

**Minutes of the Meeting**

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

DATE: October 4, 2013  
TIME: 1:00 p.m.  
PLACE: Pettit National Ice Center  
Hall of Fame  
500 South 84<sup>th</sup> Street  
Milwaukee, WI 53214

Milwaukee Urbanized Area Members Present

Brian Dranzik, Chair .....Director, Milwaukee County Department of Transportation  
Fred Abadi ..... Director of Public Works, City of Waukesha  
Robert J. Bauman .....4<sup>th</sup> 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  
Robert R. Dreblow .....Highway Commissioner, Ozaukee County  
Gary Evans..... Manager, Highway Engineering Division, Waukesha County  
Lois C. Gresl ..... Major Projects Manager,  
(Representing Ghassan Korban) ..... City of Milwaukee  
Thomas M. Grisa ..... Director of Public Works, City of Brookfield  
Jennifer Gonda ..... Legislative Liaison Director, City of Milwaukee  
William Lochemes .....Accounting Manager, Milwaukee County  
(Representing Milwaukee County) ..... Department of Administration  
Michael J. Maierle .....Manager of Long-Range Planning, City of Milwaukee  
James Martin ..... Fiscal and Budget Administrator,  
(Representing Michael Giugno) ..... Milwaukee County Department of Transportation  
Jeffrey S. Polenski..... City Engineer, City of Milwaukee  
Aaron Szopinski ..... Budget Analyst, Budget and Management Division,  
City of Milwaukee  
Clark Wantoch ..... Director of Highway Operations,  
(Representing Milwaukee County) ..... Milwaukee County Department of Transportation  
Tom Wondra ..... Highway Commissioner, Washington County

Non-Voting Members Present

Peter T. McMullen ..... Air Management Specialist, Bureau of Air Management,  
Wisconsin Department of Natural Resources

Jennifer Sarnecki ..... Urban and Regional Planning Supervisor,  
(Representing Dewayne J. Johnson) Wisconsin Department of Transportation

Kenneth R. Yunker ..... Executive Director,  
Southeastern Wisconsin Regional Planning Commission

Guests and Staff Present

Ann Dee Allen ..... Senior Public Involvement and Outreach Specialist,  
Southeastern Wisconsin Regional Planning Commission

Brionne R. Bischke ..... Village Engineer, Village of Germantown

Roslin Burns ..... Planning and Program Analyst Advanced, Southeast Region,  
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

Ron Romeis ..... Assistant City Engineer, City of Franklin

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

Robert Schmit ..... Local Program Manager, Southeast Region,  
Wisconsin Department of Transportation

Mike Simmons ..... City Engineer, City of Oak Creek

David Simpson ..... Director of Public Works/City Engineer, City of Muskego

Arthur Zabel ..... Trustee – District 4, Village of Germantown

**ROLL CALL**

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

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

**CONSIDERATION OF PRELIMINARY DRAFT OF SEWRPC STAFF MEMORANDUM ENTITLED: *EVALUATION AND PRIORITIZATION OF CANDIDATE PROJECTS FOR YEARS 2015-2018 FEDERAL SURFACE TRANSPORTATION – MILWAUKEE URBANIZED AREA (STP-M) FUNDING AND RECOMMENDATION OF CANDIDATE PROJECTS***

At the request of Chairman Dranzik, Mr. Yunker reviewed the memorandum titled, “*Evaluation and Prioritization of Candidate Projects for Years 2015-2018 Federal Surface Transportation – Milwaukee Urbanized Area (STP-M) Funding and Recommendation of Candidate Projects*” which was sent to Committee members October 3, 2013 (see Attachment A). Mr. Yunker stated that the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area

(Milwaukee TIP Committee), at its April 29, 2013, meeting, approved procedures to evaluate, prioritize, and recommend projects for 2015-2018 Federal Highway Administration (FHWA) Surface Transportation Program – Milwaukee Urbanized Area (STP-M) funds.

During Mr. Yunker's detailed review of the memorandum, the following comments and questions were raised by the Committee members:

1. Responding to an inquiry from Mr. Daniels, Mr. Hoel stated that as the 124<sup>th</sup> Street extension project is located within or adjacent to four communities, the bonus points received by the project are an average of the four communities.
2. Mr. Wantoch suggested that the remaining \$6.76 million of available 2015-2018 STP-M funds be allocated to the highest rated reconstruction projects which were not funded. He noted that these two projects are listed in Table 9 of the memorandum: Mill Road and Humboldt Boulevard. He indicated that he was making this recommendation, because these two projects were the highest rated projects of the projects determined to be of areawide significance that were not selected for funding. Mr. Dranzik added that there will likely always be a remaining balance of funding requiring the selection of additional projects, if funding is allocated to the three types of projects.
3. Mr. Polenske suggested that a threshold of areawide significance for capacity expansion projects should be developed, and further noted that this threshold could identify for each proposed project the need for capacity expansion. Mr. Yunker replied that the Commission will develop a threshold of areawide significance for capacity expansion projects—similar to the thresholds established for reconditioning/resurfacing and reconstruction to the same capacity projects.
4. Mr. Evans expressed his concern that if projects receive a higher score and are therefore more likely to receive STP-M funding due to poor pavement condition, communities may let facility pavement condition deteriorate in an attempt to achieve STP-M funding. Mr. Wantoch stated that the facility condition is a result of pavement age and traffic, and communities will likely try to provide the best pavement condition within the funding they have.
5. Mr. Grisa and Mr. Brandmeier questioned whether the City of Milwaukee would be able to complete the projects that have been recommended for funding. Mr. Grisa suggested that Option 2 in the memorandum which would allocate the remaining \$6.76 million to Village of Germantown and the City of Oak Creek projects should be adopted. He noted that the City of Milwaukee and Milwaukee County had already had a number of projects selected for funding, and the Village of Germantown and City of Oak Creek projects would have been selected under the project selection procedure which had been applied previously.
6. Responding to inquiries from Ms. Gresl and Ms. Gonda, Mr. Yunker stated that the proposal under Option 2 to also allocate \$800,000 of STP-M funds for the preliminary engineering of the City of Brookfield's capacity expansion project of Calhoun Road would need to be changed. He indicated that WisDOT will no longer permit funding of individual phases of a project.
7. Mr. Wondra stated that he also favors option 2. He indicated that another reason to support Option 2 was that the Village of Germantown had received Federal funding for the preliminary engineering of its project, and may need to return that Federal funding if the project cannot be completed.

8. Ms. Bussler and Mr. Abadi commented on the suggested allocation of the remaining \$6.76 million in funding suggested by Mr. Wantoch. Noting that one of the two projects suggested to be funded would only be partially funded, they suggested that instead funding should go to the next highest rated project that could be fully funded within the amount of remaining funds. Ms. Bussler also commented that a number of smaller communities did not receive 2015-2018 STP-M funds for their proposed projects.
9. Mr. Daniels stated that West Allis intended to apply for more funds than what is shown for their 124<sup>th</sup> Street project, including construction funding. He noted that the State had suggested that the City of West Allis apply only for preliminary engineering due to concerns as to whether the City could complete construction within the required time frame for this cycle. He noted that the project was rated just below the City of Brookfield Calhoun Road project.
10. Mr. Brandmeier suggested that the use of the remaining \$6.7 million in funding be based on the initial allocation of 25 percent of total funding to capacity expansion projects, 55 percent to reconstruction to same capacity projects, and 20 percent to resurfacing/reconditioning projects. Mr. Schmidt noted that projects cannot be Federally funded at less than 50 percent of the total project cost. Mr. Grisa stated that the City of Brookfield would not be interested in receiving partial funding for their capacity expansion project.
11. Ms. Bussler suggested the Committee consider increasing the allocated funding for capacity expansion projects beyond 25 percent of the total allocated 2015-2018 STP-M funds.
12. Responding to inquiry from Mr. Grisa, Mr. Yunker stated that the projects above the red line in Table 10 are recommended to receive funding.
13. Responding to inquiries from Mr. Brandmeier and Mr. Dranzik, Mr. Yunker stated that the remaining projects that are not recommended for years 2015-2018 STP-M funding at this time would be held in reserve in case a project recommended for funding is deferred or dropped. Commission staff would utilize the rankings of projects within the three categories—resurfacing/reconditioning, reconstruction to same capacity, and capacity expansion—to identify the project which are next to be funded. The Commission staff will notify the Milwaukee TIP Committee as this occurs, and the Committee may need to meet to confirm the funding proposed by Commission staff.
14. Mr. Bischke and Mr. Zabel stated that the Village of Germantown needs to know as soon as possible whether their project will be approved for 2015-2018 STP-M funding.
15. Responding to a comment made by Mr. Grisa, Mr. Yunker stated that the staff had identified two options for the remaining \$6.76 million of years 2015 to 2018 funding, and a third option proposed at this meeting was to fund the reconstruction of W. Mill Road (CTH S) between N. 43<sup>rd</sup> Street and N. Sydney Place in Milwaukee County, and partially fund reconstruction of N. Humboldt Boulevard between E. North Avenue and E. Keefe Avenue in the City of Milwaukee. He added that the Village of Germantown and City of Oak Creek projects could be identified as the next priority for funding after these two projects under this option. He noted the Committee could also place the Village of Germantown and City of Oak Creek projects ahead of the other two projects.
16. Mr. Grisa noted on Table 13 that the City of Greenfield also had a project like the Village of Germantown, in that it had been awarded STP-M funding for preliminary engineering in the years 2013-2014. He added, however, that unlike the Village of Germantown which had nearly

sufficient STP-M balance for construction of the project, the City of Greenfield did not have such a balance, and would have a negative balance for over 10 years.

Mr. Yunker noted that all of the Committee discussion concerned the remaining \$6.76 million of STP-M funding, and there appeared to be a consensus about the 21 projects initially recommended with \$75.5 million of funding. He stated that these are the projects above red lines in Tables 4, 9, and 10. Alderman Bauman then made a motion to approve the STP-M funding in the years 2015-2018 of the 21 projects above the red lines in Tables 4, 9, and 10. The motion was seconded by Mr. Brandmeier, and approved on a vote of 15 ayes and 3 nays, with Ms. Bussler, Mr. Evans, and Mr. Abadi voting against the motion.

Mr. Brandmeier then made a motion to adopt Option 2 (Village of Germantown Donges Bay Road project, City of Oak Creek's S. 5<sup>th</sup> Avenue project, and the preliminary engineering portion of the City of Brookfield's Calhoun Road project.) to establish the projects to fund with the remaining \$6.76 million in years 2015-2018 STP-M funding. The motion was seconded by Mr. Wondra.

1. Responding to an inquiry made by Mr. Grisa, Mr. Schmidt stated that WisDOT now requires a project to include all phases of a project including construction to be proposed and funded, and the City of Brookfield project under this option would only include engineering.

Mr. Brandmeier then withdrew his motion, and Mr Wondra agreed to the withdrawal of the motion. Mr. Grisa then made a motion to fund with the remaining \$6.76 million of 2015-2018 STP-M funds the reconditioning of Donges Bay Road between Division Road and Magnolia Drive in the Village of Germantown, and the reconstruction of S. 5<sup>th</sup> Avenue between STH 100/STH 32 and E. Ryan Road in the City of Oak Creek. In addition, his motion included placing in the following order the reconstruction of W. Mill Road (CTH S) between N. 43<sup>rd</sup> Street and N. Sydney Place in Milwaukee County, the reconstruction of N. Humboldt Boulevard between E. North Avenue and E. Keefe Avenue in the City of Milwaukee, and the reconstruction with additional traffic lanes of Calhoun Road between CTH M (North Avenue) and STH 190 (Capitol Drive) on a waiting list to receive potential funding should projects selected for funding become deferred or delayed. He noted that the Committee may need to reassemble if additional projects would need to be recommended for funding due to deferred or delayed projects. The motion was seconded by Mr. Wondra, and rejected on a vote of 6 ayes and 12 nays, with Messrs. Grisa, Daniels, Abadi, Wondra, Brandmeier, and Dreblow voting to approve the motion.

Mr. Polenske made a motion, which was seconded by Alderman Bauman, to adopt the option proposed by Mr. Wantoch which would use the \$6.76 million in funding to fund the Mill Road project, and partially fund the Humboldt Boulevard project. The motion also provided for the Humboldt Boulevard project to receive additional funding should funded projects be delayed or deferred. Mr. Yunker suggested that it would be appropriate for the Committee to identify and place in order a number of additional projects for 2015-2018 funding, should projects that were approved for funding be delayed or deferred. He suggested, based on Committee discussion at the meeting, that following fully funding of the Humboldt Boulevard project, the Village of Germantown project, the City of Oak Creek project, and the City of Brookfield project be identified in that order as the next projects to be funded. Mr. Grisa asked Mr. Polenske and Alderman Bauman if they would agree to an amendment of their motion to identify these three projects as projects to proceed if funding became available following the full funding of the Humboldt Boulevard project, and both agreed to this amendment of their motion. The motion was approved on a vote of 13 to 5, with Ms. Bussler, and Messrs. Abadi, Brandmeier, Evans, and Wondra voting not to approve the motion. Those voting not to approve the motion indicated that they believed the Village of Germantown and City of Oak Creek projects should have received the remaining \$6.76 million in funding, as these two projects would have been funded under the procedures to prioritize and select projects for funding over the past 20 years.

**ADJOURNMENT.**

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

Respectfully Submitted,

Kenneth R. Yunker  
Acting Secretary

KRY/RWH/XNR/dad  
00217970.DOC

# SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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## MEMORANDUM

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

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

**DATE:** October 3, 2013

**SUBJECT:** **EVALUATION AND PRIORITIZATION OF CANDIDATE PROJECTS FOR YEARS 2015-2018 FEDERAL SURFACE TRANSPORTATION PROGRAM—MILWAUKEE URBANIZED AREA (STP-M) FUNDING AND RECOMMENDATION OF CANDIDATE PROJECTS**

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 2015-2018 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.

### ALLOCATION OF FUNDING

At its September 23, 2013, meeting, the Milwaukee TIP Committee, as the first step in applying these procedures considered the allocation of STP-M funds for the years 2015 through 2018 between highway and transit projects. The Milwaukee TIP Committee had recommended during the development of the procedures that Milwaukee area FHWA STP funds and FTA section 5307 funds should be combined and allocated between highway and transit needs based upon their relative capital project needs as set forth in the year 2035 regional transportation plan. In that plan Milwaukee area county and local arterial highway capital project needs represent an estimated 63 percent of total area capital project needs, and Milwaukee area public transit capital project needs represent 37 percent of total area capital project needs. While it is unknown at this time how much Federal funding the U.S. Congress will authorize and appropriate in FY 2015 through 2018 with respect to FTA Section 5307 and FHWA STP funds allocated to the Milwaukee urbanized area, it is necessary to estimate those authorizations and appropriations, recognizing that the actual appropriations may be more or less than the estimate, and that the quantitative analysis set forth herein may need to be revised. Based on historic annual authorized and appropriated funding levels, the Federal funding for the Milwaukee urbanized area for the Fiscal Years 2015 through 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 the funding needs established in the year 2035 regional transportation plan, the following allocation to the two modes results:

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, and Federal law has recently been enacted to prohibit such transfer. Thus, the Milwaukee TIP Committee at its September 23<sup>rd</sup> meeting recommended that the estimated \$20.56 million annually, or a total of \$82.24 million, in STP-M funds would be available for the Fiscal Years 2015 through 2018 for highway projects.

