automobile travel be modified. Attachment 2 presents the proposed revised project rating procedure.

Also addressed in the proposed revised project rating procedure is consideration of the results of the prioritization of transportation system management (TSM) projects in the regional transportation

operations plan (See SEWRPC Memorandum Report No. 202, *Regional Transportation Operations Plan for Southeastern Wisconsin: 2012-2016*).

In October, 2011, the Commission requested each County, City, Village, and Town in Southeastern Wisconsin and the Wisconsin Department of Transportation to identify candidate TSM projects for the years 2012 through 2016 to be evaluated, and prioritized for implementation, particularly with respect to FHWA CMAQ funding. These TSM measures include freeway traffic management (operational control, advisory information, and incident management), surface arterial traffic management (traffic signal coordination, intersection improvements, parking restrictions, access management, and advisory information), and major activity center parking management and guidance. The regional transportation operations plan (RTOP) provided an evaluation of the candidate projects and a priority listing of the projects based on their potential to improve transportation operations and safety. The prioritization of TSM projects presented in the RTOP was to be used in the next CMAQ funding cycle with subsequent RTOP efforts to be conducted to guide subsequent CMAQ project solicitations and evaluations.

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## **Attachment 1**

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

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

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

- Implementation of Regional Plan
  - 1.0 Implements regional plan
  - 0.8 Consistent with regional plan
  - 0.0 Inconsistent, or in conflict, with regional plan
- Degree to Which Project May Be Expected to Deliver Benefits
  - 1.0 Project construction/ implementation
  - 0.9 Promotion/marketing on a collaborative/regional basis to encourage change
  - 0.8 Promotion/marketing to encourage change
  - 0.6 Planning/engineering/research/study
- Extent of Benefit
  - 1.0 Daily or average weekday benefit
  - 0.9 Seasonal or weekend benefit
  - 0.8 Special event travel benefit
- Provision of Alternative to Automobile Travel
  - 1.0 Alternative for daily utilitarian travel
  - 0.9 Alternative for recreational or special event travel
  - 0.8 Does not provide alternative

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

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

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

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

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DMJ/dmj  
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## **Attachment 2**

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

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

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

- Implementation of Regional Plan
  - 1.0 Implements regional plan
  - 0.8 Consistent with regional plan
  - 0.0 Inconsistent, or in conflict, with regional plan
- Degree to Which Project May Be Expected to Deliver Benefits
  - 1.0 Project construction/ implementation
  - 0.9 Promotion/marketing on a collaborative/regional basis to encourage change
  - 0.8 Promotion/marketing to encourage change
  - 0.6 Planning/engineering/research/study
- Extent of Benefit
  - 1.0 Daily or average weekday benefit
  - 0.9 Seasonal or weekend benefit
  - 0.8 Special event travel benefit
- Provision of Alternative to Automobile Travel
  - 1.0 Alternative for daily utilitarian travel
  - 0.9 Alternative for recreational or special event travel
  - 0.8 Does not provide alternative

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

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

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

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

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

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

Exhibit 1 explains how these criteria would be applied.

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

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KRY/dad  
08/05/13

**Table 1**  
**Recommended Priority Grouping for Candidate Corridor Transportation Systems Management Projects**

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

<sup>a</sup>Estimated average weekday traffic volume compared to typical average weekday design capacity.

Source: SEWRPC

KRY/RWH/dad  
00212699.DOC

Table 2

## Recommended Priority Grouping for Candidate Intersection Transportation Systems Management Projects

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

<sup>a</sup> Estimated average weekday traffic volume compared to estimated average weekday design capacity.<sup>b</sup> Number of vehicle crashes and crash rate are based on a three year average. Vehicle crash rate is the annual number of crashes per 1,000,000 approaching vehicles at the intersection.<sup>c</sup> Traffic volume data is not available in one or both legs of the secondary street. The available traffic volume data on the primary and secondary streets was used in the calculation of the vehicle crash rate.<sup>d</sup> Secondary street is the minor leg of a T-intersection.

