

Minutes of the Meeting

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

DATE: September 23, 2013
TIME: 1:30 p.m.
PLACE: Wisconsin State Fair Park
Tommy G. Thompson Youth Center
Meeting Room 5
640 South 84th Street
Milwaukee, WI 53214

Milwaukee Urbanized Area Members Present

Brian Dranzik, ChairDirector, Milwaukee County Department of Transportation
Robert J. Bauman4th District Alderman, City of Milwaukee Common Council
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 EinweckDirector 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
Michael J. MaierleManager of Long-Range Planning, City of Milwaukee
James Martin Fiscal and Budget Administrator,
(Representing Chris Abele) Milwaukee County Department of Transportation
Michael Mayo, Sr..... 7th District Supervisor, Milwaukee County
Jeffrey S. Polenske City Engineer, City of Milwaukee
Clark Wantoch Director of Highway Operations,
(Representing Milwaukee County) Milwaukee County Department of Transportation
Thomas 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

Peter McMullen Program and Planning Analyst,
Wisconsin Department of Natural Resources

Jennifer Sarnecki..... 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

Roslin Burns Program and Planning Analyst Advanced,
Southeast Region, Wisconsin Department of Transportation

Mary Forlenza..... Local Programs and Finance Chief,
Division of Transportation Investment Management,
Wisconsin Department of Transportation

Christopher T. Hiebert Chief Transportation Engineer,
Southeastern Wisconsin Regional Planning Commission

Ryan W. Hoel..... Principal Engineer,
Southeastern Wisconsin Regional Planning Commission

William Kline..... Statewide Local Programs Unit Leader,
Division of Transportation Investment Management,
Wisconsin Department of Transportation

David Murphy Director of Public Works/Village Engineer, Village of Grafton

Xylia N. Rueda..... Transportation Planner,
Southeastern Wisconsin Regional Planning Commission

Robert Schmidt Local Program Planning Engineer,
Southeast Region, Wisconsin Department of Transportation

Martin Weddle Research Analyst,
Milwaukee County Board of Supervisors

Art Zabel Village Trustee, Village of Germantown

ROLL CALL

The meeting was called to order at 1:30 p.m. by Chairman Dranzik. 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 (Milwaukee 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.

REVIEW AND CONSIDERATION OF PROPOSED ALLOCATION FOR FUNDING HIGHWAY AND TRANSIT PROJECTS AND POTENTIAL ALLOCATIONS FOR FUNDING DIFFERENT PROJECT TYPES OF SURFACE TRANSPORTATION PROGRAM – MILWAUKEE URBANIZED AREA (STP-M) FUNDING

At the request of Chairman Dranzik, Mr. Yunker reviewed the memorandum entitled, “Proposed Allocation for Highway and Transit Projects and Potential Allocations for Different Project Types of the

Years 2015-2018 Federal Surface Transportation Program – Milwaukee Urban Area Funding” (as enclosed with these minutes as Attachment 1). Mr. Yunker stated that this topic was originally scheduled to be considered by the Committee at its August 27, 2013, meeting, but discussion on this topic was postponed to this meeting due to the absence of some members at the August 27th meeting. He noted that the consideration by the Committee of the allocation of funding for highway and transit projects and of the allocation of available STP-M funding for highway projects to three project categories—resurfacing/reconditioning, reconstruction to same capacity, and capacity expansion project categories—is part of the process to evaluate, prioritize, and recommend candidate projects for STP-M funding that was developed over the course of three meetings and approved on May 7, 2013, by the Milwaukee TIP Committee. (A memorandum summarizing the process to evaluate, prioritize, and recommend candidate projects for STP-M funding is enclosed with these minutes as Attachment 2). He stated that as the first step in the process, the Committee would consider the proposed allocation of funding between highway and transit projects. He noted that the Committee had decided during the development of the process that the Milwaukee urbanized area Federal Highway Administration (FHWA) STP-M funds and Federal Transit Administration (FTA) Section 5307 funds should be combined and allocated between highway and transit needs based on their relative capital project needs, as set forth in the adopted year 2035 regional transportation plan—typically 63 percent for Milwaukee County urbanized area capital highway project needs and 37 percent for Milwaukee area public transit capital project needs. He further noted that in earlier years, there was significantly more STP-M funding available than FTA funding, which resulted in about \$10.7 million in STP funding being transferred, or flexed, to transit projects. He stated that, like the case in recent years, the amount of FTA Section 5307 funding and FHWA STP-M funding is currently estimated to be about the same, which would result in FTA Section 5307 funding being transferred to highway projects under the approved process. The Milwaukee TIP Committee was in general agreement that it would continue to recommend that the FTA Section 5307 funds not be transferred to highway projects, as FTA Section 5307 funds may be used by Milwaukee area transit operators to fund the capitalized maintenance portion of transit operating cost as well as capital projects.

[Secretary’s note: The Moving Ahead to Progress in the 21st Century Act (MAP-21), the Federal transportation reauthorization bill enacted in the summer of 2012, now prohibits the transfer of FTA funding to highway projects.]

Mr. Yunker stated that the next step in the process developed and approved by the Milwaukee TIP Committee for the evaluation, prioritization, and recommendation of candidate projects for STP-M funding is the determination of the amount of available STP-M funding that would be allocated to three project types—resurfacing/reconditioning, reconstruction for same capacity, and capacity expansion (widening and new facilities) projects types. He noted that the Committee had decided during the development of the process that the amount allocated to the three projects types would be based on consideration of the historical proportions of STP-M funding approved for each type of project and the proportions of STP-M funding currently being requested for each type of project. He stated that, as shown on Tables 1 and 2 of the memorandum (see Attachment 1), the proportion of the historical amount of years 2006-2014 STP-M funding that was approved for each project type—about 20 percent for resurfacing/reconditioning projects, about 50 percent for reconstruction to same capacity projects, and about 30 percent for capacity expansion projects—was similar to the proportion of the amount of years 2015-2018 STP-M funding being requested for each project type—about 20 percent for resurfacing/reconditioning projects, about 60 percent for reconstruction to same capacity projects, and about 20 percent for capacity expansion projects. He then stated that, as such, it would be the Commission staff’s recommendation that an average of these two proportions of STP-M funding—20 percent for resurfacing/reconditioning project category, 55 percent for reconstruction to same capacity project category, and 25 percent for capacity expansion project category—be used to allocate the available years 2015-2018 STP-M funding to the three project categories. He added that the allocations would be considered initial targets and the actual amount of funding that would be allocated between the different project types would depend on how the projects would be funded following allocation of the evaluation procedures.

In response to an inquiry by Mr. Polenske, Mr. Yunker stated that based on the proportion of the allocation to the three project types being proposed by Commission staff, the amount of funding allocated would be about \$16.4 million for the resurfacing/reconditioning project category, about \$45.2 million for the reconstruction for the same capacity project category, and about \$20.6 million for the capacity expansion project category. Mr. Polenske then asked whether Commission staff had estimated the number of projects expected to be recommended for funding based on the proposed allocations. Mr. Yunker responded that the actual number of projects that would be recommended for STP-M funding based on the proposed allocation to each project category would not be known until the candidate projects are evaluated and prioritized based on the process developed and approved by the Committee. He added that the results of the application of the process would be presented to the Committee at its next meeting.

Mr. Grisa expressed concern that a project sponsor could manipulate the proportion of the STP-M funding being requested for each type of project by submitting many candidate projects of a particular project type. Mr. Yunker stated that Commission staff would review during each funding cycle the amount of funding being requested for each type of project, including comparing the proportion of the amount of funding being requested to the proportion of the amount that was approved in previous cycles to ensure that there is no manipulation being done by a project sponsor. He noted that in the current STP-M funding cycle, the proportion of the amount being requested in years 2015-2018 STP-M funding for each project type is similar to the proportion of the amount of STP-M funding that has historically been recommended for each type of project. He added that for this reason, the Commission staff is suggesting for Committee consideration that the allocation of years 2015-2018 STP-M funding be the average of these two proportions.