The Milwaukee TIP Committee at its September 23<sup>rd</sup> meeting then considered the level of available years 2015-2018 STP-M funding that 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. The Commission staff provided the Milwaukee TIP Committee with proposed allocations for the three types of projects based on the historical proportions of STP-M funding approved for projects and the proportion of STP-M funding being requested for the three project types, as documented in a Staff Memorandum entitled “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”, that was provided to the Milwaukee TIP Committee on August 14, 2013. In considering these proposed allocations for the three project types, the Milwaukee TIP Committee could not reach a consensus on the level of funding that would be allocated to the three project types. During the discussion, Commission staff had suggested the following compromise allocation:

- 25 percent, or \$20,561,061, will be allocated to capacity expansion projects;
- 55 percent, or \$45,234,333, will be allocated to reconstruction to same capacity projects; and
- 20 percent, or \$16,448,849, will be allocated to resurfacing/reconditioning projects.

For purposes of conducting the procedures developed by the Milwaukee TIP Committee for the evaluation and prioritization of candidate projects for years 2015-2018 STP-M funding, an allocation of funding between the three categories was required to be assumed. The allocations suggested by Commission staff during the September 23<sup>rd</sup> meeting were utilized—25 percent for capacity expansion projects, 55 percent for reconstruction to same capacity projects, and 20 percent for resurfacing/reconditioning projects.

## **EVALUATION OF CANDIDATE PROJECTS**

In June 2013, local communities within the Milwaukee urbanized area were requested to submit candidate arterial street and highway projects for consideration for Federal funding. The Wisconsin Department of Transportation Southeast Region staff has reviewed the projects to assure that the schedule and cost estimate for each project is reasonable. A total of 49 candidate projects requesting a total of \$178,565,248 in years 2015-2018 STP-M funds were submitted, as listed in Table 1. One of the projects—the City of Muskego’s proposed reconstruction of Hillendale Drive between Janesville Road (CTH L) and Racine Avenue (CTH Y) requesting \$3,628,781—is not located on the Commission’s arterial street and highway system. Thus, this project was determined to not be eligible for STP-M funding based on the procedures established by the Milwaukee TIP Committee.

The Milwaukee TIP Committee had recommended during the development of the procedures to evaluate and prioritize candidate projects for STP-M funding that one approach be used to evaluate candidate

Table 1

**CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM (STP) PROJECTS FOR THE  
MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS 2015, 2016, 2017, AND 2018**

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Federal Funding Requested								
				2015		2016		2017		2018		Total
City of Brookfield	1	Reconstruction With Additional Traffic Lanes of Calhoun Rd. Between CTH M and STH 190	Capacity Expansion	800,000	P.E.	--	--	--	--	8,560,000	Const	9,360,000
City of Franklin	1	Pavement Replacement of W. Puetz Road Between W. St. Martin's Road (STH 100) and S. 76 <sup>th</sup> Street (CTH U)	Resurf/Recond	257,088	P.E.	72,000	R.O.W.	2,308,800	Const	--	--	2,637,888
Village of Germantown	1	Reconditioning of Donges Bay Rd Between Division Rd S (Termini) and Magnolia Dr	Resurf/Recond	3,289,000	Const	--	--	--	--	--	--	3,289,000
Village of Grafton	2/3/1 <sup>a</sup>	Reconstruction of Falls Road Between Blackhawk Drive and Port Washington Road	Reconstruction	179,394.40	P.E.	64,000	R.O.W.	1,091,036	Const	--	--	1,334,430
Village of Greendale	1	Reconditioning of West Grange Avenue Between South 76 <sup>th</sup> Street and South 84 <sup>th</sup> Street	Resurf/Recond	192,000	P.E.	--	--	1,420,800	Const	--	--	1,612,800
City of Greenfield	1	Reconstruction of West Edgerton Avenue Between West Loomis Road and South 27 <sup>th</sup> Street	Reconstruction	3,456,668	Const	--	--	--	--	--	--	3,456,668
	2/3	Reconditioning of 60 <sup>th</sup> Street Between West Edgerton Avenue and West Waterford Avenue	Resurf/Recond	130,200	P.E.	--	--	963,480	Const	--	--	1,093,680
	4/5	Reconditioning of 84 <sup>th</sup> Street Between West Howard Avenue and West Holmes Avenue	Resurf/Recond	--	--	--	--	132,600	P.E.	981,240	Const	1,113,840
Village of Menomonee Falls	1/3/2	Reconstruction of Menomonee Avenue Between Arthur Avenue and Town Hall Road	Reconstruction	340,600	P.E.	80,000	R.O.W.	2,810,000	Const	--	--	3,230,600
Milwaukee County	1	Reconstruction of W. Mill Rd. (CTH S) Between N. 43 <sup>rd</sup> St. and N. Sydney Pl.	Reconstruction	--	--	4,240,000	Const	--	--	--	--	4,240,000
	2/3/4	Reconditioning of E. Layton Ave. (CTH Y) Between S. Howell Ave. (STH 38) and S. Pennsylvania Ave.	Resurf/Recond	300,000	P.E.	2,440,000	Const	--	--	--	--	2,780,000
	5/6/7	Reconstruction With Additional Traffic Lanes of S. 13 <sup>th</sup> St. (CTH V) Between W. Drexel Ave. and W. Rawson Ave.	Capacity Expansion	--	--	720,000	P.E.	4,600,000	Const	--	--	5,720,000
	8/9/10 <sup>b</sup>	Reconstruction of S. 13 <sup>th</sup> St. (CTH V) Between W. Puetz Rd. and W. Drexel Ave.	Reconstruction	504,000	P.E.	400,000	R.O.W.	--	--	3,240,000	Const	4,144,000
	11/12/13	Reconstruction of W. Layton Ave. (CTH Y) Between W. Loomis Rd. (STH 36) and S. 27 <sup>th</sup> St. (STH 241)	Reconstruction	--	--	792,000	P.E.	440,000	R.O.W.	5,064,000	Const	6,296,000
	14/15/16	Reconstruction of N. Teutonia Ave. (CTH D) Between W. Good Hope Rd. and W. Bradley Rd.	Reconstruction	680,000	P.E.	240,000	R.O.W.	4,360,000	Const	--	--	5,280,000
	17/18/19	Reconstruction of S. 92 <sup>nd</sup> St. (CTH N) Between W. Forest Home Ave. (STH 24) and W. Howard Ave.	Reconstruction	--	--	816,000	P.E.	640,000	R.O.W.	5,240,000	Const	6,696,000
	20/21	Reconstruction of S. 76 <sup>th</sup> St. (CTH U) Between W. County Line Rd. and 600' N of W. High St.	Reconstruction	--	--	--	--	1,560,000	P.E.	1,200,000	R.O.W.	2,760,000
City of Milwaukee	1	Reconstruction of West Wisconsin Avenue Between North 35 <sup>th</sup> Street and North 20 <sup>th</sup> Street	Reconstruction	3,720,400	Const	--	--	--	--	--	--	3,720,400
	2	Reconstruction of North 92 <sup>nd</sup> Street Between West Capitol Drive and North Hampton Avenue	Reconstruction	3,588,000	Const	--	--	--	--	--	--	3,588,000
	3/4	Reconstruction of North Teutonia Ave Between West Groeling Avenue and West Capitol Drive	Reconstruction	578,592	P.E.	--	--	--	--	3,567,984	Const	4,146,576
	5/6	Reconstruction of North 91 <sup>st</sup> Street Between West Mill Road and West Good Hope Road	Reconstruction	506,760	P.E.	--	--	3,670,024	Const	--	--	4,176,784
	7/8 <sup>c</sup>	Reconstruction of South 60 <sup>th</sup> Street Between West Cold Spring and West Morgan Ave.	Reconstruction	472,000	P.E.	--	--	--	--	3,863,560	Const	4,335,560
	9/10	Resurfacing of North 60 <sup>th</sup> Street Between West Florist Ave and West Mill Road	Resurf/Recond	268,784	P.E.	1,965,912	Const	--	--	--	--	2,234,696
	11/12 <sup>d</sup>	Resurfacing of West Howard Ave. Between South 60 <sup>th</sup> Street and South 43 <sup>rd</sup> Street	Resurf/Recond	444,000	P.E.	--	--	3,301,464	Const	--	--	3,745,464
	13/14	Reconstruction of North Teutonia Ave Between West Garfield Ave and West Groeling Ave	Reconstruction	333,600	P.E.	--	--	2,461,416	Const	--	--	2,795,016
	15/16	Reconstruction of W. Oklahoma Avenue Between S. 60 <sup>th</sup> Street and S. 49 <sup>th</sup> Street	Reconstruction	358,320	P.E.	--	--	--	--	2,520,024	Const	2,878,344
	17/18	Reconstruction of West Vliet Street Between North 27 <sup>th</sup> Street and North 12 <sup>th</sup> Street	Reconstruction	374,400	P.E.	--	--	2,781,984	Const	--	--	3,156,384
19/20	Reconstruction of West Greenfield Ave. Between South 35 <sup>th</sup> Street and South Cesar E. Chavez Dr.	Reconstruction	445,600	P.E.	--	--	--	--	3,488,000	Const	3,933,600	

Table 1 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Federal Funding Requested								
				2015	2016	2017	2018	Total				
City of Milwaukee (continued)	21/22	Resurfacing of Lisbon Ave./Walnut St. Between 30 <sup>th</sup> St. and Fond du Lac Ave.	Resurf/Recond	486,448	P.E.	4,218,400	Const	--	--	--	4,704,848	
	23/24	Resurfacing of N. 27 <sup>th</sup> St. Between Highland Blvd. and Lisbon Ave.	Resurf/Recond	291,728	P.E.	--	--	2,169,304	Const	--	2,461,032	
	25/26	Reconstruction of South 60 <sup>th</sup> Street Between W. Morgan Ave. and Kinnickinic River Parkway	Reconstruction	429,600	P.E.	--	--	3,714,400	Const	--	4,144,000	
	27/28/29	Reconstruction of E/W. Howard Ave. Between South 6 <sup>th</sup> Street and S. Clement Avenue	Reconstruction	480,000	P.E.	16,000	R.O.W.	--	--	4,288,000	Const	4,784,000
	30/31	Reconstruction of North Humboldt Blvd. Between East North Avenue and East Keefe Avenue	Reconstruction	504,000	P.E.	--	--	--	--	4,281,600	Const	4,785,600
	32/33	Reconstruction of South 20 <sup>th</sup> Street Between West College Avenue and West Grange Avenue	Reconstruction	340,000	P.E.	--	--	2,434,400	Const	--	2,774,400	
	34/35	Reconstruction of West Roosevelt Drive Between North 37 <sup>th</sup> Street and North 60 <sup>th</sup> Street	Reconstruction	632,000	P.E.	--	--	--	--	5,677,600	Const	6,309,600
City of Muskego	1/2	Pavement Replacement of Moorland Road Between Janesville Road and McShane Drive	Resurf/Recond	--	--	319,021	P.E.	2,360,757	Const	--	2,679,778	
	3/4/5 <sup>e</sup>	Reconstruction of Hillendale Drive Between Janesville Road (CTH L) and Racine Avenue (CTH Y)	Reconstruction	327,724.80	P.E.	528,000	R.O.W.	2,773,056	Const	--	3,628,781	
City of Oak Creek	1	Construction of S. 5 <sup>th</sup> Avenue Between STH 100/STH 32 and E. Ryan Road	Reconstruction	2,781,040	Const	--	--	--	--	--	2,781,040	
Waukesha County	1	Reconditioning of CTH I Between National Avenue and Moorland Rd	Resurf/Recond	--	--	--	--	2,734,400	Const	--	2,734,400	
	1	Reconstruction With Additional Traffic Lanes of CTH M Between Pilgrim Road and East County Line	Capacity Expansion	--	--	--	--	10,706,400	Const	--	10,706,400	
	2	Reconstruction With Additional Traffic Lanes of CTH O Between College Avenue and Grange Avenue	Capacity Expansion	--	--	3,441,600	Const	--	--	--	3,441,600	
City Waukesha	1	Reconstruction of S East Avenue Between Sunset Dr. and Estberg Ave.	Reconstruction	3,628,000	Const	--	--	--	--	--	3,628,000	
	2/3/4	Reconstruction of W. Saint Paul Avenue Between Mountain Avenue and Madison Street	Reconstruction	397,600	P.E.	223,200	R.O.W.	--	--	3,588,800	Const	4,209,600
	5/6/7	Pavement Replacement of Pewaukee Road Between Buena Vista Ave. and Pilot Ct.	Resurf/Recond	--	--	340,000	P.E.	148,000	R.O.W.	2,506,400	Const	2,994,400
City of West Allis	1	Reconditioning of S. 76 <sup>th</sup> Street Between W. Greenfield Avenue and W. Pierce Street	Resurf/Recond	1,180,152	Const	--	--	--	--	--	1,180,152	
	2/3	Reconstruction of W. National Avenue Between S. 70 <sup>th</sup> Street and S. 76 <sup>th</sup> Street	Reconstruction	345,585	P.E.	--	--	--	--	1,813,680	Const	2,159,265
	4/5	Reconstruction of W. National Avenue Between S. 92 <sup>nd</sup> Street and W. Lincoln Avenue	Reconstruction	185,272	P.E.	--	--	--	--	943,350	Const	1,128,622
	6	Construction of S. 124 Street Between W. Bluemound Road and W. Robinwood Street	Capacity Expansion	--	--	--	--	928,000	P.E.	--	928,000	
Village of West Milwaukee	1	Reconstruction of West Greenfield Avenue Between South 56 <sup>th</sup> Street and Miller Park Way	Reconstruction	315,000	P.E.	--	--	2,331,000	Const	--	2,646,000	

Source: Wisconsin Department of Transportation and SEWRPC

<sup>a</sup> Joint project of City of Grafton and Town of Grafton.

<sup>b</sup> Regional transportation plan recommends the widening to four traffic lanes along 1<sup>st</sup> street (CTH V) between Drexel Avenue and Puetz Road. However, project sponsor indicated reconstruction to same capacity on application.

<sup>c</sup> Joint project of City of Milwaukee (88%) and City of Greenfield (12%).