Source: SEWRPC

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**Exhibit 1**

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

**Job/Housing Imbalance**<sup>1</sup>—Projects which do not provide an alternative to daily automobile travel—such as a traffic flow improvement project or recreational bicycle/pedestrian facility would be factored by 0.95 if the local community or communities that the project is located within is identified as having a projected lower or moderate job/housing imbalance<sup>2</sup>. Map E-1 shows the local sewer service areas identified as having a projected job/housing imbalance in the adopted regional housing plan. The job/housing analysis was conducted, as part of the development of the regional housing plan, for only planned sewer service areas because the local communities within these areas, as opposed to within non-sewered areas, would have the ability to designate extensive areas for commercial and industrial uses and for medium to high density residential land uses, which would accommodate jobs and affordable housing, respectively. Candidate projects in non-sewered areas would be factored by 0.95. The projected job/housing imbalances are reported in the regional housing plan by regional housing analysis areas<sup>3</sup> (sub-areas)—potentially containing more than one sewer service area—which is a suitable level of detail for a regional housing plan. However, in order for the projected job/housing imbalances of each community to be used as a criterion in the evaluation of CMAQ projects, Commission staff would estimate the projected job/housing imbalance for each individual sewer service area in the Milwaukee urbanized area. The projected job/housing imbalances may be further refined by a county or local government which would have access to more detailed information than what was used in the development of the regional housing plan. Application of criteria of this type was recommended by the Commission’s Advisory Committee on Regional Housing Planning and Environmental Justice Task Force.

**Transit Accessibility**—Projects which do not provide an alternative to daily automobile travel would be factored by 0.95 to 1.00 depending on the level of transit service currently provided within the local community that the project is located in. Map E-2 displays the existing year 2012 local fixed-route and local demand-responsive public transit services in Southeastern Wisconsin. Table E-1 and Map E-3 identify the level of transit service for each local community currently served by transit and the attendant bonus points that would be received. Application of criteria of this type was recommended by the Commission’s Advisory Committee on Regional Housing Planning and Environmental Justice Task Force.

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<sup>1</sup> 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](http://www.sewrpc.org/SEWRPC/housing.htm)).






<sup>2</sup> 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.

<sup>3</sup> Sub-regional housing analysis areas (sub-areas) were identified early in the regional housing planning process. The sub-areas, shown on Map 1, are generally the same as the planning analysis areas used in the regional land use plan. The factors used in determining sub-area boundaries included 2010 municipal boundaries and census tracts, existing and potential sanitary sewer and public water supply service areas, existing and potential areas served by transit, travel patterns centered on major commercial and industrial land use concentrations, school district boundaries, soil types, and natural and manmade barriers such as environmental corridors and major transportation corridors.

## Map E-1

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



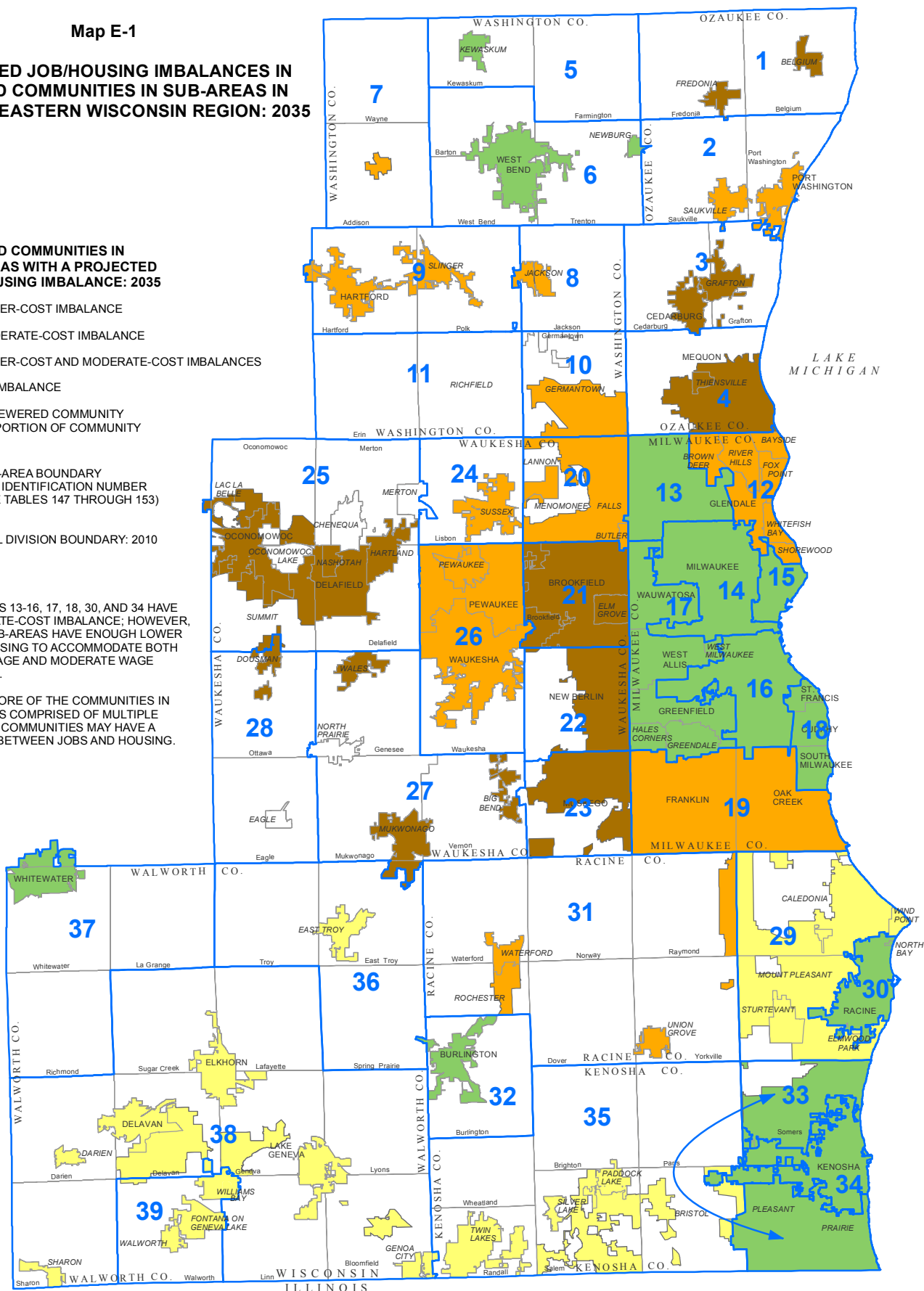
-  LOWER-COST IMBALANCE  
 MODERATE-COST IMBALANCE  
 LOWER-COST AND MODERATE-COST IMBALANCES  
 NO IMBALANCE  
 UNSEWERED COMMUNITY  
OR PORTION OF COMMUNITY