Ms. Bussler expressed concern that the process to evaluate, prioritize, and recommend projects that was developed and approved by the Milwaukee TIP Committee is less understandable and predictable than the process previously approved and utilized by the Committee. Alderman Bauman commented that the proposed process is complicated. Mr. Yunker responded that following the Commission staff being informed by FHWA that the process long-used for the evaluation and prioritization could be considered a sub-allocation of funds—which is not to be utilized—and not a process of project evaluation and selection, the Commission staff worked with the Milwaukee TIP Committee over the course of three meetings to develop a revised process to evaluate and recommend projects for STP-M funding. He stated that the process as approved by the Committee at its May 7, 2013, meeting included the use of evaluation criteria which were intended to reflect the performance desired from the transportation system in the Milwaukee urbanized area, including serving to improve pavement conditions of county and local arterial streets and highways, with priority given to routes with greater use measured by the number of automobiles and transit riders that travel along the length of the project on an average weekday, and the length and function of the roadway. He added that in the case of capacity expansion projects (widening and new facilities), priority would as well be given based on the level of existing congestion and average crash rate, along with the job/housing balance in a community and the extent of transit service in the community. He stated that as the use of certain evaluation criteria may result in emphasizing one project type over another, the Committee agreed to allocating proportions of the available STP-M funding to three project categories—resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion project categories—based on the consideration of the proportion of the STP-M funding being requested for each type of project and the proportion of the amount of STP-M funding that has historically been approved for each type of project.

Alderman Bauman stated that the City of Milwaukee would prefer that less funding be allocated to the capacity expansion funding category than the 25 percent being proposed by the Commission staff. Alderman Bauman also stated that it is difficult to determine the proportions of funding that should be allocated to each project type without knowing the quality of candidate projects categorized under each project types, and inquired whether the allocations of STP-M funding to the three types of projects as

would be determined at this meeting by the Committee be provisional in nature. Mr. Yunker responded that the allocations of STP-M funding to the three project types could be considered by the Committee as initial targets.

Mr. Polenske and Mr. Wantoch suggested that the Committee should also consider the proportion of the amount of STP-M funding being requested by projects that are identified as a project of areawide significance—having received a score of 73 or more with application of the criteria of areawide significance as part of the process developed and approved by the Committee. Mr. Yunker responded that the Committee will be able to review and consider at its next meeting the results of the application of the evaluation criteria as part of the process developed and approved by the Committee to evaluate, prioritize, and recommend projects for STP-M funding. Mr. Yunker noted that based on the process developed and approved by the Committee, only the methods to evaluate candidate resurfacing/reconditioning and reconstruction to same capacity projects included the determination of whether a project is of areawide significance, which is done to determine whether any of these projects would be further evaluated with the measure of community/county equity criterion. He further noted that as FHWA staff had indicated to Commission staff that candidate capacity expansion projects should only be evaluated with the criteria establishing areawide significance, no such threshold for determining whether a candidate capacity project is of areawide significance was established by the Committee.

Responding to an inquiry by Mr. Evans, Mr. Yunker stated that because the evaluation of candidate projects is now based on application of a number of criteria, rather than only on the measure of equity criterion used in the previously used process, project sponsors may no longer be permitted to substitute their approved STP-M project with other eligible highway projects within their community/county.

Ms. Gresl suggested that the Committee develop procedures to determine the next prioritized projects should STP-M funding become available because of projects approved for funding being dropped or deferred. Mr. Evans suggested that should STP-M funding become available, the Committee should meet to consider and discuss how the available funding would be allocated.

Mr. Grisa stated that the varied amount of funds being requested by the candidate projects being prioritized within a project category could result in not all of the allocated funding being initially recommended for projects because of the next prioritized project not being fully funded within the amount of STP-M funding allocated to the project category. He suggested that the remaining funding be allocated by either the score resulting from application of the evaluation criteria or based on different criteria, such as cost effectiveness. Mr. Yunker responded that it is difficult to compare the projects based on the areawide significance score received as the scoring procedures differ for the three project categories. He added that the use of cost effectiveness as a criterion could emphasize resurfacing/reconditioning projects, as that type of project typically has a lower construction cost compared to reconstruction to same capacity and capacity expansion projects.

In response to an inquiry by Mr. Brandmeier, Mr. Yunker responded that the STP-M funding cycles typically occur every two years, and that the Committee could review and potentially make changes to the approved process following the evaluation of projects for each STP-M funding cycle for use in the next funding cycle.

Mr. Evans and Ms. Bussler stated that Waukesha County would prefer that the allocation of the years STP-M funding to the three project categories be based on the proportion of the amount of STP-M that has historically been approved for the three types of projects.

Mr. Daniels and Mr. Einweck both expressed support for the approach proposed by the Commission staff of averaging the proportion of historically STP-M funded projects and the proportion of STP-M funding

currently being requested. Mr. Daniels noted that considering the historic proportion of projects that were approved for the three types of projects in previous STP-M funding cycles provides a baseline and considering the proportion of the amount of STP-M funding being requested for the three types of projects in the current funding cycles provides an indication of the current needs.

Responding to an inquiry by Mr. Einweck with respect to determining which projects would be recommended for the remaining STP-M funding that is not initially recommended for a particular project category resulting from the next prioritized project not being fully funded within the amount of STP-M funding allocated to the project category, Mr. Yunker responded that the Committee could allocate the remaining STP-M funding from the three project categories by considering the next highest projects that fell below the allocation for each project category, the scores that the projects received based on the criteria of areawide significance and the measure of equity criterion, and projects that were determined to be of areawide significance but were not initially recommended for funding.

Mr. Yunker stated that the Commission staff was hoping that the Committee would be able to reach an agreement on the allocation of the years 2015-2018 STP-M funding to the three project categories—resurfacing/reconditioning, reconstruction to same capacity, and capacity expansion project categories. He stated that based on the discussions during the development of the process to evaluate, prioritize, and recommend projects for STP-M funding, the Committee indicated their desire that these three project categories be evaluated separately, and that the available STP-M funding would be allocated to the three project categories based on the historical proportions of STP-M funding approved for each type of project and the proportions of 2015-2018 STP-M funding requested for each type of project. He added that as the proportion of the years 2006-2014 STP-M funding that was previously approved for the three categories of projects and the proportion of the years 2015-2018 STP-M funding that is being requested for candidate projects for each project category is similar, the Commission staff suggested that the allocation of years 2015-2018 STP-M funding be the average of the two proportions, which would result in 20 percent of the funding being allocated to the resurfacing/reconditioning project category, 55 percent to the reconstruction to same capacity project category, and 25 percent to the capacity expansion project category.

Mr. Polenske stated that it is difficult to establish what the allocation of STP-M funding to the three project types should be without knowing whether there are quality projects being proposed under each project category. Mr. Maierle agreed, noting currently the City of Milwaukee has many arterial roadways that need reconstruction. Mr. Evans stated that areas of the Milwaukee urbanized area are at different stages of development, adding that the areas of Waukesha County located within the urbanized area are still growing, and as a result there is a greater need of capacity expansion type projects within Waukesha County, as opposed to within Milwaukee County.