<sup>d</sup> Joint project of City of Milwaukee (83%) and City of Greenfield (17%).

<sup>e</sup> Not on the planned arterial sheet and highway system contained in the regional transportation plan.

resurfacing/reconditioning/ reconstruction to same capacity projects and another approach be used to evaluate capacity expansion projects (widening and new facilities).

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 2, 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 maximum points that could potentially be received under each criterion are also listed in Table 2. The methodology that would be used for the evaluation criteria of areawide significance is provided in Exhibit B of this memorandum.

**Table 2**

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

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

Candidate resurfacing/reconditioning/reconstruction to same capacity projects would be evaluated first with criteria to determine whether the project is of areawide significance. 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 among communities and counties, which would be based on the share of areawide lane-miles within a community/county. Table 2 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 significance<sup>1</sup>. 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

<sup>1</sup> 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).

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.

### ***Summary of Evaluation of Areawide Significance***

The following tables summarize the results of the evaluation of candidate projects using the criteria of areawide significance:

- Table 3 provides a summary of applying the criteria of areawide significance for each candidate project based on the methodology established for the three project categories—resurfacing/reconditioning, reconstruction to same capacity, and capacity expansion.
- Table 4 provides a ranking of the 5 candidate capacity expansion projects based on their areawide significance score. Based on capacity expansion projects being allocated 25 percent, or \$20,561,061, of the available \$82,244,243 in years 2015-2018 STP-M funding, the following 2 capacity expansion projects would be recommended for 2015-2018 STP-M funding:
  - Waukesha County’s proposed reconstruction with additional traffic lanes of North Avenue (CTH M) between Pilgrim Road and 124<sup>th</sup> Street (\$10,706,400); and
  - Milwaukee County’s proposed reconstruction with additional traffic lanes of 13<sup>th</sup> Street (CTH V) between Drexel Avenue and Rawson Avenue (\$5,720,000).

The two capacity expansion projects recommended for funding would receive a total of \$16,426,400 out of the \$20,561,061 available for capacity expansion projects, which would result in \$4,134,661 in available years 2015-2018 STP-M funding remaining under the capacity expansion project category.

- Table 5 provides a ranking of the 29 candidate reconstruction to same capacity projects based on their areawide significance score. Of the 29 candidate reconstruction to same capacity projects, 20 projects are identified as projects of areawide significance by having criteria of areawide significance scores of at least 73 points. The total requested funding for these 20 projects of areawide significance—\$74,538,351—would exceed the suggested allocation of 55 percent—or \$45,234,333—of the available \$82,244,243 in years 2015-2018 STP-M funding for this project category. In accordance with the approved methodology (see Figure 1), these 20 projects of areawide significance would be further evaluated using the measure of equity criterion described in Exhibit C.
- Table 6 provides a ranking of the 14 candidate resurfacing/reconditioning projects based on their areawide significance score. Of the 14 candidate projects, 6 projects are identified as projects of areawide significance by having criteria of areawide significance scores of at least 73 points. The total requested funding for these 6 projects—\$14,070,058—would be less than the suggested allocation of 20 percent—or \$16,448,849—of the \$82,244,243 in available years 2015-2018 STP-M funding for this project category. Following the approved procedures, the following 6 projects of areawide significance are recommended to receive 2015-2018 STP-M funding:
  - City of West Allis’ proposed reconditioning of 76<sup>th</sup> Street between Greenfield Avenue (STH 59) and Pierce Street (\$1,180,152);
  - City of Muskego’s proposed reconditioning of Moorland Road (CTH O) between Janesville Road (CTH L) and McShane Drive (\$2,679,778);

Table 3

SUMMARY OF AREA-WIDE SIGNIFICANCE EVALUATION OF CANDIDATE PROJECTS FOR FEDERAL SURFACE TRANSPORTATION PROGRAM MILWAUKEE URBANIZED AREA (STP-M) FUNDING: FEDERAL FISCAL YEARS 2015-2018

Project Sponsor	Project Sponsor Priority	Project Description	Project Name	Project Type	Pavement Ratings (PASER Ratings)	Average Pavement Rating (PASER Rating)	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Per Lane	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Connectivity Length of Route (Miles)	Connectivity Points	Functional Classification	Weighted Average Functional Classification Points	Weighted Average Crash Rate	Safety Points	Weighted Average Traffic Volume-to-Capacity Ratio	Congestion Points	Weighted Average Job/Housing Balance Points	Weighted Average Transit Accessibility Points	Total Points
City of Brookfield	1	Reconstruction With Additional Traffic Lanes of Calhoun Road Between CTH M (North Avenue) and STH 190 (Capitol Drive)	Calhoun Road (North Avenue to Capitol Drive)	Capacity Expansion	3/4/6	4.45	13.01	7,505	5.0	11.8	10	MA	7.00	328.57	6.83	1.07	20.00	0.00	2.00	63.84
City of Franklin	1	Pavement Replacement of W. Puetz Road Between W. Street Martin's Road (STH 100) and S. 76th Street (CTH U)	Puetz Road (St. Martin's Road to 76th Street)	Resurfacing	4	4.00	35.00	1,445	0.0	9.30	12	MA	10.00	--	--	--	--	--	--	57.00
Village of Germantown	1	Reconditioning of Donges Bay Road Between Division Road and Magnolia Drive	Donges Bay Road (Division Road to Magnolia Drive)	Resurfacing	3/6	3.43	45.74	1,142	0.0	7.60	9	MA	10.00	--	--	--	--	--	--	64.74
Village of Grafton	2/3/1	Reconstruction of Falls Road Between Blackhawk Drive and Port Washington Road	Falls Road (Blackhawk Drive to Port Washington Road)	Reconstruction	3	3.00	50.00	2,301	2.0	2.10	3	MA	10.00	--	--	--	--	--	--	65.00
Village of Greendale	1	Reconditioning of West Grange Avenue Between South 76th Street and South 84th Street	Grange Avenue (76th Street to 84th Street)	Resurfacing	5	5.00	35.00	2,991	4.0	10.10	15	MA	10.00	--	--	--	--	--	--	64.00
City of Greenfield	1	Reconstruction of West Edgerton Avenue Between West Loomis Road and South 27th Street	Edgerton Avenue (Loomis Road to 27th Street)	Reconstruction	4	4.00	35.00	2,730	4.0	4.90	6	MA	10.00	--	--	--	--	--	--	55.00
	2/3	Reconditioning of 60th Street Between West Edgerton Avenue and West Waterford Avenue	60th Street (Edgerton Avenue to Waterford Avenue)	Resurfacing	4/6	4.57	30.73	5,634	16.0	9.10	12	PA/MA	12.32	--	--	--	--	--	--	71.05
	4/5	Reconditioning of 84th Street Between West Howard Avenue and West Holmes Avenue	84th Street (Howard Avenue to Holmes Avenue)	Resurfacing	5	5.00	35.00	4,617	12.0	25.30	15	PA/MA/C	9.93	--	--	--	--	--	--	71.93
Village of Menomonee Falls	1/3/2	Reconstruction of Menomonee Avenue Between Arthur Avenue and Town Hall Road	Menomonee Avenue (Arthur Avenue to Town Hall Road)	Reconstruction	3	3.00	50.00	4,124	10.0	5.10	6	MA	10.00	--	--	--	--	--	--	76.00
Milwaukee County	1	Reconstruction of W. Mill Road (CTH S) Between N. 43rd Street and N. Sydney Place	Mill Road (43rd Street to Sydney Place)	Reconstruction	3/4	3.41	43.83	3,799	8.0	8.80	12	MA	10.00	--	--	--	--	--	--	73.83
	2/3/4	Reconditioning of E. Layton Avenue (CTH Y) Between S. Howell Avenue (STH 38) and S. Pennsylvania Avenue	Layton Avenue (Howell Avenue to Pennsylvania Avenue)	Resurfacing	5	5.00	35.00	8,912	20.0	11.10	15	PA	15.00	--	--	--	--	--	--	85.00
	5/6/7	Reconstruction With Additional Traffic Lanes of S. 13th Street (CTH V) Between W. Drexel Avenue and W. Rawson Avenue	13th Street (Drexel Avenue to Rawson Avenue)	Capacity Expansion	2	2.00	20.00	5,671	4.0	19.60	10	MA	7.00	721.65	15.00	0.81	10.00	0.00	2.00	68.00
	8/9/10	Reconstruction of S. 13th Street (CTH V) Between W. Puetz Road and W. Drexel Avenue	13th Street (Puetz Road to Drexel Avenue)	Reconstruction	2	2.00	50.00	3,371	6.0	19.60	15	MA	10.00	--	--	--	--	--	--	81.00
	11/12/13	Reconstruction of W. Layton Avenue (CTH Y) Between W. Loomis Road (STH 36) and S. 27th Street (STH 241)	Layton Avenue (Loomis Road to 27th Street)	Reconstruction	5	5.00	35.00	9,865	20.0	11.10	15	MA	10.00	--	--	--	--	--	--	80.00
	14/15/16	Reconstruction of N. Teutonia Avenue (CTH D) Between W. Good Hope Road and W. Bradley Road	Teutonia Avenue (Good Hope Road to Bradley Road)	Reconstruction	4	4.00	35.00	2,375	2.0	8.20	12	MA	10.00	--	--	--	--	--	--	59.00
	17/18/19	Reconstruction of S. 92nd Street (CTH N) Between W. Forest Home Avenue (STH 24) and W. Howard Avenue	92nd Street (Forest Home Road to Howard Avenue)	Reconstruction	4	4.00	35.00	2,955	4.0	5.90	6	MA	10.00	--	--	--	--	--	--	55.00
	20/21	Reconstruction of S. 76th Street (CTH U) Between W. County Line Road and 600' N of W. High Street	76th Street (County Line Road to High Street)	Reconstruction	3/4	3.77	38.49	2,423	2.0	17.30	15	PA/MA	11.16	--	--	--	--	--	--	66.65
City of Milwaukee	1	Reconstruction of West Wisconsin Avenue Between North 35th Street and North 20th Street	Wisconsin Avenue (35th Street to 20th Street)	Reconstruction	2	2.00	50.00	5,797	16.0	7.47	9	MA	10.00	--	--	--	--	--	--	85.00
	2	Reconstruction of North 92nd Street Between West Capitol Drive and North Hampton Avenue	92nd Street (Capitol Drive to Hampton Avenue)	Reconstruction	3/6	4.08	39.25	3,404	6.0	12.70	15	MA	10.00	--	--	--	--	--	--	70.25
	3/4	Reconstruction of North Teutonia Ave Between West Groeling Avenue and West Capitol Drive	Teutonia Avenue (Groeling Avenue to Capitol Drive)	Reconstruction	2	2.00	50.00	7,051	20.0	8.20	12	MA	10.00	--	--	--	--	--	--	92.00
	5/6	Reconstruction of North 91st Street Between West Mill Road and West Good Hope Road	91st Street (Mill Road to Good Hope Road)	Reconstruction	3	3.00	50.00	3,818	8.0	12.70	15	MA	10.00	--	--	--	--	--	--	83.00
	7/8	Reconstruction of South 60th Street Between West Cold Spring and West Morgan Avenue	60th Street (Cold Spring to Morgan Avenue)	Reconstruction	3/4	3.71	39.39	3,899	8.0	9.10	12	PA	15.00	--	--	--	--	--	--	74.39
	9/10	Resurfacing of North 60th Street Between West Florist Ave and West Mill Road	60th Street (Florist Avenue to Mill Road)	Resurfacing	3/5	3.94	42.94	5,975	16.0	12.00	15	MA	10.00	--	--	--	--	--	--	83.94
	11/12	Resurfacing of West Howard Avenue Between South 60th Street and South 43rd Street	Howard Avenue (60th Street to 43rd Street)	Resurfacing	4	4.00	35.00	4,643	12.0	9.67	12	MA	10.00	--	--	--	--	--	--	69.00
	13/14	Reconstruction of North Teutonia Avenue Between West Garfield Avenue and West Groeling Avenue	Teutonia Avenue (Garfield Avenue to Groeling Avenue)	Reconstruction	2/3/4	2.76	48.50	7,476	20.0	8.20	12	MA	10.00	--	--	--	--	--	--	90.50
	15/16	Reconstruction of W. Oklahoma Avenue Between S. 60th Street and S. 49th Street	Oklahoma Avenue (60th Street to 49th Street)	Reconstruction	3	3.00	50.00	4,651	12.0	21.00	15	PA	15.00	--	--	--	--	--	--	92.00
	17/18	Reconstruction of West Vliet Street Between North 27th Street and North 12th Street	Vliet Street (27th Street to 12th Street)	Reconstruction	2/3	2.60	50.00	3,991	8.0	5.70	6	MA	10.00	--	--	--	--	--	--	74.00
	19/20	Reconstruction of West Greenfield Avenue Between South 35th Street and South Cesar E. Chavez Drive	Greenfield Avenue (35th Street to Cesar E. Chavez Drive)	Reconstruction	2/3	2.40	50.00	3,648	8.0	16.10	15	PA	15.00	--	--	--	--	--	--	88.00
	21/22	Resurfacing of Lisbon Avenue/Walnut Street Between 30th Street and Fond du Lac Avenue	Lisbon Avenue/Walnut Street (30th Street to Fond du Lac Avenue)	Resurfacing	5	5.00	35.00	3,534	8.0	7.50	9	MA	10.00	--	--	--	--	--	--	62.00
	23/24	Resurfacing of N. 27th Street Between Highland Blvd. and Lisbon Avenue	27th Street (Highland Boulevard to Lisbon Avenue)	Resurfacing	5	5.00	35.00	5,382	14.0	17.90	15	PA	15.00	--	--	--	--	--	--	79.00
	25/26	Reconstruction of South 60th Street Between W. Morgan Avenue and Kinnickinic River Parkway	60th Street (Morgan Avenue to Kinnickinic River Parkway)	Reconstruction	3/5	3.44	46.68	3,944	8.0	9.10	12	PA	15.00	--	--	--	--	--	--	81.68
	27/28/29	Reconstruction of E/W. Howard Avenue Between South 6th Street and S. Clement Avenue	Howard Avenue (6th Street to Clement Avenue)	Reconstruction	3	3.00	50.00	4,578	12.0	9.67	12	PA/MA	11.50	--	--	--	--	--	--	85.50
	30/31	Reconstruction of North Humboldt Boulevard Between East North Avenue and East Keefe Avenue	Humboldt Boulevard (North Avenue to Keefe Avenue)	Reconstruction	3	3.00	50.00	7,653	20.0	2.90	3	MA	10.00	--	--	--	--	--	--	83.00
32/33	Reconstruction of South 20th Street Between West College Avenue and West Grange Avenue	20th Street (College Avenue to Grange Avenue)	Reconstruction	3/4	3.50	42.50	2,247	2.0	6.00	9	MA	10.00	--	--	--	--	--	--	63.50	
34/35	Reconstruction of West Roosevelt Drive Between North 37th Street and North 60th Street	Roosevelt Drive (37th Street to 60th Street)	Reconstruction	2/3	2.26	50.00	2,369	2.0	1.79	0	C	5.00	--	--	--	--	--	--	57.00	
City of Muskego	1/2	Pavement Replacement of Moorland Road Between Janesville Road and McShane Drive	Moorland Road/Durham Drive (Janesville Road to McShane Drive)	Resurfacing	3/4	3.42	43.72	3,745	8.0	25.30	15	PA	15.00	--	--	--	--	--	--	81.72
	3/4/5	Reconstruction of Hillendale Drive Between Janesville Road (CTH L) and Racine Avenue (CTH Y)	Hillendale Drive (Janesville Road to Racine Avenue)	Reconstruction	4	4.00	35.00	799	0.0	1.73	0	MA	10.00	--	--	--	--	--	--	45.00
City of Oak Creek	1	Reconstruction of S. 5th Avenue Between STH 100/STH 32 and E. Ryan Road	5th Avenue (STH 100/STH 32 to Ryan Road)	Reconstruction	6	6.00	20.00	696	0.0	3.00	3	MA	10.00	--	--	--	--	--	--	33.00