**39** SUB-AREA BOUNDARY  
AND IDENTIFICATION NUMBER  
(SEE TABLES 147 THROUGH 153)

—— CIVIL DIVISION BOUNDARY: 2010

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 E-2

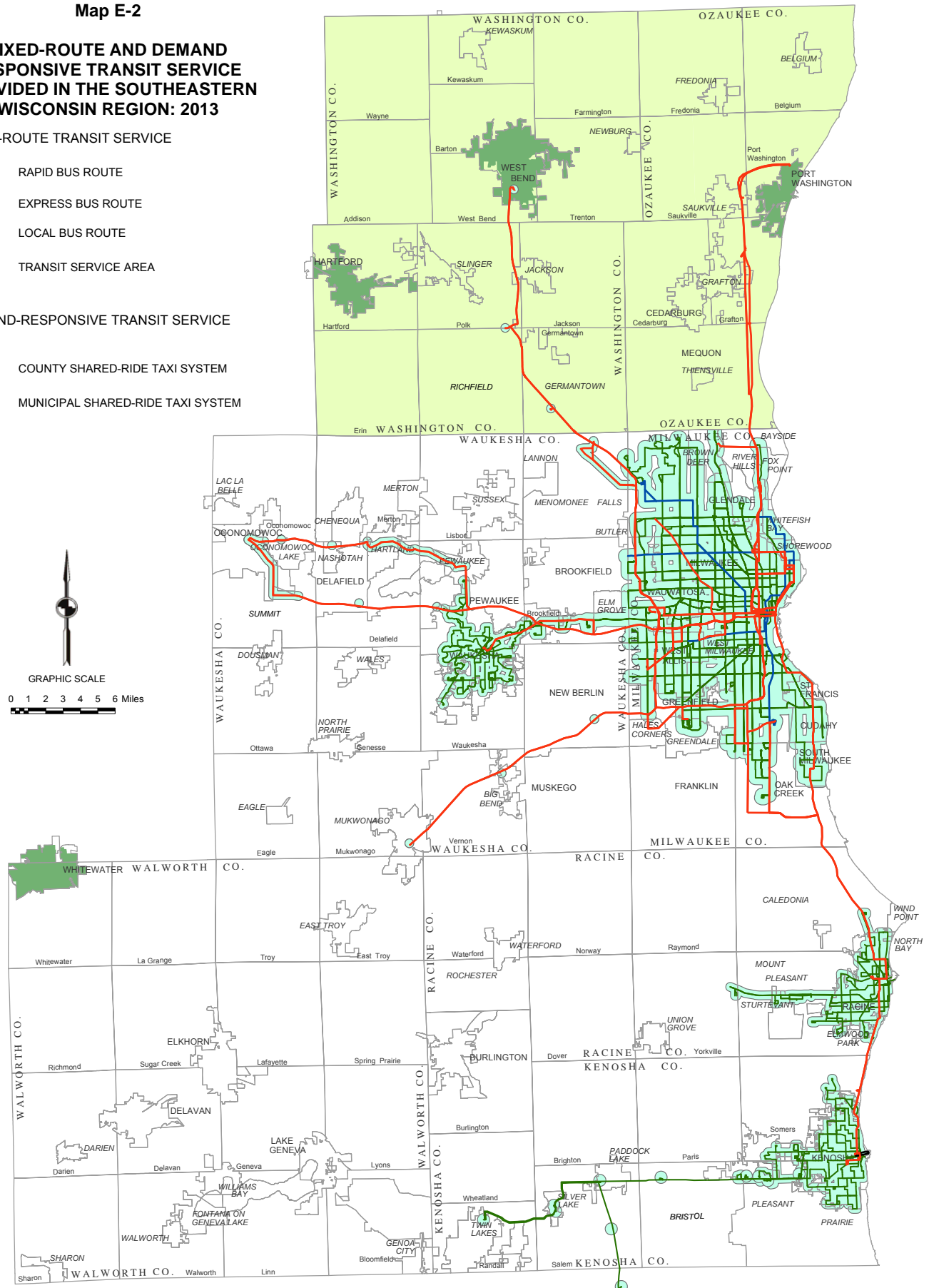
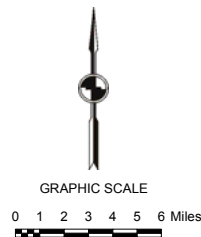
**FIXED-ROUTE AND DEMAND  
RESPONSIVE TRANSIT SERVICE  
PROVIDED IN THE SOUTHEASTERN  
WISCONSIN REGION: 2013**