Based on there being no agreement by the Committee on the amount of years 2015-2018 STP-M funding that would be allocated to the three project categories—resurfacing/reconditioning, reconstruction to same capacity, and capacity expansion project types—identified in the process developed and approved by the Committee to the evaluate, prioritize, and recommend candidate projects for STP-M funding, Mr. Yunker suggested that Commission staff could provide the Committee for consideration at its next meeting the results of the application of the process developed and approved by the Committee. He also stated that the Commission staff could initially allocate for consideration by the Committee the years 2015-2018 STP-M funding based on the average of the proportion of the amount of years 2015-2018 STP-M funding historically allocated to each type of project and the proportion of the amount of years 2015-2018 STP-M funding being requested by candidate projects for each project type—20 percent to the resurfacing/reconditioning project category, 55 percent to the reconstruction to same capacity project category, and 25 percent to the capacity expansion project category. He noted that the Committee could choose to modify these proportions of funding allocated to these three categories of projects at that time. Mr. Yunker stated should there be any remaining STP-M funding that is not initially recommended for

any of the three project categories which resulted from the next prioritized project not being fully funded within the amount of STP-M funding allocated to that project category, the Commission staff would identify potential candidate projects that could be allocated the remaining STP-M funding.

Responding to an inquiry by Mr. Zabel, Mr. Yunker stated that the Commission staff will indicate to the Committee which candidate projects proposed for years 2015-2018 STP-M funding had previously received STP-M funding for preliminary engineering, right-of-way acquisitions, and/or partial construction, and as well whether preliminary engineering has been completed for a candidate project with local funds to State and Federal standards.

ADJOURNMENT

There being no further business to come before the Milwaukee TIP Committee, the meeting was adjourned at 2:15 p.m.

Respectively submitted,

Kenneth R. Yunker
Acting Secretary

KRY/RWH/dad
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MEMORANDUM

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

FROM: Southeastern Wisconsin Regional Planning Commission Staff

DATE: August 14, 2013

SUBJECT: PROPOSED ALLOCATION FOR HIGHWAY AND TRANSIT PROJECTS AND POTENTIAL ALLOCATIONS FOR DIFFERENT PROJECT TYPES OF YEARS 2015-2018 FEDERAL SURFACE TRANSPORTATION PROGRAM – MILWAUKEE URBANIZED AREA FUNDING

The Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (Milwaukee TIP Committee) at its May 7, 2013, meeting approved procedures to evaluate, prioritize, and recommend projects for Federal Highway Administration (FHWA) Surface Transportation Program – Milwaukee Urbanized Area (STP-M) funds. These procedures serve as a revision to the procedures developed and utilized by the Milwaukee TIP Committee within the Milwaukee urbanized area, over the last 20 years to evaluate, prioritize, and recommend projects for STP-M funding. These procedures are summarized in a Staff Memorandum entitled, “Approved Project Evaluation and Prioritization Process for Candidate Projects for Years 2015 through 2018 Federal Highway Administration Surface Transportation Program – Milwaukee Urbanized Area Funding,” that was provided to the Milwaukee TIP Committee on May 20, 2013.

The first step in applying these procedures is to allocate STP-M funds for the years 2015 through 2018 between highway and transit projects. The Milwaukee TIP Committee recommended that Milwaukee area FHWA STP funds and FTA section 5307 funds should be combined and allocated between highway and transit needs based upon their relative capital project needs as set forth in the year 2035 regional transportation plan. In that plan Milwaukee area county and local arterial highway capital project needs represent an estimated 63 percent of total area capital project needs, and Milwaukee area public transit capital project needs represent 37 percent of total area capital project needs. It is unknown at this time how much Federal funding the U.S. Congress will authorize and appropriate in FY 2015 through 2018 with respect to FTA Section 5307 and FHWA STP funds allocated to the Milwaukee urbanized area. Accordingly, it is necessary to estimate those authorizations and appropriations, recognizing that the actual appropriations may be more or less than the estimate, and that the quantitative analysis set forth herein may need to be revised. Based on historic annual authorized and appropriated funding levels, the Federal funding for the Milwaukee urbanized area for FY 2015 through FY 2018 is estimated to include \$20.56 million annually of FHWA STP funds and \$19.40 million annually of FTA Section 5307 funds (based on year 2013 FTA funding), for an annual total of \$39.96 million of Federal funds. Applying the foregoing principles which would allocate the available funding between transit and highways based upon

Transit: \$39.96 million x 37 percent = \$14.79 million annual funding

Highways: \$39.96 million x 63 percent = \$25.17 million annual funding

This potential allocation of Federal funds would entail the transfer of \$4.61 million annually of FTA section 5307 transit funds to arterial streets and highways. However, the Milwaukee TIP Committee has recommended that no transfer of FTA Section 5307 funds be made to streets and highways. The FTA Section 5307 funds may be used by Milwaukee area transit operators to fund the capitalized maintenance portion of transit operating cost as well as capital projects. Thus, an estimated \$20.56 million annually, or a total of \$82.24 million, in STP-M funds would be available for FY 2015 through FY 2018 for highway projects.

The Milwaukee TIP Committee recommended that, following the determination of the level of FHWA STP-M and Section 5307 funding to be available for highway and transit projects, the funding available to candidate highway projects would be allocated for three types of projects—resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects (widening and new facilities). Definitions for each type of project are provided in Exhibit A of this memorandum. In establishing the level of funding to be allocated to each type of project for the particular STP-M funding cycle, the Advisory Committee determined to consider historical proportions of STP-M funding approved for projects (see Table 1), and the proportions of STP-M funding being requested for, and the number of candidate projects under, each type of project (see Table 2). Table 3 provides potential allocations for consideration by the Milwaukee TIP Committee of the available \$82.24 million in years 2015 through 2018 STP-M funding for highway projects under these three conditions.

* * *

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Table 1

**NUMBER OF PROJECTS AND THE AMOUNT OF FUNDING APPROVED FOR
FEDERAL FISCAL YEARS 2006 THROUGH 2014 FEDERAL SURFACE TRANSPORTATION
PROGRAM – MILWAUKEE URBANIZED AREA (STP-M) FUNDS BY PROJECT TYPE**

Project Type	Amount of STP-M Funding Approved	Percent of Total	Number of Projects Approved	Percent of Total
Resurfacing/Reconditioning	\$ 31,020,000	20.2	22	30.6
Reconstruction to Same Capacity	77,790,000	50.6	42	58.3
Capacity Expansion	44,790,000	29.2	8	11.1
Total	\$ 153,600,000	100.0	72	100.0

Table 2

**FEDERAL SURFACE TRANSPORTATION PROGRAM FUNDING
REQUESTED AND NUMBER OF CANDIDATE PROJECTS BY PROJECT TYPE FOR THE
MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS 2015 THROUGH 2018^a**

Project Type	Requested Federal Funding	Percent of Total	Number of Projects	Percent of Total
Resurfacing/Reconditioning	\$ 35,216,378	19.8	14	29.2
Reconstruction to Same Capacity	108,420,889	60.9	28	58.3
Capacity Expansion	34,300,000	19.3	6	12.5
Total	\$ 177,937,267	100.0	48	100.0

^a Does not include the City of Muskego project to reconstruct to the same capacity of Hillendale Road between College Avenue (CTH HH) and Field Drive as it is not on the planned arterial street and highway system.

Table 3

POTENTIAL ALLOCATIONS OF FEDERAL FISCAL YEARS 2015 THROUGH 2018 FEDERAL SURFACE TRANSPORTATION PROGRAM—MILWAUKEE URBANIZED AREA FUNDING BY PROJECT TYPE BASED ON PROPORTIONS OF HISTORIC APPROVED FUNDING LEVELS (2006 THROUGH 2014) AND REQUESTED FUNDING LEVELS AND NUMBER OF PROJECTS (2015 THROUGH 2018)

Project Type	Based on Historic Allocation of 2016-2014 STP-M Funding		Based on Requested Amount of 2015-2018 STP-M Funding		Based on Number of Projects Requesting 2015-2018 STP-M Funding	
	Percent of Total	Potential Allocation	Percent of Total	Potential Allocation	Percent of Total	Potential Allocation
Resurfacing/Reconditioning	20.2	\$ 16,613,337	19.8	\$ 16,284,360	29.2	\$ 24,015,319
Reconstruction to Same Capacity	50.6	41,615,587	60.9	50,086,744	58.3	47,948,394
Capacity Expansion	29.2	24,015,319	19.3	15,873,139	12.5	10,280,530
Total	100.0	\$ 82,244,243	100.0	\$ 82,244,243	100.0	\$ 82,244,243

Exhibit A

DEFINITIONS FOR THE TYPES OF HIGHWAY PROJECTS

This exhibit provides a definition for the three types of highway projects eligible for STP-M funding—resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects (widening and new facilities). The definitions provided are based on the types of highway projects identified and defined within *Wisconsin State Statutes 84.013* and further defined and described in the Wisconsin Department of Transportation (WisDOT) *Facilities Development Manual (FDM)*.