Table 3 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Project Name	Project Type	Pavement Ratings (PASER Ratings)	Average Pavement Rating (PASER Rating)	Pavement Condition Points	Weighted Average Weekday Traffic Volume/ Transit Ridership Per Lane	Weighted Average Weekday Traffic Volume/ Transit Ridership Points	Connectivity Length of Route (Miles)	Connectivity Points	Functional Classification	Weighted Average Functional Classification Points	Weighted Average Crash Rate	Safety Points	Weighted Average Traffic Volume to-Capacity Ratio	Congestion Points	Weighted Average Job/Housing Balance Points	Weighted Average Transit Accessibility Points	Total Points
Waukesha County	1	Reconditioning of Beloit Road (CTH I) Between National Avenue and Moorland Rd	Beloit Road (National Avenue to Moorland Road)	Resurfacing	3	3.00	50.00	1,678	0.0	10.10	15	MA	10.00	--	--	--	--	--	--	75.00
	1	Reconstruction With Additional Traffic Lanes of North Avenue (CTH M) Between Pilgrim Road and East County Line	North Avenue (Pilgrim Road to East County Line)	Capacity Expansion	4/5/6/7	5.52	8.54	7,483	5.0	16.58	10	PA	10.00	208.90	4.34	1.33	30.00	0.00	2.00	69.88
	2	Reconstruction With Additional Traffic Lanes of Moorland (CTH O) Between College Avenue and Grange Avenue	Moorland Road (College Avenue to Grange Avenue)	Capacity Expansion	6	6.00	10.00	7,651	5.0	25.30	10	PA	10.00	111.01	2.31	1.09	20.00	0.00	0.50	57.81
City of Waukesha	1	Reconstruction of S East Avenue Between Sunset Drive and Estberg Avenue	East Avenue (Sunset Drive to Estberg Avenue)	Reconstruction	3	3.00	50.00	4,780	12.0	17.20	15	PA	15.00	--	--	--	--	--	--	92.00
	2/3/4	Reconstruction of W. Saint Paul Avenue Between Mountain Avenue and Madison Street	St. Paul Avenue (Mountain Avenue to Madison Street)	Reconstruction	3/6	4.50	35.00	3,791	8.0	17.90	15	PA	15.00	--	--	--	--	--	--	73.00
	5/6/7	Pavement Replacement of Pewaukee Road Between Buena Vista Avenue and Pilot Ct.	Pewaukee Road (Buena Vista Avenue to Pilot Court)	Resurfacing	4	4.00	35.00	3,378	6.0	22.00	15	PA	15.00	--	--	--	--	--	--	71.00
City of West Allis	1	Reconditioning of S. 76th Street Between W. Greenfield Avenue and W. Pierce Street	76th Street (Greenfield Avenue to Pierce Street)	Resurfacing	3	3.00	50.00	6,481	18.0	13.30	15	MA	10.00	--	--	--	--	--	--	93.00
	2/3	Reconstruction of W. National Avenue Between S. 70th Street and S. 76th Street	National Avenue (70th Street to 76th Street)	Reconstruction	3	3.00	50.00	6,546	20.0	8.00	12	MA	10.00	--	--	--	--	--	--	92.00
	4/5	Reconstruction of W. National Avenue Between S. 92nd Street and W. Lincoln Avenue	National Avenue (92nd Street to Lincoln Avenue)	Reconstruction	3	3.00	50.00	7,448	20.0	8.00	12	MA	10.00	--	--	--	--	--	--	92.00
	6	Construction of S. 124 Street Between W. Bluemound Road and W. Robinwood Street	124th Street (Bluemound Road to Robinwood Street)	Capacity Expansion	New Facility	New Facility	10.00	2,140	0.5	6.70	6	MA	7.00	583.45	12.13	1.06	20.00	2.50	3.50	61.63
Village of West Milwaukee	1	Reconstruction of West Greenfield Avenue Between South 56th Street and Miller Park Way	Greenfield Avenue (56th Street to Miller Park Way)	Reconstruction	5	5.00	35.00	4,224	10.0	16.10	15	PA	15.00	--	--	--	--	--	--	75.00

Table 4

RANKING OF CANDIDATE CAPACITY EXPANSION PROJECTS FOR YEARS 2015-2018 FEDERAL SURFACE TRANSPORTATION PROGRAM MILWAUKEE URBANIZED AREA (STP-M) FUNDING BASED ON AREAWIDE SIGNIFICANCE SCORE

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/ Transit Ridership Points	Connectivity Points	Weighted Average Functional Classification Points	Safety Points	Congestion Points	Weighted Average Job/Housing Balance Points	Weighted Average Transit Accessibility Points	Total Points	Requested Federal Amount	Cumulative Requested Federal Amount
Waukesha County	1	Reconstruction With Additional Traffic Lanes of North Avenue (CTH M) Between Pilgrim Road and East County Line	8.54	5.0	10	10.00	4.34	30.00	0.00	2.00	69.88	10,706,400	10,706,400
Milwaukee County	5/6/7	Reconstruction With Additional Traffic Lanes of S. 13th Street (CTH V) Between W. Drexel Avenue and W. Rawson Avenue	20.00	4.0	10	7.00	15.00	10.00	0.00	2.00	68.00	5,720,000	16,426,400
City of Brookfield	1	Reconstruction With Additional Traffic Lanes of Calhoun Road Between CTH M (North Avenue) and STH 190 (Capitol Drive)	13.01	5.0	10	7.00	6.83	20.00	0.00	2.00	63.84	9,360,000	25,786,400
City of West Allis	6	Construction of S. 124 Street Between W. Bluemound Road and W. Robinwood Street	10.00	0.5	6	7.00	12.13	20.00	2.50	3.50	61.63	928,000	26,714,400
Waukesha County	2	Reconstruction With Additional Traffic Lanes of Moorland (CTH O) Between College Avenue and Grange Avenue	10.00	5.0	10	10.00	2.31	20.00	0.00	0.50	57.81	3,441,600	30,156,000

Note: The red line represents cut-of line for funding based on the capacity expansion project category being allocated 25 percent, or \$20,561,061, of the available \$82,244,243 in available years 2015-2018 STP-M funding.



Table 5

**RANKING OF CANDIDATE RECONSTRUCTION TO SAME CAPACITY PROJECTS FOR YEARS 2015-2018 FEDERAL SURFACE TRANSPORTATION PROGRAM MILWAUKEE URBANIZED AREA (STP-M) FUNDING BASED ON AREA WIDE SIGNIFICANCE SCORE<sup>a</sup>**

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/ Transit Ridership Points	Connectivity Points	Weighted Average Functional Classification Points	Criteria of Areawide Significance Total	Requested Federal Amount	Cumulative Requested Federal Amount
City of Milwaukee	3/4	Reconstruction of North Teutonia Ave Between West Groeling Avenue and West Capitol Drive	50.00	20.0	12	10.00	92.00	4,146,576	4,146,576
City of Milwaukee	15/16	Reconstruction of W. Oklahoma Avenue Between S. 60th Street and S. 49th Street	50.00	12.0	15	15.00	92.00	2,878,344	7,024,920
City of Waukesha	1	Reconstruction of S East Avenue Between Sunset Drive and Estberg Avenue	50.00	12.0	15	15.00	92.00	3,628,000	10,652,920
City of West Allis	2/3	Reconstruction of W. National Avenue Between S. 70th Street and S. 76th Street	50.00	20.0	12	10.00	92.00	2,159,265	12,812,185
City of West Allis	4/5	Reconstruction of W. National Avenue Between S. 92nd Street and W. Lincoln Avenue	50.00	20.0	12	10.00	92.00	1,128,622	13,940,807
City of Milwaukee	13/14	Reconstruction of North Teutonia Avenue Between West Garfield Avenue and West Groeling Avenue	48.50	20.0	12	10.00	90.50	2,795,016	16,735,823
City of Milwaukee	19/20	Reconstruction of West Greenfield Avenue Between South 35th Street and South Cesar E. Chavez Drive	50.00	8.0	15	15.00	88.00	3,933,600	20,669,423
City of Milwaukee	27/28/29	Reconstruction of E/W. Howard Avenue Between South 6th Street and S. Clement Avenue	50.00	12.0	12	11.50	85.50	4,784,000	25,453,423
City of Milwaukee	1	Reconstruction of West Wisconsin Avenue Between North 35th Street and North 20th Street	50.00	16.0	9	10.00	85.00	3,720,400	29,173,823
City of Milwaukee	5/6	Reconstruction of North 91st Street Between West Mill Road and West Good Hope Road	50.00	8.0	15	10.00	83.00	4,176,784	33,350,607
City of Milwaukee	30/31	Reconstruction of North Humboldt Boulevard Between East North Avenue and East Keefe Avenue	50.00	20.0	3	10.00	83.00	4,785,600	38,136,207
City of Milwaukee	25/26	Reconstruction of South 60th Street Between W. Morgan Avenue and Kinnickinic River Parkway	46.68	8.0	12	15.00	81.68	4,144,000	42,280,207
Milwaukee County	8/9/10	Reconstruction of S. 13th Street (CTH V) Between W. Puetz Road and W. Drexel Avenue	50.00	6.0	15	10.00	81.00	4,144,000	46,424,207
Milwaukee County	11/12/13	Reconstruction of W. Layton Avenue (CTH Y) Between W. Loomis Road (STH 36) and S. 27th Street (STH 241)	35.00	20.0	15	10.00	80.00	6,296,000	52,720,207
Village of Menomonee Falls	1/3/2	Reconstruction of Menomonee Avenue Between Arthur Avenue and Town Hall Road	50.00	10.0	6	10.00	76.00	3,230,600	55,950,807
Village of West Milwaukee	1	Reconstruction of West Greenfield Avenue Between South 56th Street and Miller Park Way	35.00	10.0	15	15.00	75.00	2,646,000	58,596,807
City of Milwaukee	7/8	Reconstruction of South 60th Street Between West Cold Spring and West Morgan Avenue	39.39	8.0	12	15.00	74.39	4,335,560	62,932,367
City of Milwaukee	17/18	Reconstruction of West Vliet Street Between North 27th Street and North 12th Street	50.00	8.0	6	10.00	74.00	3,156,384	66,088,751
Milwaukee County	1	Reconstruction of W. Mill Road (CTH S) Between N. 43rd Street and N. Sydney Place	43.83	8.0	12	10.00	73.83	4,240,000	70,328,751
City of Waukesha	2/3/4	Reconstruction of W. Saint Paul Avenue Between Mountain Avenue and Madison Street	35.00	8.0	15	15.00	73.00	4,209,600	74,538,351

Table 5 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/ Transit Ridership Points	Connectivity Points	Weighted Average Functional Classification Points	Criteria of Areawide Significance Total	Requested Federal Amount	Cumulative Requested Federal Amount
City of Milwaukee	2	Reconstruction of North 92nd Street Between West Capitol Drive and North Hampton Avenue	39.25	6.0	15	10.00	70.25	3,588,000	78,126,351
Milwaukee County	20/21	Reconstruction of S. 76th Street (CTH U) Between W. County Line Road and 600' N of W. High Street	38.49	2.0	15	11.16	66.65	2,760,000	80,886,351
Village of Grafton	2/3/1	Reconstruction of Falls Road Between Blackhawk Drive and Port Washington Road	50.00	2.0	3	10.00	65.00	1,334,430	82,220,781
City of Milwaukee	32/33	Reconstruction of South 20th Street Between West College Avenue and West Grange Avenue	42.50	2.0	9	10.00	63.50	2,774,400	84,995,181
Milwaukee County	14/15/16	Reconstruction of N. Teutonia Avenue (CTH D) Between W. Good Hope Road and W. Bradley Road	35.00	2.0	12	10.00	59.00	5,280,000	90,275,181
City of Milwaukee	34/35	Reconstruction of West Roosevelt Drive Between North 37th Street and North 60th Street	50.00	2.0	0	5.00	57.00	6,309,600	96,584,781
City of Greenfield	1	Reconstruction of West Edgerton Avenue Between West Loomis Road and South 27th Street	35.00	4.0	6	10.00	55.00	3,456,668	100,041,449
Milwaukee County	17/18/19	Reconstruction of S. 92nd Street (CTH N) Between W. Forest Home Avenue (STH 24) and W. Howard Avenue	35.00	4.0	6	10.00	55.00	6,696,000	106,737,449
City of Oak Creek	1	Reconstruction of S. 5th Avenue Between STH 100/STH 32 and E. Ryan Road	20.00	0.0	3	10.00	33.00	2,781,040	109,518,489

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

The red line represents the cut-off line for funding based on the reconstruction to same capacity project category being allocated 55 percent, or \$45,234,333, of the total \$82,214,243 in available years 2015-2018 STP-M funding.

<sup>a</sup> Does not include the City of Muskego project to reconstruct to the same capacity of Hillendale Road between Janesville Road (CTH L) and Racine Avenue (CTH Y) as it is not on the planned arterial street and highway system. The areawide significance score for this project is 45 points. Thus, had this project been located on a planned arterial street and highway, it would not have been identified as a project of areawide significance. As there was not enough allocated funding under the reconstruction to same capacity project category to fully fund all of the reconstruction to same capacity projects of areawide significance, this project would not have been further evaluated with the measure of equity criteria.