**FIXED-ROUTE TRANSIT SERVICE**

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

**DEMAND-RESPONSIVE TRANSIT SERVICE**

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



Source: SEWRPC.

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Table E-1

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

1.00	0.995	0.99	0.98	0.97	0.96	0.955
Local Communities Served by Local Fixed-Route Transit Such That the Entire Community Would be Within the Transit Service Area	Local Communities Served by County and/or Local Shared Ride Taxi and by Rapid Bus Service (Both traditional and Reverse Commute Service)	Local Communities Served by County and/or Local Shared Ride Taxi and by Rapid Bus Service (Traditional Commute Service Only)	3 Bonus Points for Local Communities Served Only by County and/or Local Shared-Ride Taxi	Local Communities Served by Local Fixed-Route Transit Where Only a Small Portion of the Community is Within the Transit Service Area	1 Bonus Point for Local Communities Served Only by Rapid Bus Service (Both Traditional and Reverse Commute Service)	0.5 Bonus Point for Local Communities Served Only by Rapid Bus Service (Traditional Commute Service Only)
<i>Kenosha County</i> C Kenosha  <i>Milwaukee County</i> V Brown Deer C Cudahy C Greenfield C Milwaukee C St. Francis V Shorewood C South Milwaukee C Wauwatosa C West Allis V West Milwaukee V Whitefish Bay  <i>Racine County</i> V Elmwood Park V North Bay C Racine  <i>Waukesha County</i> C Waukesha	<i>Ozaukee County</i> V Grafton T Grafton C Mequon C Port Washington T Port Washington V Saukville T Saukville V Thiensville	<i>Washington County</i> V Germantown T Germantown T Polk V Richfield C West Bend T West Bend	<i>Ozaukee County</i> V Belgium T Belgium V Fredonia T Fredonia C Cedarburg T Cedarburg  <i>Walworth County</i> C Whitewater  <i>Washington County</i> T Addison T Barton T Erin T Farmington T Germantown C Hartford T Hartford V Jackson T Jackson V Kewaskum T Kewaskum V Newburg V Slinger T Trenton T Wayne T West Bend	<i>Kenosha County</i> V Bristol V Paddock Lake T Randall T Salem V Silver Lake T Somers V Twin Lakes  <i>Milwaukee County</i> V Bayside V Fox Point C Glendale V Greendale C Oak Creek  <i>Racine County</i> V Caledonia V Mount Pleasant V Sturtevant  <i>Waukesha County</i> C Brookfield T Brookfield V Elm Grove C Pewaukee	<i>Milwaukee County</i> V Hales Corners  <i>Racine County</i> T Yorkville  <i>Waukesha County</i> V Butler V Menomonee Falls	<i>Waukesha County</i> V Big Bend V Chenequa C Delafield T Delafield V Hartland V Lac La Belle V Mukwonago V Nashotah C New Berlin C Oconomowoc T Oconomowoc V Oconomowoc Lake V Pewaukee V Summit T Vernon T Waukesha