Resurfacing/Reconditioning Projects – This project category would include resurfacing, reconditioning, and pavement replacement projects defined as the following:

Resurfacing Projects – These projects involve providing a new pavement surface on an existing highway, but not replacing the entire depth of existing pavement. Such a project would not provide any significant increase in the capacity of the existing roadway, and could only include minor safety and storm water management system improvements and spot curb and gutter replacement.

Reconditioning Projects – These projects are a resurfacing project that could also include pavement and shoulder widening (and paving) that would not significantly increase the existing design capacity of the existing roadway. Such a project may also include isolated safety improvements, such as improving grades, curves, sight distances, and intersections. Under the WisDOT FDM, up to half the length of a reconditioning project may be reconstructed. In addition, a reconditioning project could also include replacement of curb and gutter and the construction of new curb and gutter up to half the length of the project on new horizontal or vertical alignment.

Pavement Replacement – These projects involve a structural improvement to the pavement structure or replacement of the entire depth of the existing pavement. Similar to reconditioning projects, these projects could also include pavement and shoulder widening (and paving) that would not significantly increase the existing design capacity of the existing roadway. Such a project may also include isolated safety improvements, such as improving grades, curves, sight distances, and intersections. Under the WisDOT FDM, up to half the project length of a pavement replacement project may be reconstructed. In addition, a pavement replacement project may include the removal of the existing aggregate base or minor changes to the subgrade along up to half the project length to accommodate an increase in pavement structure depth. As well, a pavement replacement project could also include replacement of curb and gutter and the construction of new curb and gutter up to half the length of the project on new horizontal or vertical alignment. Pavement replacement projects may also include adding or replacing of bicycle and/or pedestrian facilities, and replacement or construction of new storm sewer facilities.

Reconstruction to Same Capacity Projects – These projects involve a complete rebuilding of the existing roadway facility that could also include widening of the roadway facility that would not significantly increase the existing design capacity of the existing roadway, such as by adding pavement width to accommodate bicycles or by adding parking/auxiliary lanes. Under the WisDOT FDM, reconstruction projects would involve such work being conducted over half the length of the project.

Capacity Expansion Projects – These projects involve reconstruction projects that include the widening of an existing arterial facility with additional travel lanes and the construction of new arterial facilities. Under the WisDOT FDM, such projects could also include projects where additional travel lanes are constructed along the existing pavement facility of a roadway to increase the vehicle-carrying capacity of the roadway.

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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: May 20, 2013

SUBJECT: Approved Project Evaluation and Prioritization Process for Candidate Projects for Years 2015 through 2018 Federal Highway Administration Surface Transportation Program – Milwaukee Urbanized Area Funding

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.

Advisory Committee meetings were held on April 9, 2013, April 26, 2013, and May 7, 2013, for discussion of potential changes to the process to evaluate, prioritize, and recommend projects for STP-M funding. At the April 9th meeting, 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. Based on the discussion concerning these topics, along with guidance from FHWA staff, a proposed procedures to evaluate, prioritize, and recommend projects for STP-M funding was presented to members of the Advisory Committee for their review and discussion at the April 26th meeting. At the May 7th meeting, a revised proposed procedure, based on Advisory Committee discussion at its April 26th meeting was reviewed and approved with modest changes to the proposed procedures. This memorandum summarizes the Advisory Committee discussion concerning these topics at the April 9th, April 26th, and May 7th meetings, and presents the changes to the process to evaluate, prioritize, and recommend projects for STP-M funding that was developed based upon that discussion and guidance from FHWA staff and approved by the Advisory Committee at the May 7th meeting.

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

At the April 9th meeting, 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 at that meeting, 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 at the April 9th meeting 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 at the April 9th meeting 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. At that meeting, 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 at that meeting 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 at the April 9th meeting 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.

With respect to job/housing imbalance and provision of transit as evaluation criteria, concerns were raised at the April 9th meeting 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 also seemed in general agreement at the April 9th meeting 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.

The Advisory Committee recognized at the April 9th meeting 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.

Based on the suggestions and concerns identified by the Advisory Committee at the April 9th meeting and by local governments having eligible facilities within the Milwaukee urbanized area at the meeting and guidance from FHWA staff, Commission staff prepared for Advisory Committee discussion and consideration at the April 28th meeting a proposed procedure for the evaluation of projects for STP-M funding for the years 2015 through 2018. At that meeting, the Advisory Committee was in general agreement that in addition to the historical proportions of types of projects approved for STP-M funding, the Advisory Committee would consider as well the proportion of STP-M funding being requested for, and the number of projects under, each project type in establishing the level of available STP-M funding for highway projects that would be allocated to the different types of projects. At the April 28th meeting, the Advisory Committee agreed that the measure of congestion used to evaluate candidate capacity expansion projects should be based on the existing volume-to-capacity ratio along the candidate projects, rather than the average level of service as was proposed. In addition, the Advisory Committee agreed that a measure of safety, such as current crash rates along the project, should be used to evaluate candidate capacity expansion projects.

A revised proposed procedure based on the Advisory Committee discussion at the April 28th meeting was prepared by Commission staff and presented to Advisory Committee at its May 7th meeting. This revised proposed procedure was approved by the Advisory Committee with two changes—a revision in the scoring procedure for pavement condition for candidate resurfacing/reconditioning projects and candidate reconstruction to same capacity projects and the score for all candidate projects under the measure of use criterion would be determined based on the average weekday transit ridership along the candidate project along with the average weekday traffic volume to better represent the usage of the roadway facility. Based on discussion by the Advisory Committee and comments from representatives of local governments in attendance at the meeting, Commission staff will indicate to the Advisory Committee which candidate projects proposed for 2015-2018 STP-M funding had previously received STP-M funding for preliminary engineering, right-of-way acquisitions, and/or partial construction, and whether preliminary engineering has been completed for a candidate project with local funds to State and Federal standards. There was general agreement that such projects would not receive an increased score under the process to evaluate and prioritize candidate projects, but such information could be considered by the Advisory Committee in selecting projects for STP-M funding. With respect to the measure of safety criterion, one member at the May 9th meeting had suggested that such a criterion be based on statewide averages. However, there was general agreement that basing the criterion on statewide averages would be difficult to implement for the evaluation of candidate projects for 2015-2018 STP-M funding. However, Commission staff stated that the average statewide crash rate for county and local facilities would be provided to the Advisory Committee. In addition, one member suggested that candidate resurfacing/reconditioning/reconstruction to same capacity projects also be evaluated with a criterion based on the level of heavy truck traffic along the route of the candidate project. Though there was not

general agreement of the Advisory Committee to include truck traffic in the quantitative rating of projects, Commission staff stated that an attempt would be made to provide the level of heavy truck traffic along the route of the candidate projects

APPROVED PROJECT EVALUATION CRITERIA AND PROCESS FOR COUNTY AND LOCAL ARTERIAL FACILITIES

This section describes the project evaluation criteria and process approved by the Advisory Committee at its May 7th meeting to evaluate and prioritize candidate projects for 2015-2018 STP-M funding. It is intended that these procedures approved by the Advisory Committee would be reviewed and potential changes considered by the Committee following the evaluation of projects for the 2015-2018 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 was recommended by the Advisory Committee that the funding available to candidate highway projects be allocated for three types of projects—resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects (widening and new facilities). Definitions for each type of project are provided in Exhibit A of this memorandum. The amount allocated to each of these types of projects would be established by the Advisory Committee at a meeting occurring after the deadline of candidate projects for STP-M funding and the level of available STP-M funding has been provided by WisDOT. In determining the established level of funding to be allocated to each type of project for the particular STP-M funding cycle, the Advisory Committee would consider historical proportions of types of projects approved for STP-M funding—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)—and the proportions of STP-M funding being requested for, and the number of candidate projects under, each type of project.