Figure 1

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

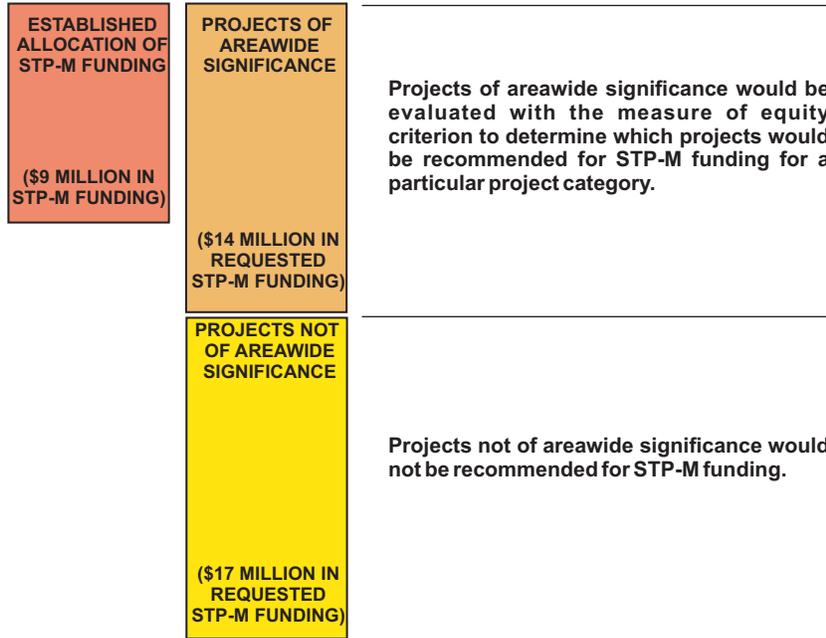
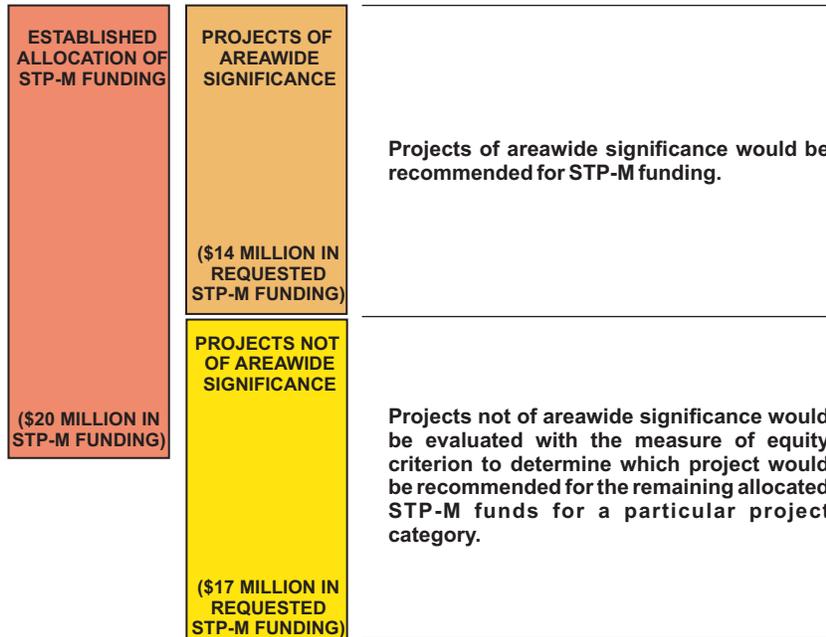


Figure 2

**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<sup>a</sup>**



<sup>a</sup> Projects of areawide significance are candidate projects that have received a minimum of 73 points using the evaluation criteria of areawide significance.

Table 6

**RANKING OF CANDIDATE RESURFACING/RECONDITIONING PROJECTS FOR YEARS 2015-2018 FEDERAL SURFACE TRANSPORTATION PROGRAM MILWAUKEE URBANIZED AREA (STP-M) FUNDING  
BASED ON AREAWIDE SIGNIFICANCE SCORE**

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/ Transit Ridership Per Lane	Weighted Average Weekday Traffic Volume/ Transit Ridership Points	Connectivity Points	Weighted Average Functional Classification Points	Total Points	Requested Federal Amount	Cumulative Requested Federal Amount
City of West Allis	1	Reconditioning of S. 76th Street Between W. Greenfield Avenue and W. Pierce Street	50.00	6,481	18.0	15	10.00	93.00	1,180,152	1,180,152
Milwaukee County	2/3/4	Reconditioning of E. Layton Avenue (CTH Y) Between S. Howell Avenue (STH 38) and S. Pennsylvania Avenue	35.00	8,912	20.0	15	15.00	85.00	2,780,000	3,960,152
City of Milwaukee	9/10	Resurfacing of North 60th Street Between West Florist Ave and West Mill Road	42.94	5,975	16.0	15	10.00	83.94	2,234,696	6,194,848
City of Muskego	1/2	Pavement Replacement of Moorland Road Between Janesville Road and McShane Drive	43.72	3,745	8.0	15	15.00	81.72	2,679,778	8,874,626
City of Milwaukee	23/24	Resurfacing of N. 27th Street Between Highland Blvd. and Lisbon Avenue	35.00	5,382	14.0	15	15.00	79.00	2,461,032	11,335,658
Waukesha County	1	Reconditioning of Beloit Road (CTH I) Between National Avenue and Moorland Rd	50.00	1,678	0.0	15	10.00	75.00	2,734,400	14,070,058
City of Greenfield	4/5	Reconditioning of 84th Street Between West Howard Avenue and West Holmes Avenue	35.00	4,617	12.0	15	9.93	71.93	1,113,840	15,183,898
City of Greenfield	2/3	Reconditioning of 60th Street Between West Edgerton Avenue and West Waterford Avenue	30.73	5,634	16.0	12	12.32	71.05	1,093,680	16,277,578
City of Waukesha	5/6/7	Pavement Replacement of Pewaukee Road Between Buena Vista Avenue and Pilot Ct.	35.00	3,378	6.0	15	15.00	71.00	2,994,400	19,271,978
City of Milwaukee	11/12	Resurfacing of West Howard Avenue Between South 60th Street and South 43rd Street	35.00	4,643	12.0	12	10.00	69.00	3,745,464	23,017,442
Village of Germantown	1	Reconditioning of Donges Bay Road Between Division Road and Magnolia Drive	45.74	1,142	0.0	9	10.00	64.74	3,289,000	26,306,442
Village of Greendale	1	Reconditioning of West Grange Avenue Between South 76th Street and South 84th Street	35.00	2,991	4.0	15	10.00	64.00	1,612,800	27,919,242
City of Milwaukee	21/22	Resurfacing of Lisbon Avenue/Walnut Street Between 30th Street and Fond du Lac Avenue	35.00	3,534	8.0	9	10.00	62.00	4,704,848	32,624,090
City of Franklin	1	Pavement Replacement of W. Puetz Road Between W. Street Martin's Road (STH 100) and S. 76th Street (CTH U)	35.00	1,445	0.0	12	10.00	57.00	2,637,888	35,261,978

Note: Projects above the green line on this table are candidate resurfacing/reconditioning projects identified as being of areawide significance based on receiving a score of 73 points or more using the proposed evaluation criteria of areawide significance.

The red line represents the cut-of line for funding based on the resurfacing/reconditioning project category being allocated 20 percent, or \$16,448,849, of the \$82,244,243 in available years 2015-2018 STP-M funding.

- Milwaukee County's proposed reconditioning of Layton Avenue (CTH Y) between Howell Avenue (STH 38) and Pennsylvania Avenue (\$2,780,000);
- City of Milwaukee' proposed resurfacing of 27<sup>th</sup> Street between Highland Boulevard (STH 18) and Lisbon Avenue (\$2,461,032);
- City of Milwaukee's proposed resurfacing of 60<sup>th</sup> Street between Florist Avenue and Mill Road (CTH S) (\$2,234,696); and
- Waukesha County's proposed reconditioning of Beloit Road (CTH I) between National Avenue (CTH ES) and Moorland Road (CTH O) (\$2,734,400).

Following the approved procedures, the remaining \$2,378,791 in resurfacing/reconditioning project funding is allocated to the remaining 8 candidate projects using the measure of equity criterion described in Exhibit C.

### ***Summary of Evaluation of Measure of Equity***

The following summarizes the results of the evaluation of reconstruction to same capacity projects and resurfacing/reconditioning projects identified for evaluation with the measure of equity criteria.

- Table 7 shows the funding targets to be credited to each municipality and county based on their proportionate share of lane miles, under the approved procedures for the measure of equity criteria described in Appendix C, along with the resultant estimated 2018 funding target balances for each unit of government.
- Table 8 shows the evaluation of the 20 reconstruction to same capacity projects and 8 resurfacing/reconditioning projects identified for evaluation with the measure of equity criteria. Prior to calculating the measure of equity rating, as described in Exhibit C, for these 28 candidate projects, the balances for any projects sponsor for these candidate projects were credited the amount of the capacity expansion and resurfacing/reconditioning that have been recommended for funding based on the application of the criteria of areawide significance. The balances of the project sponsors were then credited the requested funding amount for the 28 candidate projects identified for further evaluation with the measure of equity criterion in the following order:
  - Reconstruction to same capacity projects identified as having areawide significance in order of the priorities indicated by the project sponsor.
  - Resurfacing/reconditioning projects not recommended for funding in order of the priorities indicated by the project sponsor.
- Table 9 provides the ranking of the 20 candidate reconstruction to same capacity projects of areawide significance identified to be further evaluated with the measure of equity criteria based on their measure of equity rating. Of the 20 candidate reconstruction to same capacity projects, 13 projects requesting \$44,986,551 in years 2015-2018 STP-M funds would fall below the \$45,234,333 in STP-M funds suggested to be allocated to this project category, which would result in a remainder of \$247,782 in years 2015-2018 STP-M funding under the reconstruction to same capacity project category. The following 13 projects of areawide significance are recommended to receive years 2015-2018 STP-M funding based on application of the measure of equity criterion:
  - City of Milwaukee's proposed reconstruction of West Wisconsin Avenue Between North 35th Street and North 20th Street (\$3,720,400);
  - City of Milwaukee's proposed reconstruction of North Teutonia Ave Between West Groeling Avenue and West Capitol Drive (\$4,146,576);



Table 7

**ESTIMATED CURRENT AND YEAR 2018 FUNDING TARGET BALANCES FOR THE  
COUNTIES AND COMMUNITIES IN THE MILWAUKEE URBANIZED AREA**

Implementing Agency	Estimated Funding Target Balances Through 2014	Funding Targets Based on Proportionate Share of Lane-Miles Years 2015 -2018 STP-M Funding	Estimated Funding Target Balances Through 2018
<b>MILWAUKEE COUNTY</b>			
County	(\$6,224,881)	\$9,632,807	\$3,407,926
Village of Bayside	\$9,699	\$1,538	\$11,238
Village of Brown Deer	\$102,572	\$414,871	\$517,443
City of Cudahy	\$1,699,859	\$703,589	\$2,403,447
Village of Fox Point	\$271,365	\$60,513	\$331,877
City of Franklin	\$824,188	\$737,948	\$1,562,136
City of Glendale	\$151,862	\$358,461	\$510,323
Village of Greendale	(\$1,631,012)	\$486,666	(\$1,144,346)
City of Greenfield	\$6,264	\$1,100,511	\$1,106,775
Village of Hales Corners	(\$665,062)	\$178,974	(\$486,088)
City of Milwaukee	\$3,371,895	\$21,799,969	\$25,171,865
City of Oak Creek	\$1,351,187	\$1,623,587	\$2,974,775
Village of River Hills	\$691,485	\$204,102	\$895,587
City of Saint Francis	\$56,310	\$383,076	\$439,386
Village of Shorewood	\$454,497	\$250,769	\$705,266
City of South Milwaukee	(\$335,526)	\$705,127	\$369,601
City of Wauwatosa	(\$215,139)	\$1,839,997	\$1,624,859
City of West Allis	(\$180,576)	\$2,496,920	\$2,316,343
Village of West Milwaukee	(\$188,887)	\$343,076	\$154,190
Village of Whitefish Bay	\$1,300,305	\$401,025	\$1,701,330
Milwaukee-County Total	\$850,405	\$43,723,528	\$44,573,933
<b>WAUKESHA COUNTY</b>			
County	\$4,629,087	\$18,758,179	\$23,387,266
Village of Big Bend	\$188,418	\$40,000	\$228,418
City of Brookfield	(\$2,654,871)	\$1,849,741	(\$805,130)
Town of Brookfield	(\$165,008)	\$40,000	(\$125,008)
Village of Butler	(\$79,906)	\$50,769	(\$29,137)
Village of Chenequa	\$30,769	\$10,769	\$41,538
City of Delafield	(\$307,157)	\$0	(\$307,157)
Town of Delafield	\$4,411	\$337,948	\$342,359
Village of Elm Grove	(\$400,524)	\$378,461	(\$22,063)
Village of Hartland	\$71,648	\$120,513	\$192,161
Village of Lannon	(\$62,563)	\$43,077	(\$19,486)
Town of Lisbon	\$1,282,680	\$309,743	\$1,592,424
Village of Menomonee Falls	(\$1,454,492)	\$1,582,562	\$128,070
Town of Merton	\$42,808	\$17,436	\$60,244
Village of Merton	\$6,401	\$3,077	\$9,478
City of Muskego	\$749,906	\$781,794	\$1,531,700
Village of Nashotah	\$40,215	\$13,846	\$54,061
City of New Berlin	(\$486,901)	\$1,255,896	\$768,994
City of Oconomowoc	\$279,398	\$569,999	\$849,397
Town of Oconomowoc	\$310,455	\$173,846	\$484,301
Village of Oconomowoc Lake	\$99,291	\$513	\$99,803
City of Pewaukee	\$699,396	\$51,795	\$751,191
Village of Pewaukee	\$547,992	\$187,179	\$735,171
Village of Summit	\$183,649	\$32,051	\$215,700
Village of Sussex	\$56,808	\$404,102	\$460,910
Town of Vernon	\$171,088	\$99,743	\$270,831
City of Waukesha	(\$486,338)	\$2,262,048	\$1,775,711
Town of Waukesha	(\$167,061)	\$48,718	(\$118,343)
Waukesha County-Total	\$3,129,600	\$29,423,805	\$32,553,405

Table 7 (continued)