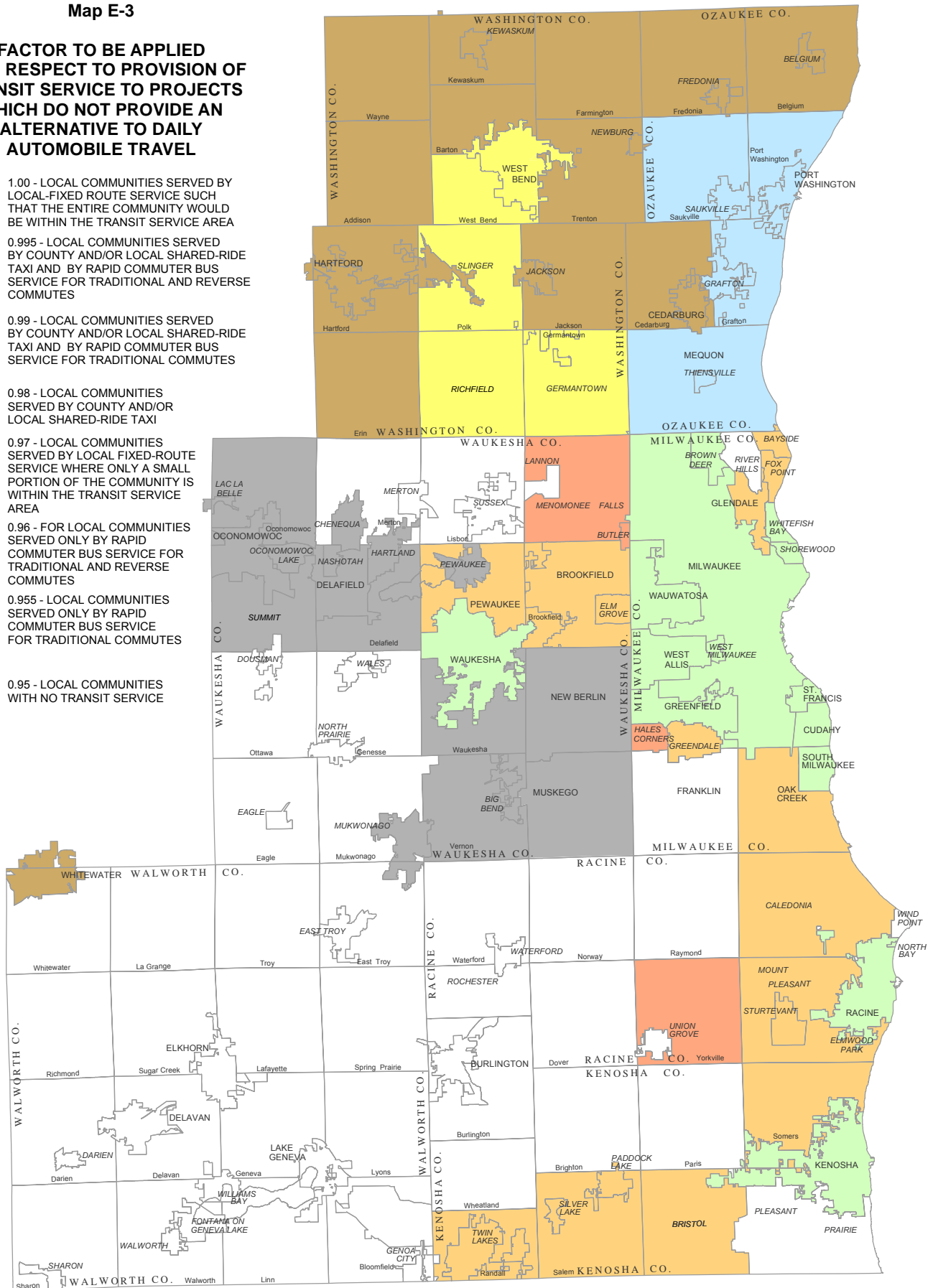
<sup>a</sup> A factor of 0.95 would be applied to projects not providing a daily alternative to the automobile in communities with no transit service.

#212707

Map E-3

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

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



Source: SEWRPC.