The established allocations would be established 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.

The Advisory Committee recommended 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

Candidate capacity expansion projects—the addition of new travel lanes to an existing arterial roadway and the construction of a new arterial facility—consistent with the adopted regional transportation plan would 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 methodology that would be used for the evaluation criteria of areawide significance is provided in Exhibit B of this memorandum.

Resurfacing/Reconditioning/Reconstruction to Same Capacity Projects

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 criterion (see Figure 1). 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 (see Figure 2). The methodology that would be used for the evaluation criteria of areawide significance is provided in Exhibit B of this memorandum. The methodology to be used to further evaluate the candidate projects with the measure of equity criterion is provided in Exhibit C of this memorandum.

* * *

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

Table 1

EVALUATION CRITERIA TO MEASURE AREAWIDE SIGNIFICANCE AND MAXIMUM POINTS POTENTIALLY RECEIVED FOR RESURFACING/RECONDITIONING/RECONSTRUCTION TO SAME CAPACITY PROJECTS AND CAPACITY EXPANSION PROJECTS

Evaluation criteria	Maximum Points Received	
	Resurfacing/Reconditioning/ Reconstruction (to same capacity) Projects	Capacity Expansion Projects
Measure of Pavement Condition	50	20
Measure of Use – Average Weekday Traffic Volume per Lane	20	5
Measure of Connectivity – Length of Route	15	10
Measure of Function – Current Functional Classification	15	10
Measure of Safety – Crash Rate	--	15
Measure of Congestion – Volume-to-Capacity Ratio	--	40
Subtotal	100	100
Bonus Points for projects located in communities having:		
– Job/Housing Balance	--	5
– Transit Accessibilty	--	5

Figure 1

SITUATION WHERE FUNDING REQUESTED BY PROJECTS IDENTIFIED AS HAVING AREAWIDE SIGNIFICANCE^a EXCEEDS THE ESTABLISHED ALLOCATION OF STP-M FUNDING FOR EITHER THE RESURFACING/RECONDITIONING PROJECT CATEGORY OR THE RECONSTRUCTION TO SAME CAPACITY PROJECT CATEGORY

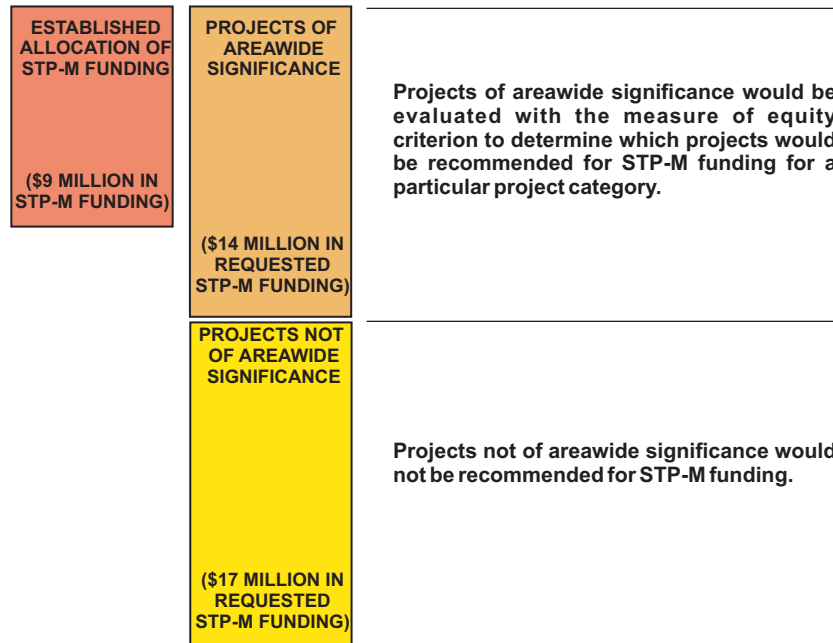
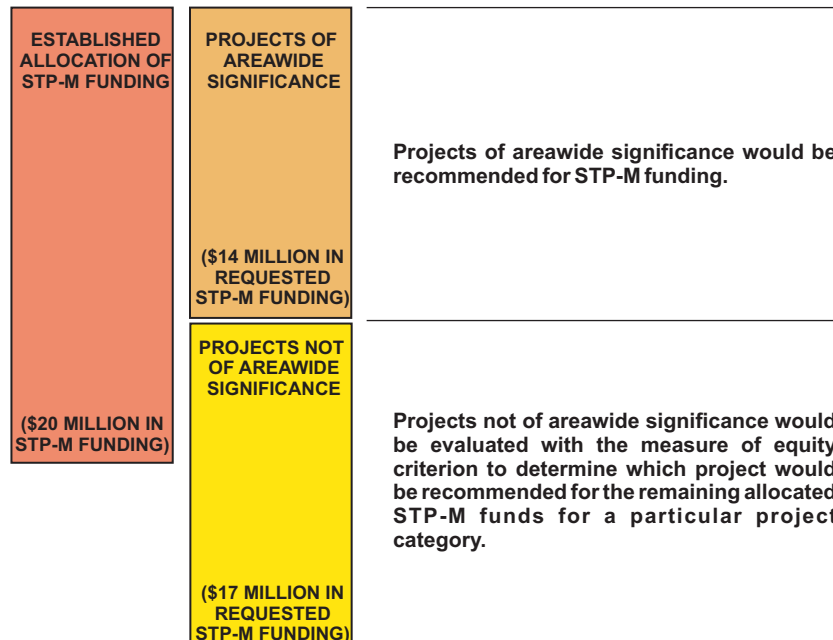


Figure 2

SITUATION WHERE THE ESTABLISHED STP-M FUNDING ALLOCATION FOR EITHER THE RESURFACING/RECONDITIONING PROJECT CATEGORY OR THE RECONSTRUCTION TO SAME CAPACITY PROJECT CATEGORY IS SUFFICIENT TO FULLY FUND PROJECTS IDENTIFIED AS HAVING AREAWIDE SIGNIFICANCE^a



^a Projects of areawide significance are candidate projects that have received a minimum of 73 points using the evaluation criteria of areawide significance.

Exhibit A

DEFINITIONS FOR THE TYPES OF HIGHWAY PROJECTS

This exhibit provides a definition for the three types of highway projects eligible for STP-M funding—resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects (widening and new facilities). The definitions provided are based on the types of highway projects identified and defined within *Wisconsin State Statutes 84.013* and further defined and described in the Wisconsin Department of Transportation (WisDOT) *Facilities Development Manual* (FDM).

Resurfacing/Reconditioning Projects – This project category would include resurfacing, reconditioning, and pavement replacement projects defined as the following:

Resurfacing Projects – These projects involve providing a new pavement surface on an existing highway, but not replacing the entire depth of existing pavement. Such a project would not provide any significant increase in the capacity of the existing roadway, and could only include minor safety and storm water management system improvements and spot curb and gutter replacement.

Reconditioning Projects – These projects are a resurfacing project that could also include pavement and shoulder widening (and paving) that would not significantly increase the existing design capacity of the existing roadway. Such a project may also include isolated safety improvements, such as improving grades, curves, sight distances, and intersections. Under the WisDOT FDM, up to half the length of a reconditioning project may be reconstructed. In addition, a reconditioning project could also include replacement of curb and gutter and the construction of new curb and gutter up to half the length of the project on new horizontal or vertical alignment.