Implementing Agency	Estimated Funding Target Balance Through 2014	Funding Targets Based on Proportionate Share of Lane-Miles Years 2015 -2018 STP-M Funding	Estimated Funding Target Balance Through 2018
<b>OZAUKEE COUNTY</b>			
County	\$3,030,392	\$2,726,663	\$5,757,055
City of Cedarburg	(\$307,723)	\$452,307	\$144,584
Town of Cedarburg	\$528,497	\$84,102	\$612,599
Town of Grafton	\$395,906	\$168,205	\$564,111
Village of Grafton	\$411,739	\$255,384	\$667,123
City of Mequon	\$200,559	\$2,465,638	\$2,666,196
City of Port Washington	\$0	\$103,590	\$103,590
Town of Port Washington	\$0	\$54,359	\$54,359
Town of Saukville	\$34,339	\$6,154	\$40,493
Village of Saukville	\$70,326	\$46,154	\$116,479
Village of Thiensville	\$112,554	\$184,615	\$297,169
Ozaukee County-Total	\$4,476,589	\$6,547,170	\$11,023,759
<b>RACINE COUNTY</b>			
County	\$101,703	\$164,615.15	\$266,318
Village of Caledonia	\$700,594	\$27,692.27	\$728,286
Town of Norway	\$536,945	\$135,128.01	\$672,073
Town of Raymond	\$195,002	\$0.00	\$195,002
Town of Waterford	\$0	\$119,743.42	\$119,743
Racine County-Total	\$1,534,244	\$447,179	\$1,981,423
<b>WASHINGTON COUNTY</b>			
County	\$796,133	\$724,870.77	\$1,521,004
Town of Germantown	\$151,638	\$0	\$1,512,149
Village of Germantown	\$3,714,868	\$1,360,511	\$3,725,381
Village of Richfield	\$21,743	\$10,513	\$21,743
Washington County-Total	\$4,684,382	\$2,095,894	\$6,780,277
<b>JEFFERSON COUNTY</b>			
County	\$0	\$20,512.79	\$20,513
Jefferson County-Total	\$0	\$20,513	\$20,513
<b>Milwaukee Urbanized Area</b>			
Transit Capital Funding	\$740,000	\$0	\$740,000
<b>TOTAL</b>	<b>\$15,415,220</b>	<b>\$82,244,243</b>	<b>\$97,673,309</b>

Source: Wisconsin Department of Transportation and SEWRPC

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Table 8

PROJECT RATING OF CANDIDATE RECONSTRUCTION TO SAME CAPACITY AND RESURFACING/RECONDITIONING PROJECTS IDENTIFIED AS BEING EVALUATED WITH THE MEASURE OF EQUITY CRITERION

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Criteria of Areawide Significance Total Score	Requested Federal Amount	Estimated Local Government Adjusted 2018 STP Balance	Measure of Equity Rating	Status
City of Franklin	1	Pavement Replacement of W. Puetz Road Between W. Street Martin's Road (STH 100) and S. 76th Street (CTH U)	Resurfacing	57.00	2,637,888	1,562,136	-5.83	potential
Village of Germantown	1	Reconditioning of Donges Bay Road Between Division Road and Magnolia Drive	Resurfacing	64.74	3,289,000	3,725,381	0.88	potential
Village of Greendale	1	Reconditioning of West Grange Avenue Between South 76th Street and South 84th Street	Resurfacing	64.00	1,612,800	(1,144,346)	-22.66	potential
City of Greenfield	7/8 <sup>a</sup>	Reconstruction of South 60th Street Between West Cold Spring and West Morgan Avenue	Reconstruction	74.39	520,267	1,106,775	0.47	potential
	2/3	Reconditioning of 60th Street Between West Edgerton Avenue and West Waterford Avenue	Resurfacing	71.05	1,093,680	586,508	-1.84	potential
	4/5	Reconditioning of 84th Street Between West Howard Avenue and West Holmes Avenue	Resurfacing	71.93	1,113,840	(507,172)	-5.89	potential
	11/12 <sup>b</sup>	Resurfacing of West Howard Avenue Between South 60th Street and South 43rd Street	Resurfacing	69.00	636,729	(1,621,012)	-8.21	potential
Village of Menomonee Falls	1/3/2	Reconstruction of Menomonee Avenue Between Arthur Avenue and Town Hall Road	Reconstruction	76.00	3,230,600	128,070	-7.84	potential
Milwaukee County	5/6/7	Reconstruction With Additional Traffic Lanes of S. 13th Street (CTH V) Between W. Drexel Avenue and W. Rawson Avenue	Capacity Expansion	68.00	5,720,000	3,407,926	--	recommended
	2/3/4	Reconditioning of E. Layton Avenue (CTH Y) Between S. Howell Avenue (STH 38) and S. Pennsylvania Avenue	Resurfacing	85.00	2,780,000	(2,312,074)	--	recommended
	1	Reconstruction of W. Mill Road (CTH S) Between N. 43rd Street and N. Sydney Place	Reconstruction	73.83	4,240,000	(5,092,074)	-3.88	potential
	8/9/10	Reconstruction of S. 13th Street (CTH V) Between W. Puetz Road and W. Drexel Avenue	Reconstruction	81.00	4,144,000	(9,332,074)	-5.60	potential
	11/12/13	Reconstruction of W. Layton Avenue (CTH Y) Between W. Loomis Road (STH 36) and S. 27th Street (STH 241)	Reconstruction	80.00	6,296,000	(13,476,074)	-8.21	potential
City of Milwaukee	9/10	Resurfacing of North 60th Street Between West Florist Ave and West Mill Road	Resurfacing	83.94	2,234,696	25,171,865	--	recommended
	23/24	Resurfacing of N. 27th Street Between Highland Blvd. and Lisbon Avenue	Resurfacing	79.00	2,461,032	22,937,169	--	recommended
	1	Reconstruction of West Wisconsin Avenue Between North 35th Street and North 20th Street	Reconstruction	85.00	3,720,400	20,476,137	0.18	potential
	3/4	Reconstruction of North Teutonia Ave Between West Groeling Avenue and West Capitol Drive	Reconstruction	92.00	4,146,576	16,755,737	0.25	potential

Table 8 (Continued)

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Criteria of Areawide Significance Total Score	Requested Federal Amount	Estimated Local Government Adjusted 2018 STP Balance	Measure of Equity Rating	Status
City of Milwaukee (continued)	5/6	Reconstruction of North 91st Street Between West Mill Road and West Good Hope Road	Reconstruction	83.00	4,176,784	12,609,161	0.33	potential
	7/8 <sup>a</sup>	Reconstruction of South 60th Street Between West Cold Spring and West Morgan Avenue	Reconstruction	74.39	3,815,293	8,432,377	0.45	potential
	13/14	Reconstruction of North Teutonia Avenue Between West Garfield Avenue and West Groeling Avenue	Reconstruction	90.50	2,795,016	4,617,084	0.61	potential
	15/16	Reconstruction of W. Oklahoma Avenue Between S. 60th Street and S. 49th Street	Reconstruction	92.00	2,878,344	1,822,068	-0.19	potential
	17/18	Reconstruction of West Vliet Street Between North 27th Street and North 12th Street	Reconstruction	74.00	3,156,384	(1,056,276)	-0.77	potential
	19/20	Reconstruction of West Greenfield Avenue Between South 35th Street and South Cesar E. Chavez Drive	Reconstruction	88.00	3,933,600	(4,212,660)	-1.49	potential
	25/26	Reconstruction of South 60th Street Between W. Morgan Avenue and Kinnickinic River Parkway	Reconstruction	81.68	4,144,000	(8,146,260)	-2.26	potential
	27/28/29	Reconstruction of E/W. Howard Avenue Between South 6th Street and S. Clement Avenue	Reconstruction	85.50	4,784,000	(12,290,260)	-3.13	potential
	30/31	Reconstruction of North Humboldt Boulevard Between East North Avenue and East Keefe Avenue	Reconstruction	83.00	4,785,600	(17,074,260)	-4.01	potential
	11/12 <sup>b</sup>	Resurfacing of West Howard Avenue Between South 60th Street and South 43rd Street	Resurfacing	69.00	3,108,735	(21,859,860)	-4.58	potential
	21/22	Resurfacing of Lisbon Avenue/Walnut Street Between 30th Street and Fond du Lac Avenue	Resurfacing	62.00	4,704,848	(24,968,595)	-5.44	potential
City of Waukesha	1	Reconstruction of S East Avenue Between Sunset Drive and Estberg Avenue	Reconstruction	92.00	3,628,000	1,775,711	-3.28	potential
	2/3/4	Reconstruction of W. Saint Paul Avenue Between Mountain Avenue and Madison Street	Reconstruction	73.00	4,209,600	(1,852,289)	-10.72	potential
	5/6/7	Pavement Replacement of Pewaukee Road Between Buena Vista Avenue and Pilot Ct.	Resurfacing	71.00	2,994,400	(6,061,889)	-16.01	potential
City of West Allis	1	Reconditioning of S. 76th Street Between W. Greenfield Avenue and W. Pierce Street	Resurfacing	93.00	1,180,152	2,316,343	- -	recommended
	2/3	Reconstruction of W. National Avenue Between S. 70th Street and S. 76th Street	Reconstruction	92.00	2,159,265	1,136,191	-1.64	potential
	4/5	Reconstruction of W. National Avenue Between S. 92nd Street and W. Lincoln Avenue	Reconstruction	92.00	1,128,622	(1,023,074)	-3.45	potential
Village of West Milwaukee	1	Reconstruction of West Greenfield Avenue Between South 56th Street and Miller Park Way	Reconstruction	75.00	2,646,000	154,190	-29.05	potential

<sup>a</sup> Joint project of City of Milwaukee (88%) and City of Greenfield (12%). The combined City of Milwaukee and City of Greenfield measure of equity score is 0.45.

<sup>b</sup> Joint project of City of Milwaukee (83%) and City of Greenfield (17%). The combined City of Milwaukee and City of Greenfield measure of equity score is -5.20.

Table 9

**RANKING OF CANDIDATE RECONSTRUCTION TO SAME CAPACITY PROJECTS OF AREAWIDE SIGNIFICANCE FOR YEARS 2015-2018 FEDERAL SURFACE  
TRANSPORTATION PROGRAM MILWAUKEE URBANIZED AREA (STP-M) FUNDING BASED ON MEASURE OF EQUITY RATING**

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Criteria of Areawide Significance Total Score	Measure of Equity Rating	Requested Federal Amount	Cumulative Requested Federal Amount
City of Milwaukee	1	Reconstruction of West Wisconsin Avenue Between North 35th Street and North 20th Street	Reconstruction	85.00	0.18	3,720,400	3,720,400
City of Milwaukee	3/4	Reconstruction of North Teutonia Ave Between West Groeling Avenue and West Capitol Drive	Reconstruction	92.00	0.25	4,146,576	7,866,976
City of Milwaukee	5/6	Reconstruction of North 91st Street Between West Mill Road and West Good Hope Road	Reconstruction	83.00	0.33	4,176,784	12,043,760
City of Milwaukee	7/8	Reconstruction of South 60th Street Between West Cold Spring and West Morgan Avenue	Reconstruction	74.39	0.45	4,335,560	16,379,320
City of Milwaukee	13/14	Reconstruction of North Teutonia Avenue Between West Garfield Avenue and West Groeling Avenue	Reconstruction	90.50	0.61	2,795,016	19,174,336
City of Milwaukee	15/16	Reconstruction of W. Oklahoma Avenue Between S. 60th Street and S. 49th Street	Reconstruction	92.00	-0.19	2,878,344	22,052,680
City of Milwaukee	17/18	Reconstruction of West Vliet Street Between North 27th Street and North 12th Street	Reconstruction	74.00	-0.77	3,156,384	25,209,064
City of Milwaukee	19/20	Reconstruction of West Greenfield Avenue Between South 35th Street and South Cesar E. Chavez Drive	Reconstruction	88.00	-1.49	3,933,600	29,142,664
City of West Allis	2/3	Reconstruction of W. National Avenue Between S. 70th Street and S. 76th Street	Reconstruction	92.00	-1.64	2,159,265	31,301,929
City of Milwaukee	25/26	Reconstruction of South 60th Street Between W. Morgan Avenue and Kinnickinic River Parkway	Reconstruction	81.68	-2.26	4,144,000	35,445,929
City of Milwaukee	27/28/29	Reconstruction of E/W. Howard Avenue Between South 6th Street and S. Clement Avenue	Reconstruction	85.50	-3.13	4,784,000	40,229,929
City of Waukesha	1	Reconstruction of S East Avenue Between Sunset Drive and Estberg Avenue	Reconstruction	92.00	-3.28	3,628,000	43,857,929
City of West Allis	4/5	Reconstruction of W. National Avenue Between S. 92nd Street and W. Lincoln Avenue	Reconstruction	92.00	-3.45	1,128,622	44,986,551
Milwaukee County	1	Reconstruction of W. Mill Road (CTH S) Between N. 43rd Street and N. Sydney Place	Reconstruction	73.83	-3.88	4,240,000	49,226,551
City of Milwaukee	30/31	Reconstruction of North Humboldt Boulevard Between East North Avenue and East Keefe Avenue	Reconstruction	83.00	-4.01	4,785,600	54,012,151
Milwaukee County	8/9/10	Reconstruction of S. 13th Street (CTH V) Between W. Puetz Road and W. Drexel Avenue	Reconstruction	81.00	-5.60	4,144,000	58,156,151
Village of Menomonee Falls	1/3/2	Reconstruction of Menomonee Avenue Between Arthur Avenue and Town Hall Road	Reconstruction	76.00	-7.84	3,230,600	61,386,751

**Table 9 (continued)**

<b>Project Sponsor</b>	<b>Project Sponsor Priority</b>	<b>Project Description</b>	<b>Project Type</b>	<b>Criteria of Areawide Significance Total Score</b>	<b>Measure of Equity Rating</b>	<b>Requested Federal Amount</b>	<b>Cumulative Requested Federal Amount</b>
Milwaukee County	11/12/13	Reconstruction of W. Layton Avenue (CTH Y) Between W. Loomis Road (STH 36) and S. 27th Street (STH 241)	Reconstruction	80.00	-8.21	6,296,000	67,682,751
City of Waukesha	2/3/4	Reconstruction of W. Saint Paul Avenue Between Mountain Avenue and Madison Street	Reconstruction	73.00	-10.72	4,209,600	71,892,351
Village of West Milwaukee	1	Reconstruction of West Greenfield Avenue Between South 56th Street and Miller Park Way	Reconstruction	75.00	-29.05	2,646,000	74,538,351

Note: The red line represents the cut-off line for funding based on the reconstruction to same capacity project category being allocated 55 percent, or \$45,234,333, of the total \$82,214,243 in available years 2015-2018 STP-M funding.