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**Procedure for Selection of Congestion Mitigation and  
Air Quality Improvement Program Projects**

1. Wisconsin Department of Transportation (WisDOT), Wisconsin Department of Natural Resources (WisDNR), and Southeastern Wisconsin Regional Planning Commission (Commission) staffs would each complete a fair and impartial independent evaluation of candidate CMAQ projects. The independent evaluations are combined and discussed at interagency staff meetings to provide joint prioritization of projects.
2. The three Chairmen of the Advisory Committees for Transportation System Planning and Programming for the Kenosha, Milwaukee, and Racine Urbanized Areas would meet with the WisDOT, WisDNR, and Commission staffs to review the project priority list and formulate their recommendations.
3. The Committee Chair recommendations would be transmitted to the WisDOT Secretary for consideration and approval. If the WisDOT Secretary does not approve the Committee Chair recommendations, a meeting of the Chairmen, WisDOT staff, WisDNR staff, and Commission staff will be held to negotiate a project prioritization which would be forwarded to the three Advisory Committees for consideration and approval.
4. The WisDOT Secretary and Committee Chair recommendations would be considered at a joint meeting of the three Advisory Committees. The Committees would approve the preliminary project selection recommendations, or develop a revised project selection list.
5. The Committee recommendations are transmitted to WisDOT for consideration and approval. If the WisDOT Secretary does not approve the Committee recommendations, the WisDOT Secretary will advise the Committee Chairmen, and a meeting of the Chairmen, WisDOT staff, and Commission staff will be held to establish a final project selection which is then forwarded to the three Advisory Committees for approval.

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**SFY 2014-2018 WisDOT CMAQ Project Evaluation Process  
August 2013**

Applications for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) will receive evaluation from three independent scoring agencies: the Wisconsin Department of Transportation (WisDOT); the Wisconsin Department of Natural Resources, and the Southeastern Wisconsin Regional Planning Commission (SEWRPC). This initial independent evaluation is consistent with the project evaluation process that has occurred in previous CMAQ award cycles. The CMAQ selection committee will recommend a group of projects for funding and ultimately will approve projects after vetting through the SEWRPC Transportation Improvement Program committee as well as the WisDOT Secretary's Office.

WisDOT will score CMAQ applications for the state fiscal year (SFY) 2014-2018 award cycle according to consensus from DTIM and SE Region staff. Neither WisDOT NE Region nor Bay-Lake Regional Planning Commission will review or comment on applications as NE Region did not receive any applications for this award cycle.

WisDOT will evaluate each application primarily based upon ability of the proposed project to reduce emissions from transportation sources as measured by automobile trip, Vehicle Miles Traveled and congestion reduction or vehicle and fuel technology improvement as appropriate. The Department selected its primary evaluation factors to satisfy federal performance measures as outlined in the *Moving Ahead for Progress in the 21<sup>st</sup> Century Act* (MAP-21).

WisDOT staff will work with Federal Highway Administration Division staff to review eligibility of project applications per federal CMAQ guidelines. WisDOT will also continue to collaborate with SEWRPC and DNR staff to ensure that all selection committee members have a similar understanding of proposed projects.

WisDOT will, in accordance with historical CMAQ selection committee practices, assign projects scores on a scale with a maximum score of 5 points. Again, WisDOT will assign scores on a consensus basis rather than averaging scores from different reviewers. The scoring scale will allow assignment of full or half-point scores, i.e. an application can score 2.5 points but cannot score 2.25 points. WisDOT will rank projects that receive the same score according to the emissions reductions estimates provided by SEWRPC.

Traditionally, the Department's scoring methodology was not as rigorously quantitative as other scoring agencies. For example, WisDOT considered the unique nature of a proposed project as compared to other applications received for a particular award cycle. Although WisDOT will continue to consider certain qualitative factors, any such consideration will be minimal and will be done according to the rating and ranking criteria outlined below and as further detailed in the scoring spreadsheet populated by WisDOT for the SFY 2014-2018 CMAQ award cycle.

Attachment C (continued)

<b>Emissions Reduction Score* (1-4, only full or half points permitted)</b>	<b>Project type emphasized by MAP-21:** if Y, add .5</b>	<b>Unique or innovative project type among applications rec'd (If Y, add .5)</b>	<b>Sponsor history of unsuccessful or untimely CMAQ Project Implementation (If Y, subtract up to 1 point)</b>	<b>Cumulative WisDOT Score (out of 5)</b>
---	--	--	---	---

\*WisDOT will determine emissions reductions scores utilizing the following scale:

<b>SUM</b> Reduction in Air Pollution Emissions per unit cost	Score 0-.5	Score .5-1	Score 1-5	Score 5-15	Score 15-30	Score 30-40	Score 40-50	Score 50+
Emissions Reductions Score	0.5	1	1.5	2	2.5	3	3.5	4

\*\* “[N]ew language plac[es] . . . considerable emphasis on select project types including electric and natural gas vehicle infrastructure and diesel retrofits.” Source: <http://www.fhwa.dot.gov/map21/guidance/guidecmaq.cfm>.