Pavement Replacement – These projects involve a structural improvement to the pavement structure or replacement of the entire depth of the existing pavement. Similar to reconditioning projects, these projects could also include pavement and shoulder widening (and paving) that would not significantly increase the existing design capacity of the existing roadway. Such a project may also include isolated safety improvements, such as improving grades, curves, sight distances, and intersections. Under the WisDOT FDM, up to half the project length of a pavement replacement project may be reconstructed. In addition, a pavement replacement project may include the removal of the existing aggregate base or minor changes to the subgrade along up to half the project length to accommodate an increase in pavement structure depth. As well, a pavement replacement project could also include replacement of curb and gutter and the construction of new curb and gutter up to half the length of the project on new horizontal or vertical alignment. Pavement replacement projects may also include adding or replacing of bicycle and/or pedestrian facilities, and replacement or construction of new storm sewer facilities.

Reconstruction to Same Capacity Projects – These projects involve a complete rebuilding of the existing roadway facility that could also include widening of the roadway facility that would not significantly increase the existing design capacity of the existing roadway, such as by adding pavement width to accommodate bicycles or by adding parking/auxiliary lanes. Under the WisDOT FDM, reconstruction projects would involve such work being conducted over half the length of the project.

Capacity Expansion Projects – These projects involve reconstruction projects that include the widening of an existing arterial facility with additional travel lanes and the construction of new arterial facilities. Under the WisDOT FDM, such projects could also include projects where additional travel lanes are constructed along the existing pavement facility of a roadway to increase the vehicle-carrying capacity of the roadway.

Exhibit B

APPROVED METHODOLOGY FOR CRITERIA OF AREAWIDE SIGNIFICANCE USED IN THE EVALUATION OF CANDIDATE PROJECTS WITHIN THE RESURFACING/RECONDITIONING/RECONSTRUCTION TO SAME CAPACITY AND CAPACITY EXPANSION PROJECT CATEGORIES

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

1. **Measure of Pavement Condition** – The score for this criterion would be based on the average pavement condition of the roadway surface associated with the candidate project determined by an evaluation by Commission staff using the WisDOT Pavement Surface Evaluation and Rating (PASER) system. This evaluation criterion would be used for 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 20 points. Tables B-1 through B-3 lists the points that would be received by a candidate project under this criterion based on its average PASER rating for resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects, respectively.

Table B-1

SCORING FOR PAVEMENT CONDITION EVALUATION CRITERIA FOR CANDIDATE RESURFACING/RECONDITIONING PROJECTS

Average PASER Rating	Points
1 to 4	50
5 to 6	35
7 to 8	20
9 to 10	0

Table B-2

SCORING FOR PAVEMENT CONDITION EVALUATION CRITERIA FOR CANDIDATE RECONSTRUCTION TO SAME CAPACITY PROJECTS

Average PASER Rating	Points
1 to 3	50
4 to 5	35
6 to 7	20
8 to 10	0

Table B-3

SCORING FOR PAVEMENT CONDITION EVALUATION CRITERIA FOR CANDIDATE CAPACITY EXPANSION PROJECTS

Average PASER Rating	Points
1 to 2	20
3 to 4	15
5 to 6	10
7 to 10	0

Under this criterion, capacity expansion projects involving the construction of new facilities would receive 10 points. As part of the evaluation of candidate projects during the next STP-M funding cycle, it was 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 would be based on the existing average weekday traffic (AWDT) volume and transit ridership per travel lane. The average weekday transit ridership per lane would be added to the AWDT per lane in determining the score for this criterion in order to represent the usage along the route of the candidate project. This evaluation criterion would be used for 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 would be determined by the ranges of AWDT per lane listed in Table B-4.

Table B-4

SCORING FOR AVERAGE WEEKDAY TRAFFIC VOLUME AND TRANSIT RIDERSHIP PER TRAVEL LANE CRITERIA

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

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

3. **Measure of Connectivity** – The score for this criterion would be based on the length of the route along which the project is located. The length of route would be measured by Commission staff based on the continuous length of the arterial facility. This evaluation criterion would be used for both evaluation categories with resurfacing/reconditioning/reconstruction to the same capacity projects receiving a maximum of 15 points and capacity expansion projects receiving a maximum of 10 points. Table B-5 shows how the points would be received by a candidate project for the length of route criterion.

4. **Measure of Function** – The score for this criterion would be based on the current functional classification of the roadway. The current functional classification (principal arterial, minor arterial, and collector) would be determined by the functional classification developed by WisDOT, reviewed by SEWRPC, and approved by FHWA. This evaluation criterion would be used for both evaluation categories with resurfacing/reconditioning/ reconstruction to the same capacity projects receiving a maximum of 15 points and capacity expansion projects receiving a maximum of 10 points. Table B-6 shows how the points would be received by a candidate project for the functional classification criterion.

Table B-5

SCORING FOR LENGTH OF ROUTE CRITERION

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

Table B-6

SCORING FOR CURRENT FUNCTIONAL CLASSIFICATION CRITERION

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

5. **Measure of Safety** – The points for this criterion would be based on the latest five-year average crash rate along the candidate project. This criterion would be used for only the capacity expansion projects with such projects receiving a maximum of 15 points. The candidate capacity expansion project with the highest crash rate would receive 15 points, and the remaining projects would receive points proportionally based on how the average crash rate along these facilities compare to the crash rate of the project with the highest crash rate. For the 2015-2018 STP-M funding cycle, Commission staff would calculate the latest five-year average crash rate for candidate capacity expansion projects using crash data available for the years 2007 through 2011 from the Wisconsin Traffic Operations and Safety Laboratory (TOPSLAB) and the current average daily traffic volume along the projects.

As part of the evaluation of candidate projects during the next STP-M funding cycle, it was proposed that this criterion be revisited by the Advisory Committee, and that consideration be given to the measure of safety being evaluated based on how the average five-year crash rate along the candidate project compares to areawide or statewide average crash rates for local arterial roadways.

6. **Measure of Congestion** – The points for this criterion would be based on the existing average volume-to-capacity ratio along the candidate project. This criterion would be used for only the capacity expansion projects with such projects receiving a maximum of 40 points. For this criterion, the ratio of the existing average weekday traffic volumes along the candidate roadway project to the estimated surface arterial facility design capacity (provided in Table B-7) would be calculated. Table B-8 shows how the points would be received by the candidate project for the current level of congestion criterion.

Points under this criterion could be received even if the roadway is not currently experiencing congested conditions (or having a volume-to-capacity ratio of less than one), as the need for additional capacity may be needed under forecast future conditions rather than under current conditions. The 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.

Table B-7

ESTIMATED SURFACE ARTERIAL FACILITY DESIGN CAPACITY^a

Surface Arterial Facility Type	Design Capacity (vehicles per 24 hours)
Two-lane.....	14,000
Four-lane Undivided.....	18,000
Four-lane with Two-way Left Turn Lane.....	21,000
Four-lane Divided.....	27,000

^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 B-8

SCORING FOR CURRENT VOLUME-TO-CAPACITY RATIO CRITERION

Volume-to-Capacity Ratio	Points
1.40 or more	40
1.20 to 1.39	30
1.00 to 1.19	20
0.80 to 0.99	10
Less than 0.80	0

7. **Job/Housing Imbalance²**– Capacity expansion projects would receive 5 bonus points if the local community or communities that the project is located within is identified as having neither a projected lower nor moderate job/housing imbalance³. Map B-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

² As part of the development of the regional housing plan, Commission staff analyzed the relationship between anticipated job wages and housing for each planned sewer service area within the region to determine whether, based on existing job and housing conditions and projected job and housing growth determined from adopted county and local comprehensive plans, they would be projected to have a job/housing imbalance. The analysis was conducted only for planned sewer service areas because the local communities within these areas, as opposed to within non-sewered areas, would more likely designate extensive areas for commercial and industrial uses or for medium to high residential land uses, which would accommodate jobs and affordable housing, respectively. More information on the job/housing analysis and the adopted regional housing plan can be found on the Commission’s website (www.sewrpc.org/SEWRPC/housing.htm).