- City of Milwaukee’s proposed reconstruction of North 91st Street Between West Mill Road and West Good Hope Road (\$4,176,784);
  - City of Milwaukee’s proposed reconstruction of North Teutonia Avenue Between West Garfield Avenue and West Groeling Avenue (\$2,795,016);
  - City of Milwaukee’s proposed reconstruction of W. Oklahoma Avenue Between S. 60th Street and S. 49th Street (\$2,878,344);
  - City of Milwaukee’s proposed reconstruction of South 60th Street Between West Cold Spring and West Morgan Avenue (\$4,335,560);
  - City of Milwaukee’s proposed reconstruction of West Vliet Street Between North 27th Street and North 12th Street (\$3,156,384);
  - City of Milwaukee’s proposed reconstruction of West Greenfield Avenue Between South 35th Street and South Cesar E. Chavez Drive (\$3,933,600);
  - City of West Allis’s proposed reconstruction of W. National Avenue Between S. 70th Street and S. 76th Street (\$2,159,265);
  - City of Milwaukee’s proposed reconstruction of South 60th Street Between W. Morgan Avenue and Kinnickinic River Parkway (\$4,144,000);
  - City of Milwaukee’s proposed reconstruction reconstruction of E/W. Howard Avenue Between South 6th Street and S. Clement Avenue (\$4,784,000);
  - City of Waukesha’s proposed reconstruction of S East Avenue Between Sunset Drive and Estberg Avenue (\$3,628,000); and
  - City of West Allis’s proposed reconstruction of W. National Avenue Between S. 92nd Street and W. Lincoln Avenue (\$1,128,622).
- Table 10 provides a listing of the candidate resurfacing/reconditioning projects recommended for years 2013-2018 STP-M funding and provides a ranking of the 8 remaining candidate projects identified for further analysis with the measure of equity criteria based on the measure of equity score. Based on the results of the rating and ranking of the 8 remaining candidate resurfacing/reconditioning projects, no additional projects would be recommended for the remaining \$2,378,791 of the \$16,448,849 suggested to be allocated to this project category.

### ***Recommended Projects for Funding***

Table 11 identifies the 21 candidate projects recommended for \$75,483,009 in years 2015-2018 STP-M funding based on the application of the approved procedures to evaluate and prioritize projects for STP-M funding. Seven project sponsors had candidate projects that received funding. These project sponsors and the total amount of STP-M funding received is provided on Table 12. The amount of years 2015-2018 STP-M funding recommended for the 21 candidate projects—\$75,483,009—is \$6,761,234 less than the \$82,244,243 in available years 2015-2018 STP-M funding.

Table 13 provides a listing of 10 projects that Commission staff suggests be considered for funding of the remaining \$6,761,234 in years 2015-2018 STP-M funding. These 10 projects include projects that have previously received STP-M funding for preliminary engineering and right-of-way acquisitions or preliminary engineering has been completed to State and Federal standards. They also include the next highest rated projects below the suggested allocation for each of the three project categories—resurfacing/reconditioning, reconstruction to same capacity, and capacity expansion—that would use the remainder of the funds. Of the 10 projects listed in Table 13, two of the projects that have previously received STP-M funding for preliminary engineering and/or right-of-way acquisitions and are the next highest rated project below the suggested allocation of years 2015-2018 STP-M funding for their project



Table 10

**CANDIDATE RESURFACING/RECONDITIONING PROJECTS OF AREAWIDE SIGNIFICANCE POTENTIALLY RECOMMENDED FOR YEARS 2015-2018  
FEDERAL SURFACE TRANSPORTATION PROGRAM MILWAUKEE URBANIZED AREA (STP-M) FUNDING AND THE RANKING OF THE REMAINING  
CANDIDATE RESURFACING/RECONDITIONING PROJECTS BASED ON THE MEASURE OF EQUITY SCORE**

Project Sponsor	Project Sponsor Priority	Project Description	Criteria of Areawide Significance Total Score	Measure of Equity Rating <sup>a</sup>	Requested Federal Amount	Cumulative Requested Federal Amount
City of West Allis	1	Reconditioning of S. 76th Street Between W. Greenfield Avenue and W. Pierce Street	93.00	--	1,180,152	1,180,152
Milwaukee County	2/3/4	Reconditioning of E. Layton Avenue (CTH Y) Between S. Howell Avenue (STH 38) and S. Pennsylvania Avenue	85.00	--	2,780,000	3,960,152
City of Milwaukee	9/10	Resurfacing of North 60th Street Between West Florist Ave and West Mill Road	83.94	--	2,234,696	6,194,848
City of Muskego	1/2	Pavement Replacement of Moorland Road Between Janesville Road and McShane Drive	81.72	--	2,679,778	8,874,626
City of Milwaukee	23/24	Resurfacing of N. 27th Street Between Highland Blvd. and Lisbon Avenue	79.00	--	2,461,032	11,335,658
Waukesha County	1	Reconditioning of Beloit Road (CTH I) Between National Avenue and Moorland Rd	75.00	--	2,734,400	14,070,058
Village of Germantown	1	Reconditioning of Donges Bay Road Between Division Road and Magnolia Drive	64.74	0.88	3,289,000	17,359,058
City of Greenfield	2/3	Reconditioning of 60th Street Between West Edgerton Avenue and West Waterford Avenue	71.05	-1.84	1,093,680	18,452,738
City of Milwaukee	11/12	Resurfacing of West Howard Avenue Between South 60th Street and South 43rd Street	69.00	-4.47	3,745,464	23,312,042
City of Milwaukee	21/22	Resurfacing of Lisbon Avenue/Walnut Street Between 30th Street and Fond du Lac Avenue	62.00	-4.57	4,704,848	28,016,890
City of Greenfield	4/5	Reconditioning of 84th Street Between West Howard Avenue and West Holmes Avenue	71.93	-5.89	1,113,840	19,566,578
City of Franklin	1	Pavement Replacement of W. Puetz Road Between W. Street Martin's Road (STH 100) and S. 76th Street (CTH U)	57.00	-5.83	2,637,888	30,654,778
City of Waukesha	5/6/7	Pavement Replacement of Pewaukee Road Between Buena Vista Avenue and Pilot Ct.	71.00	-9.69	2,994,400	33,649,178
Village of Greendale	1	Reconditioning of West Grange Avenue Between South 76th Street and South 84th Street	64.00	-22.66	1,612,800	35,261,978

Note: Projects above the green line on this table are candidate resurfacing/reconditioning projects identified as being of areawide significance based on receiving a score of 73 points or more using the proposed evaluation criteria of regional significance and would be considered recommended for years 2015-2018 STP-M funding based on the procedures developed and approved by the Advisory Committee on Transportation Planning and Programming for the Milwaukee Urbanized Area.

The red line represents the cut-of line for funding based on the resurfacing/reconditioning project category being allocated 20 percent, or \$16,448,849, of the \$82,244,243 in available years 2015-2018 STP-M funding.

<sup>a</sup> Projects previously recommended for funding were credited to the target funding balances of communities prior to calculating the measure of equity rating provided in this table, including the reconstruction to same capacity projects listed in Table 9 as recommended for funding. Thus, the measure of equity rating may differ than what is shown in Table 8.

Table 11

CANDIDATE PROJECTS INITIALLY RECOMMENDED FOR YEARS 2015-2018 FEDERAL SURFACE TRANSPORTATION PROGRAM MILWAUKEE URBANIZED AREA (STP-M) FUNDING

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Criteria of Areawide Significance Total Score	Measure of Equity Rating	Requested Federal Amount	Cumulative Requested Federal Amount
Milwaukee County	2/3/4	Reconditioning of E. Layton Avenue (CTH Y) Between S. Howell Avenue (STH 38) and S. Pennsylvania Avenue	Resurfacing	85.00	--	2,780,000	2,780,000
	5/6/7	Reconstruction With Additional Traffic Lanes of S. 13th Street (CTH V) Between W. Drexel Avenue and W. Rawson Avenue	Capacity Expansion	68.00	--	5,720,000	8,500,000
City of Milwaukee	1	Reconstruction of West Wisconsin Avenue Between North 35th Street and North 20th Street	Reconstruction	85.00	0.18	3,720,400	12,220,400
	3/4	Reconstruction of North Teutonia Ave Between West Groeling Avenue and West Capitol Drive	Reconstruction	92.00	0.25	4,146,576	16,366,976
	5/6	Reconstruction of North 91st Street Between West Mill Road and West Good Hope Road	Reconstruction	83.00	0.33	4,176,784	20,543,760
	7/8 <sup>a</sup>	Reconstruction of South 60th Street Between West Cold Spring and West Morgan Avenue	Reconstruction	74.39	0.45	4,335,560	24,879,320
	9/10	Resurfacing of North 60th Street Between West Florist Ave and West Mill Road	Resurfacing	83.94	--	2,234,696	27,114,016
	13/14	Reconstruction of North Teutonia Avenue Between West Garfield Avenue and West Groeling Avenue	Reconstruction	90.50	0.61	2,795,016	29,909,032
	15/16	Reconstruction of W. Oklahoma Avenue Between S. 60th Street and S. 49th Street	Reconstruction	92.00	-0.19	2,878,344	32,787,376
	17/18	Reconstruction of West Vliet Street Between North 27th Street and North 12th Street	Reconstruction	74.00	-0.77	3,156,384	35,943,760
	19/20	Reconstruction of West Greenfield Avenue Between South 35th Street and South Cesar E. Chavez Drive	Reconstruction	88.00	-1.49	3,933,600	39,877,360
	23/24	Resurfacing of N. 27th Street Between Highland Blvd. and Lisbon Avenue	Resurfacing	79.00	--	2,461,032	42,338,392
	25/26	Reconstruction of South 60th Street Between W. Morgan Avenue and Kinnickinic River Parkway	Reconstruction	81.68	-2.26	4,144,000	46,482,392
27/28/29	Reconstruction of E/W. Howard Avenue Between South 6th Street and S. Clement Avenue	Reconstruction	85.50	-3.13	4,784,000	51,266,392	
City of Muskego	1/2	Pavement Replacement of Moorland Road Between Janesville Road and McShane Drive	Resurfacing	81.72	--	2,679,778	53,946,170
Waukesha County	1	Reconstruction With Additional Traffic Lanes of North Avenue (CTH M) Between Pilgrim Road and East County Line	Capacity Expansion	69.88	--	10,706,400	64,652,570
	1	Reconditioning of Beloit Road (CTH I) Between National Avenue and Moorland Rd	Resurfacing	75.00	--	2,734,400	67,386,970
City of Waukesha	1	Reconstruction of S East Avenue Between Sunset Drive and Estberg Avenue	Reconstruction	92.00	-3.28	3,628,000	71,014,970
City of West Allis	1	Reconditioning of S. 76th Street Between W. Greenfield Avenue and W. Pierce Street	Resurfacing	93.00	--	1,180,152	72,195,122
	2/3	Reconstruction of W. National Avenue Between S. 70th Street and S. 76th Street	Reconstruction	92.00	-1.64	2,159,265	74,354,387
	4/5	Reconstruction of W. National Avenue Between S. 92nd Street and W. Lincoln Avenue	Reconstruction	92.00	-3.45	1,128,622	75,483,009

<sup>a</sup> Joint project of City of Milwaukee (88%) and City of Greenfield (12%).

Table 12

**CUMULATIVE AMOUNT OF YEARS 2015-2018 FEDERAL SURFACE TRANSPORTATION PROGRAM - MILWAUKEE URBANIZED AREA (STP-M) FUNDING BY PROJECT SPONSOR WITH PROJECTS RECOMMENDED FOR FUNDING**

<b>Project Sponsor</b>	<b>Cumulative Federal Amount Recommended</b>
City of Greenfield	520,267
Milwaukee County	8,500,000
City of Milwaukee	42,246,125
City of Muskego	2,679,778
Waukesha County	13,440,800
City of Waukesha	3,628,000
City of West Allis	4,468,039
<b>Total</b>	<b>75,483,009</b>

Table 13

POTENTIAL PROJECTS TO BE CONSIDERED FOR FUNDING WITH REMAINING \$6,761,234 IN YEARS 2015-2018 FEDERAL SURFACE TRANSPORTATION PROGRAM - MILWAUKEE URBANIZED AREA (STP-M) FUNDING

Candidate Projects With Preliminary Engineering Completed or With Project Elements Previously Approved for STP-M Funding

Sponsor	Project Sponsor Priority	Description	Project Type	Criteria of Areawide Significance Total	Areawide Significance	Measure of Equity Rating <sup>a</sup>	Requested Federal Amount	Project Status
Milwaukee County	1	Reconstruction of W. Mill Road (CTH S) Between N. 43rd Street and N. Sydney Place	Reconstruction	73.83	Yes	-3.88	4,240,000	PE has been initiated but not completed with STP-M funding. ROW also previously approved for STP-M funds.
City of Milwaukee	2	Reconstruction of North 92nd Street Between West Capitol Drive and North Hampton Avenue	Reconstruction	70.25	No	-3.79	3,588,000	PE has been initiated but not completed with STP-M funding.
Village of Germantown	1	Reconditioning of Donges Bay Road Between Division Road and Magnolia Drive	Resurfacing	64.74	No	0.88	3,289,000	PE has been initiated but not completed with STP-M funding.
City of Greenfield	1	Reconstruction of West Edgerton Avenue Between West Loomis Road and South 27th Street	Reconstruction	55.00	No	-10.43	3,456,668	PE has been initiated but not completed with STP-M funding.
City of Oak Creek	1	Reconstruction of S. 5th Avenue Between STH 100/STH 32 and E. Ryan Road	Reconstruction	33.00	No	0.93	2,781,040	Completed PE with local funds.

Highest Rated Candidate Projects Below Suggested Allocation for Each Project Type That Would Use the Remainder of Funding

Sponsor	Project Sponsor Priority	Description	Project Type	Criteria of Areawide Significance Total	Areawide Significance	Measure of Equity Rating <sup>a</sup>	Requested Federal Amount
Village of Germantown	1	Reconditioning of Donges Bay Road Between Division Road and Magnolia Drive	Resurfacing	64.74	No	0.88	3,289,000
City of Greenfield	2/3	Reconditioning of 60th Street Between West Edgerton Avenue and West Waterford Avenue	Resurfacing	71.05	No	-1.84	1,093,680
City of Milwaukee	11/12 <sup>c</sup>	Resurfacing of West Howard Avenue Between South 60th Street and South 43rd Street	Resurfacing	69.00	No	-4.47	3,745,464
Milwaukee County	1	Reconstruction of W. Mill Road (CTH S) Between N. 43rd Street and N. Sydney Place	Reconstruction	73.83	Yes	-3.88	4,240,000
City of Milwaukee	30/31	Reconstruction of North Humboldt Boulevard Between East North Avenue and East Keefe Avenue	Reconstruction	83.00	Yes	-4.01	4,785,600
City of Brookfield	1	Reconstruction With Additional Traffic Lanes of Calhoun Road Between CTH M (North Avenue) and STH 190 (Capitol Drive)	Capacity Expansion	63.84	N/A	N/A	9,360,000 <sup>b</sup>

<sup>a</sup> Only the requested Federal funding amount of projects previously recommended for funding were credited to the target funding balances of communities prior to calculating the measure of equity rating provided in this table.

<sup>b</sup> Federal funding requested for this project includes \$800,000 in preliminary engineering and \$8,650,000 in construction.