## WDNR Congestion Mitigation and Air Quality Grant Evaluation Process

(Revised April 2013)

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to the attainment or maintenance of the national ambient air quality standards. In the fall of 2006, the Federal Highway Administration released interim guidance under the new Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users. SAFTEA-LU directs States and Metropolitan Planning Organizations to give priority to two categories of funding. The first priority for funding is the cost effectiveness for emission reductions. Other funding priorities include diesel retrofit projects and secondarily, congestion mitigation activities that provide air quality benefits. In addition, CMAQ-eligible projects identified in approved State Implementation Plans must receive funding priority. CMAQ funding was continued pursuant to federal transportation act, Moving Ahead for Progress in the 21st Century (MAP-21), whose provisions took effect on October 1, 2012. MAP-21 continues to emphasize cost-effective projects, and legislation prioritizes certain projects such as those that reduce particulate matter emissions in areas of nonattainment for this criteria pollutant.

Given the revised program scope, DNR will utilize a more streamlined internal process that adheres to the guidance outlined by FHWA. As in the prior process, one staff member from the Bureau of Regional Pollutant and Mobile Sources and one member from the Southeast Region Transportation and Air Quality Section should attend all inter-agency meetings related to the program review process. While scoring evaluations will be limited to these two, appropriate inputs from the Air Education & Information Manager and Regional Trails Manager should be sought on projects associated with their areas of expertise. Final evaluation scores will be presented to the Mobile Source Workgroup for final concurrence.

As stated above, cost effectiveness should take on a high priority in the project selection under the new FHWA guidance. In addition, project evaluation factors should include air quality improvement, travel connectivity as well as other ancillary selection factors stated in the guidance... *'such as congestion relief, greenhouse gas reductions, system preservation, access to opportunity, sustainable development and freight, reduced SOV reliance, multi-modal benefits, and others.'* The Bureau of Air Management will adopt the following steps in the revised selection process for CMAQ projects:

1. Eliminate projects deemed ineligible by FHWA. This may require a score of 0 if other agencies proceed with scoring the project.
  2. Seek sound emission estimates and validate where necessary.
  3. Provide a qualitative assessment if emission estimates are not available. Assessment to be based on a reasonable and logical emission determination among the competing projects.
  4. Formulate the cost effectiveness of emission reductions as a primary basis for scoring determination.
  5. Consider ancillary selection factors where it underscores the department's mission and vision.
- Cost effectiveness will be scored sequentially based on total emission reductions and CMAQ cost, with the most cost effective CMAQ project receiving the full 3.5 point allocation. All other CMAQ projects will receive proportional scoring in descending sequence. Example: If 41 CMAQ projects are deemed eligible, then 3.5 points is divided by 41, (0.0854). The second most cost effective project is allocated points 3.4 points, (0.0854 \* 40-rounded to tenth decimal); the third most cost effective project is allocated 3.3 points, (0.0854 \* 39), etc.
  - Criteria for diesel retrofit or diesel emission reduction benefit category project will receive a full bonus point of 1.0.

Remaining "check-off" categories will receive 0.2 points each (not to exceed an overall score of 5.0) if the project satisfies some element of the criteria below. Scores can be reduced if project is deemed harmful to the environment (i.e. extensive filling of wetlands).

### Bonus Points

- Reduces vehicle miles traveled (VMT) or provides alternative to single occupancy vehicle (SOV) – 0.2 points
- Increases public and/or target audience awareness – 0.2 points
- Supports sustainable development – 0.2 points
- Provides a multi-modal benefit – 0.2 points
- Encourages partnerships linking transportation and air quality benefits – 0.2 points

# SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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## MEMORANDUM

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

FROM: Southeastern Wisconsin Regional Planning Commission Staff

DATE: August 14, 2013

SUBJECT: **PROPOSED AMENDMENT TO THE 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN**

Six proposed amendments to the 2013-2016 Transportation Improvement Program (TIP) for Southeastern Wisconsin are provided in Exhibit A to this memorandum. The proposed amendments are being requested by the Wisconsin Department of Transportation (WisDOT) and local units of government, and would add projects to the TIP.

The proposed amendments may not be expected to affect the implementation schedule of other projects currently programmed in the TIP, and the entire TIP as amended may be expected to remain consistent with projected available funding. The amendments are exempt from the requirement to conduct an air quality conformity, or regional emissions, analysis with respect to the State of Wisconsin Air Quality Implementation Plan, as they entail highway preservation or highway safety activities.

The Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area will review and consider the proposed amendments at the Joint Meeting of the Advisory Committees on Transportation System Planning and Programming in the Kenosha, Milwaukee, Racine, and Round Lake Beach Urbanized Areas to be held at 9:30 a.m. on August 27, 2013, at the Wisconsin State Fair Park's Tommy G. Thompson Youth Center.