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

communities within these areas, as opposed to within non-sewered 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-sewered areas would not be eligible for the bonus points under this criterion. The projected job/housing imbalances are reported in the regional housing plan by regional housing analysis areas⁴ (sub-areas)—potentially containing more than one sewer community—which is a suitable level of detail for a regional housing plan. However, in order for the projected job/housing imbalances of each community to be used as a criterion in the evaluation of capacity expansion projects, Commission staff would estimate the projected job/housing imbalance for each individual sewer community in the Milwaukee urbanized area. The projected job/housing imbalances estimated for the regional housing plan may be refined by a county or local government which would have access to more detailed information than what was used in the development of the regional housing plan. Application of criteria of this type was recommended by the Commission’s Advisory Committee on Regional Housing Planning and Environmental Justice Task Force.

8. **Transit Accessibility** – Capacity expansion projects would receive up to a maximum of 5 bonus points depending on the level of transit service currently provided within the local community that the project is located in. Map B-2 displays the existing year 2012 local fixed-route and local demand-responsive public transit services in Southeastern Wisconsin. Table B-9 and Map B-3 identify the level of transit service for each local community currently served by transit and the attendant bonus points that would be received. Application of criteria of this type was recommended by the Commission’s Advisory Committee on Regional Housing Planning and Environmental Justice Task Force.

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.

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

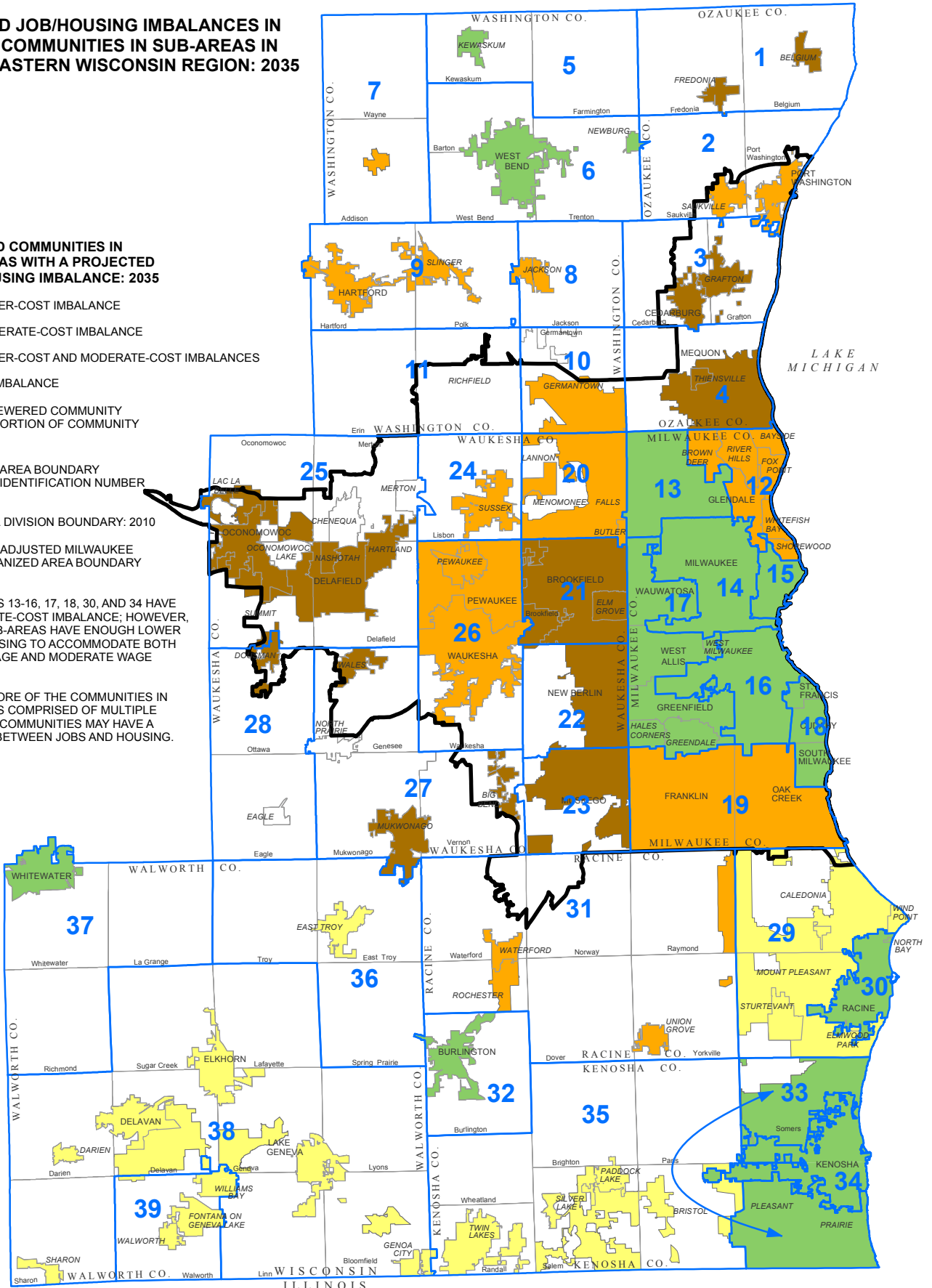
39 SUB-AREA BOUNDARY AND IDENTIFICATION NUMBER

— 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 B-2

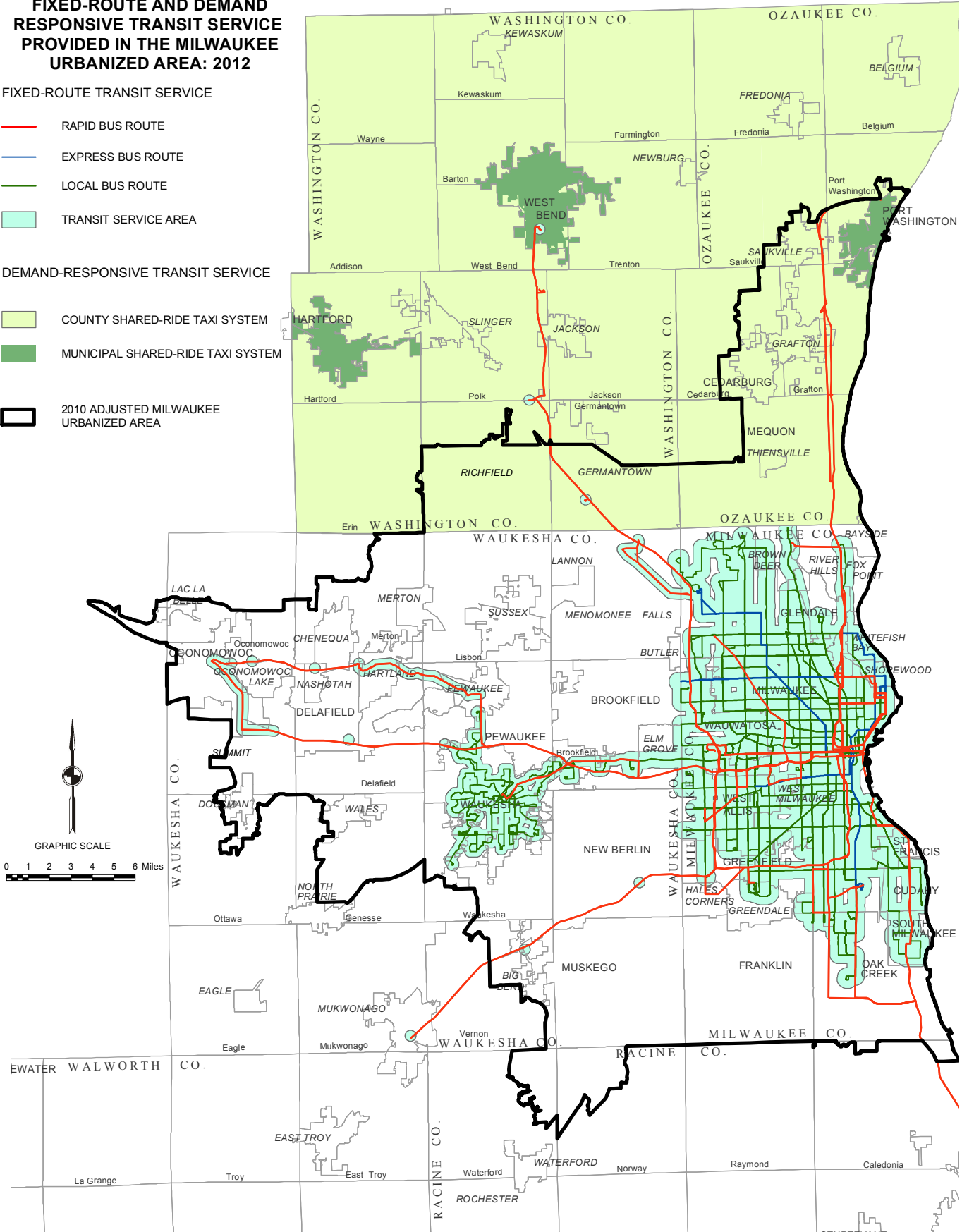
FIXED-ROUTE AND DEMAND RESPONSIVE TRANSIT SERVICE PROVIDED IN THE MILWAUKEE URBANIZED AREA: 2012