<sup>c</sup> Joint project of City of Milwaukee (83%) and City of Greenfield (17%).

categories—the Village of Germantown’s proposed reconditioning of Donges Bay Road between Division Road and Magnolia Drive (\$3,289,000) and Milwaukee County’s proposed reconstruction of W. Mill Road (CTH S) between N 43<sup>rd</sup> Street and N. Sydney Place (\$4,240,000).

Commission staff would suggest the following two options in determining which projects would be recommended for the remaining \$6,761,234 in years 2015-2018 STP-M funding:

- Option 1 – Fund the 2 projects that have both previously received STP-M funding for preliminary engineering and right-of-way acquisitions and are the next highest rated project below the suggested allocation for their project categories.
  - Village of Germantown’s proposed reconditioning of Donges Bay Road between Division Road and Magnolia Drive (\$3,289,000); and
  - Milwaukee County’s proposed reconstruction of W. Mill Road (CTH S) between N 43<sup>rd</sup> Street and N. Sydney Place (\$4,240,000).

The total funding allocated under this option—\$7,529,000—is somewhat higher than the remaining \$6,761,234 in STP-M funding. As a result, the Milwaukee County’s proposed reconstruction of W. Mill Road (CTH S) would be recommended for \$3,472,234 of the \$4,785,600 in STP-M funding requested for the project. Under this option, this project would be the first project considered for funding should any of the other projects recommended for years 2015-2018 STP-M funding be dropped or deferred.

- Option 2 – Fund projects in communities that do not previously have a project recommended for years 2015-2018 STP-M funding, but are projects for which STP-M funding had been previously approved for preliminary engineering and right-of-way acquisitions, for which preliminary engineering has been completed to State and Federal standards, or are the next highest rated project below the suggested allocation for their project categories.
  - Village of Germantown’s proposed reconditioning of Donges Bay Road between Division Road and Magnolia Drive (\$3,289,000);
  - City of Oak Creek’s proposed reconstruction of S. 5th Avenue between STH 100/STH 32 and E. Ryan Road (\$2,781,040); and
  - Preliminary engineering for the City of Brookfield’s proposed reconstruction with additional traffic lanes of Calhoun Road Between CTH M (North Avenue) and STH 190 (Capitol Drive) (\$800,000)

The total funding allocated under this option—\$6,870,040—is slightly higher than the remaining \$6,761,234 in STP-M funding.

The remaining projects that are not recommended for years 2015-2018 STP-M funding at this time would be held in reserve in case a project recommended for funding is deferred or dropped. The Wisconsin Department of Transportation is to notify the Commission staff if such funding should become available. Depending on which option described above is selected by the Milwaukee TIP Committee, the partially funded projects will be assigned any years 2015-2018 STP-M funding that comes available until the project is fully funded. Following that, Commission staff will utilize the rankings of projects within the three categories—resurfacing/reconditioning, reconstruction to same capacity, and capacity expansion—to identify the project which are next to be funded. The Commission staff will notify the Milwaukee TIP Committee as this occurs.

\* \* \*



## 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 to be based on the existing average weekday traffic (AWDT) volume and transit ridership per travel lane. The average weekday transit ridership per lane would be added to the AWDT per lane in determining the score for this criterion in order to represent the usage along the route of the candidate project. This evaluation criterion would be used for 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**

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

Table 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 2008 through 2012 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<sup>a</sup>**

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

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

**Table B-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 Imbalance<sup>2</sup>**– Capacity expansion projects would receive 5 bonus points if the local community or communities that the project is located within is identified as having neither a projected lower nor moderate job/housing imbalance<sup>3</sup>. 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 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

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

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

criterion. The projected job/housing imbalances are reported in the regional housing plan by regional housing analysis areas<sup>4</sup> (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 have estimated 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 2013 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.

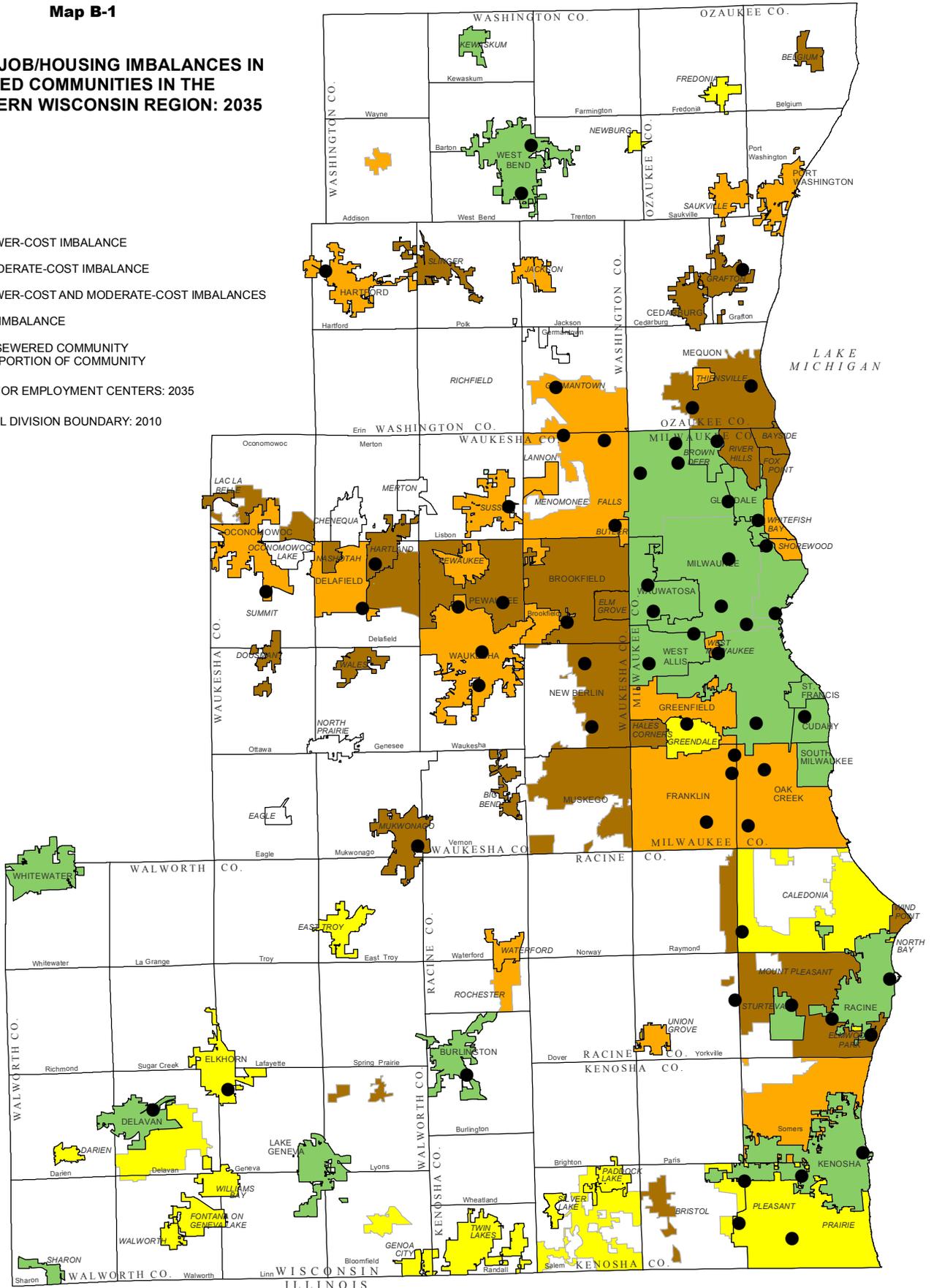
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<sup>4</sup> Sub-regional housing analysis areas (sub-areas) were identified early in the regional housing planning process. The sub-areas, shown on Map 1, are generally the same as the planning analysis areas used in the regional land use plan. The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

**Map B-1**

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

- LOWER-COST IMBALANCE
- MODERATE-COST IMBALANCE
- LOWER-COST AND MODERATE-COST IMBALANCES
- NO IMBALANCE
- UNSEWERED COMMUNITY OR PORTION OF COMMUNITY
- MAJOR EMPLOYMENT CENTERS: 2035
- CIVIL DIVISION BOUNDARY: 2010



Source: Local Government Comprehensive Plans and SEWRPC.

Map B-2

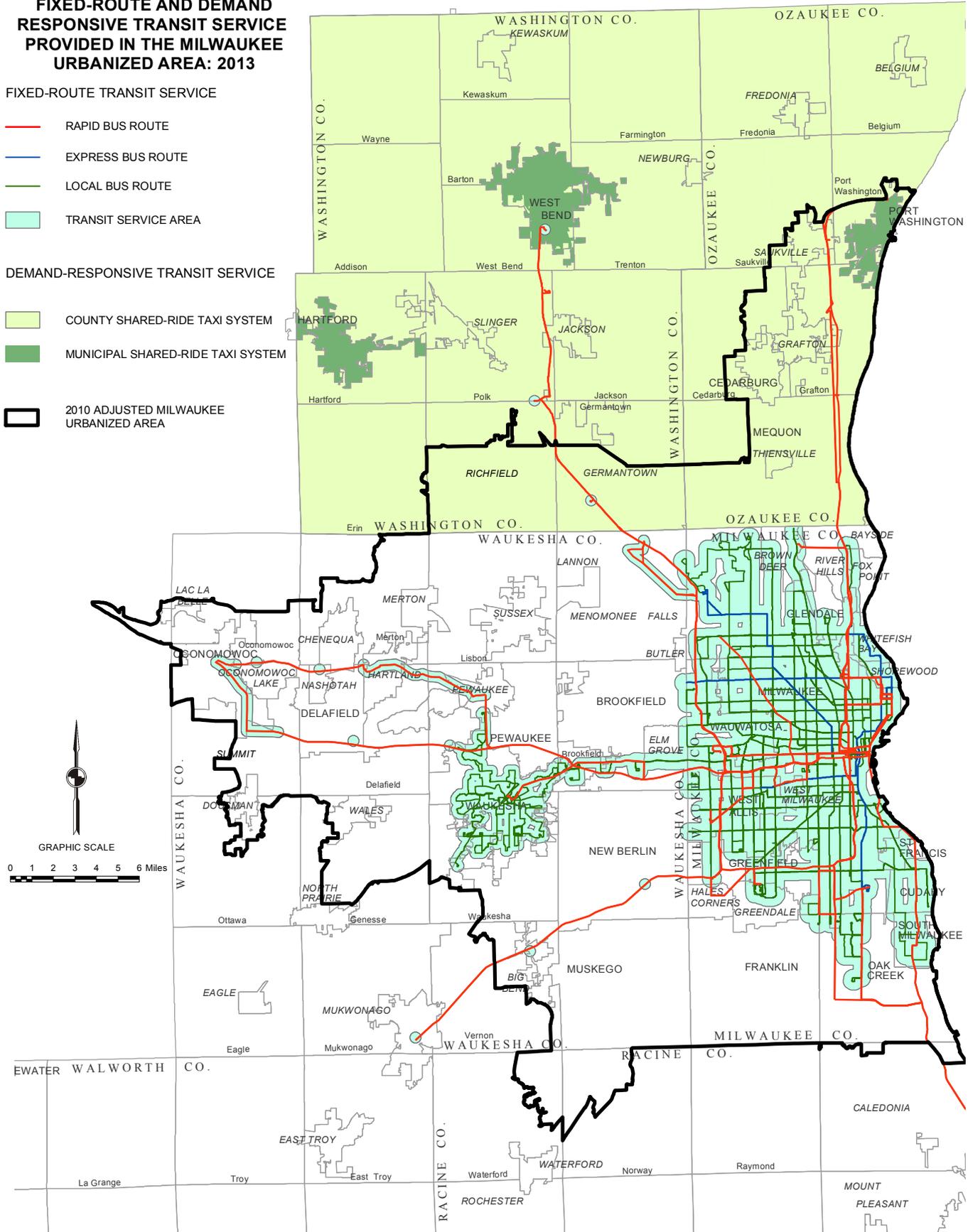
**FIXED-ROUTE AND DEMAND RESPONSIVE TRANSIT SERVICE PROVIDED IN THE MILWAUKEE URBANIZED AREA: 2013**

FIXED-ROUTE TRANSIT SERVICE

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

DEMAND-RESPONSIVE TRANSIT SERVICE

- COUNTY SHARED-RIDE TAXI SYSTEM
- MUNICIPAL SHARED-RIDE TAXI SYSTEM
- 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)
<p><i>Milwaukee County</i> V Brown Deer C Cudahy C Greenfield C Milwaukee C St. Francis V Shorewood C South Milwaukee C Wauwatosa C West Allis V West Milwaukee V Whitefish Bay</p> <p><i>Waukesha County</i> C Waukesha</p>	<p><i>Milwaukee County</i> V Bayside V Fox Point C Glendale V Greendale C Oak Creek</p> <p><i>Waukesha County</i> C Brookfield T Brookfield V Elm Grove C Pewaukee</p>	<p><i>Ozaukee County</i> C Cedarburg T Cedarburg V Grafton T Grafton C Mequon C Port Washington T Port Washington T Saukville V Saukville V Thiensville</p> <p><i>Washington County</i> V Germantown V Richfield</p>	<p><i>Milwaukee County</i> V Hales Corners</p> <p><i>Waukesha County</i> V Menomonee Falls</p>	<p><i>Waukesha County</i> V Big Bend V Chenequa C Delafield T Delafield V Hartland C Muskego V Nashotah C New Berlin C Oconomowoc T Oconomowoc V Oconomowoc Lake V Pewaukee V Summit T Vernon T Waukesha</p>



## 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 to 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.

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 <sup>a</sup>	Proportionate Share <sup>a</sup>
<b>MILWAUKEE COUNTY</b>		
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
<b>WAUKESHA COUNTY</b>		
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 <sup>a</sup>	Proportionate Share <sup>a</sup>
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
<b>OZAUKEE COUNTY</b>		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 Sauville	0.24	0.00007
Village of Sauville	1.80	0.00056
Village of Thiensville	7.20	0.00224
Ozaukee County-Total	255.34	0.07961
<b>RACINE COUNTY</b>		
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
<b>WASHINGTON COUNTY</b>		
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
<b>JEFFERSON COUNTY</b>		
County	0.80	0.00025
Jefferson County-Total	0.80	0.00025
<b>Milwaukee Urbanized Area-Total</b>	<b>3,207.53</b>	<b>1.00000</b>

<sup>a</sup> 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
<b>MILWAUKEE COUNTY</b>	
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
<b>WAUKESHA COUNTY</b>	
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
<b>OZAUKEE COUNTY</b>	
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
<b>RACINE COUNTY</b>	
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
<b>WASHINGTON COUNTY</b>	
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
<b>JEFFERSON COUNTY</b>	
County	\$0
Jefferson County-Total	\$0
<b>Milwaukee Urbanized Area</b>	
Transit Capital Funding	\$740,000

Source: Wisconsin Department of Transportation and SEWRPC

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