Should you have any questions concerning the proposed TIP amendments being transmitted with this memorandum for your consideration and action, please do not hesitate to call.

\* \* \*

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Enclosure



**NEW PROJECTS TO BE ADDED TO THE  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --  
MILWAUKEE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)						AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE		2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	542 <sup>a</sup>	CP RAIL CROSSING CLOSURE AT 17TH ST IN THE CITY OF MILWAUKEE  8009445 1009-99-59	HS	DETAIL COSTS	PE	--	--	--	--	EXEMPT
					ROW	--	--	--	--	
					CONST	37.5	--	--	--	
					OTHER	--	--	--	--	
					TOTAL	37.5	--	--	--	
				SOURCE OF FUNDS	LOCAL	7.5	--	--	--	
	543 <sup>a</sup>	CP RAIL SIGNAL BUNGALOW REPLACEMENT AT N 27TH ST IN THE CITY OF MILWAUKEE  8009448 1009-99-60	HS	DETAIL COSTS	PE	--	--	--	--	EXEMPT
					ROW	--	--	--	--	
					CONST	230.0	--	--	--	
					OTHER	--	--	--	--	
					TOTAL	230.0	--	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	
OAK CREEK (CITY)	544	RECONSTRUCTION/REALIGNMENT OF S 5TH AVE FROM STH 100/STH 32 TO E RYAN RD IN THE CITY OF OAK CREEK (0.4 MI)  4119998	HP	DETAIL COSTS	PE	--	400.0	--	--	EXEMPT
					ROW	--	1,100.0	--	--	
					CONST	--	--	--	3,500.0	
					OTHER	--	--	--	--	
					TOTAL	--	1,500.0	--	3,500.0	
				SOURCE OF FUNDS	LOCAL	--	1,500.0	--	--	
	545 <sup>a</sup>	CP RAIL SIGNAL BUNGALOW REPLACEMENT AT BARKER RD IN THE CITY OF BROOKFIELD  8009447 1009-99-53	HS	DETAIL COSTS	PE	--	--	--	--	EXEMPT
					ROW	--	--	--	--	
					CONST	202.0	--	--	--	
					OTHER	--	--	--	--	
					TOTAL	202.0	--	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	
	546 <sup>a</sup>	CP RAIL SIGNAL BUNGALOW REPLACEMENT AT CALHOUN RD IN THE CITY OF BROOKFIELD  8009446 1009-99-54	HS	DETAIL COSTS	PE	--	--	--	--	EXEMPT
					ROW	--	--	--	--	
					CONST	202.0	--	--	--	
					OTHER	--	--	--	--	
					TOTAL	202.0	--	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	
	547 <sup>a</sup>	CP RAIL SIGNAL BUNGALOW REPLACEMENT AT PILGRIM RD IN THE CITY OF BROOKFIELD  8009444 1009-99-52	HS	DETAIL COSTS	PE	--	--	--	--	EXEMPT
					ROW	--	--	--	--	
					CONST	202.0	--	--	--	
					OTHER	--	--	--	--	
					TOTAL	202.0	--	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	

**NEW PROJECTS TO BE ADDED TO THE  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --  
WAUKESHA COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)						AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE		2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	545 <sup>a</sup>	CP RAIL SIGNAL BUNGALOW REPLACEMENT AT BARKER RD IN THE CITY OF BROOKFIELD  8009447 1009-99-53	HS	DETAIL COSTS	PE	--	--	--	--	EXEMPT
					ROW	--	--	--	--	
					CONST	202.0	--	--	--	
					OTHER	--	--	--	--	
					TOTAL	202.0	--	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	
	546 <sup>a</sup>	CP RAIL SIGNAL BUNGALOW REPLACEMENT AT CALHOUN RD IN THE CITY OF BROOKFIELD  8009446 1009-99-54	HS	DETAIL COSTS	PE	--	--	--	--	EXEMPT
					ROW	--	--	--	--	
					CONST	202.0	--	--	--	
					OTHER	--	--	--	--	
					TOTAL	202.0	--	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	
	547 <sup>a</sup>	CP RAIL SIGNAL BUNGALOW REPLACEMENT AT PILGRIM RD IN THE CITY OF BROOKFIELD  8009444 1009-99-52	HS	DETAIL COSTS	PE	--	--	--	--	EXEMPT
					ROW	--	--	--	--	
					CONST	202.0	--	--	--	
					OTHER	--	--	--	--	
					TOTAL	202.0	--	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--	

<sup>a</sup> These projects are proposed to be funded with carry-over Federal Highway Administration funds available for railway-highway crossing hazard elimination projects along the Minneapolis/St. Paul-Chicago segment of the Midwest High Speed Rail Corridor.