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
- 2010 ADJUSTED MILWAUKEE URBANIZED AREA



Source: SEWRPC.

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





Table B-9

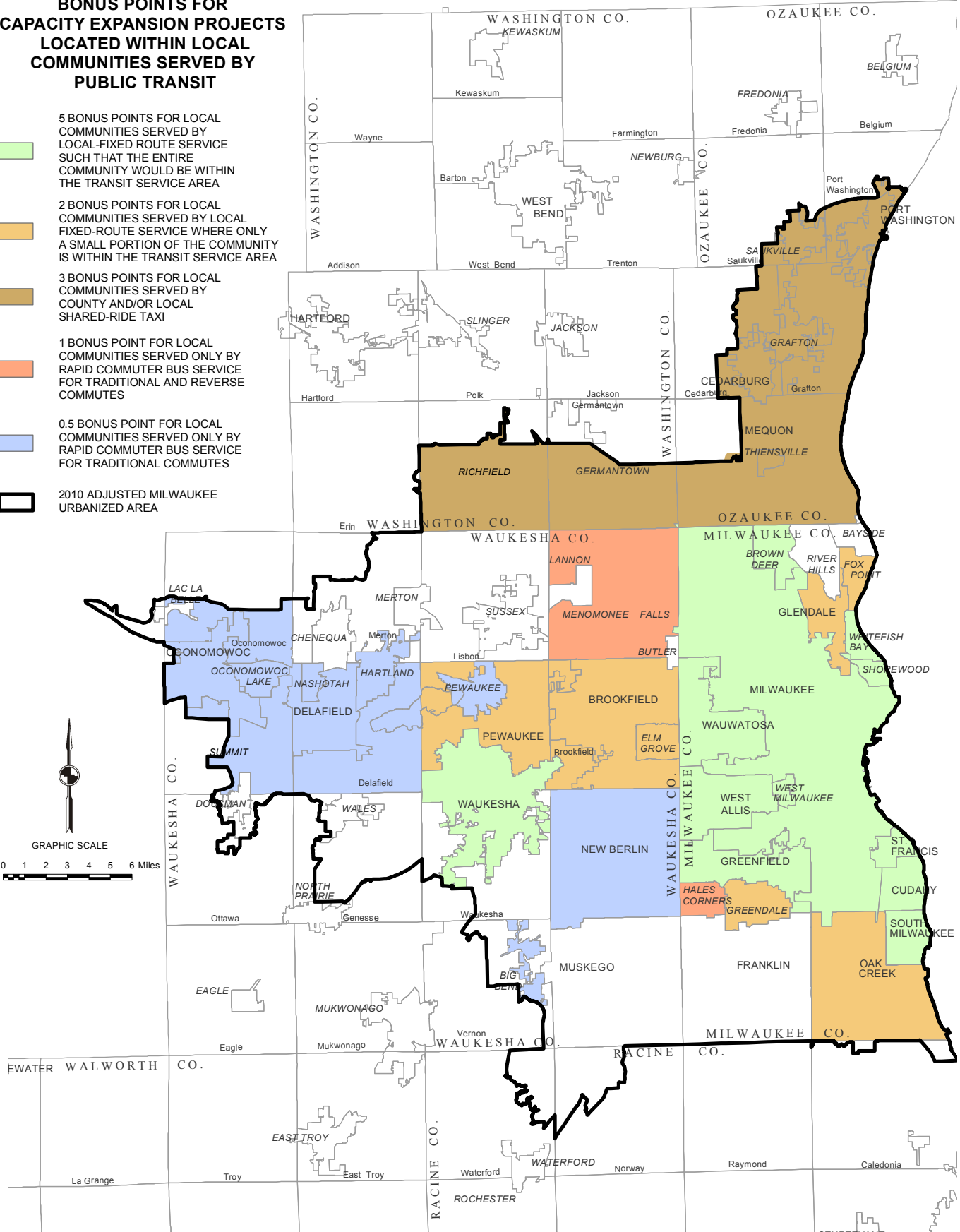
**BONUS POINTS FOR CAPACITY EXPANSION PROJECTS
LOCATED WITHIN LOCAL COMMUNITIES SERVED BY PUBLIC TRANSIT**

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)
<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>Waukesha County</i> C Waukesha	<i>Milwaukee County</i> V Fox Point C Glendale V Greendale C Oak Creek <i>Waukesha County</i> C Brookfield T Brookfield V Elm Grove C Pewaukee	<i>Ozaukee County</i> C Cedarburg T Cedarburg V Grafton T Grafton C Mequon C Port Washington T Port Washington T Saukville V Saukville V Thiensville <i>Washington County</i> V Germantown V Richfield	<i>Milwaukee County</i> V Hales Corners <i>Waukesha County</i> V Menomonee Falls	<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

Map B-3

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 ONLY 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
-  2010 ADJUSTED MILWAUKEE URBANIZED AREA



Source: SEWRPC.

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Exhibit C

APPROVED METHODOLOGY FOR MEASURE OF EQUITY CRITERION USED IN THE EVALUATION OF CANDIDATE PROJECTS WITHIN THE RESURFACING/ RECONDITIONING/RECONSTRUCTION TO SAME CAPACITY PROJECT CATEGORY

This exhibit describes the methodology that would be used to evaluate candidate resurfacing/reconditioning/reconstruction to same capacity projects with 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 C-1 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 C-2 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 C-1

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
Town of Summit	1.25	0.00039
Village of Sussex	15.76	0.00491

Table C-1 (continued)

Implementing Agency	Proposed Year 2010 Adjusted Urbanized Area	
	Total Year 2035 Planned Lane-Miles ^a	Proportionate Share ^a
Town of Vernon	3.89	0.00121
City of Waukesha	88.22	0.02750
Town of Waukesha	1.90	0.00059
Waukesha County-Total	1,146.99	0.35759
OZAUKEE COUNTY		0.00000
County	106.34	0.03315
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.

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Table C-2

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	\$850,405
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 C-2 (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
City of Port Washington	\$0
Town of Port Washington	\$0
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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