

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 (Milwaukee TIP Committee)

FROM: Southeastern Wisconsin Regional Planning Commission Staff

DATE: July 11, 2023

SUBJECT: **REVIEW OF THE PROCESS TO EVALUATE AND PRIORITIZE CANDIDATE PROJECTS FOR FEDERAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM—MILWAUKEE URBANIZED AREA (STP-M) FUNDING**

On May 7, 2013, the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (Milwaukee TIP Committee) and local governments in the Milwaukee urbanized area adopted a significant revision to the long-used procedures to evaluate, prioritize, and recommend projects for Federal Highway Administration (FHWA) Surface Transportation Block Grant Program – Milwaukee Urbanized Area (STP-M) funds, and were first utilized later that year to evaluate and recommend candidate projects for years 2015-2018 STP-M funding.¹ Since 2013, the procedures have been modified on three occasions by the Committee:

- June 24, 2015 – Adjusting the procedure to distribute Federal highway and transit funding to flex a minimum of 10 percent of STP-M to transit capital projects, created a procedure to determine which capacity expansion projects were of areawide significance, permitting the use of pavement condition of a roadway prior to the application of a temporary maintenance overlay, modifying the scoring procedure for the safety criterion, and the discontinuing of utilizing community/county equity as a secondary criterion. These procedures were utilized to evaluate and recommend candidate projects for years 2019-2020 and 2021-2022 STP-M funding.
- October 3, 2019 – Creation of the smaller sponsors set-aside, application of the safety criteria to all resurfacing/reconditioning and reconstruction projects, creation of criterion related to the provision of transit, bicycle, and pedestrian accommodations, basing the distribution amongst the three project types based on two criteria rather than three, development of procedures for

¹ WisDOT generally describes each funding cycle based on all of the years that projects would be utilizing funds from the cycle, usually five to six years. However, the Commission staff has generally referred to each STP -M funding cycle based on the years that represent new funding—typically 2 years, but sometimes 3 to 4 years. The STP-M funds from the new years of funding generally fund the construction of the new recommended projects, with the earlier years serving to fund preliminary engineering and right-of-way acquisition.

addressing projects having the same score, and the addition of sponsor’s project justification to the evaluation summary memorandum. These revised procedures were utilized to evaluate and recommend candidate projects for years 2023-2025 STP-M funding.

- October 11, 2021 – Increasing the maximum points for the criterion related to the provision of transit, bicycle, and pedestrian accommodations from 5 to 10 points. These revised procedures were utilized to evaluate and recommend candidate projects for years 2026-2027 STP-M funding and for the additional Federal Fiscal Year (FFY) 2023-2026 STP-M funding made available from the Bipartisan Infrastructure Law (BIL).²

The Wisconsin Department of Transportation (WisDOT) is currently soliciting projects for years 2028-2029 STP funding statewide, including for the Milwaukee urbanized area (shown on Map 1).³ With the next solicitation, the Milwaukee TIP Committee has asked Commission staff to work with the Committee to review and potentially revise the process for evaluating and prioritizing projects for years 2028-2029 STP-M funding. This memorandum summarizes the current procedures, as most recently utilized for the evaluation of candidate projects for additional FFY 2023-2026 STP-M funding. The memorandum also includes comments by Commission staff related to various aspects of the process.

ELIGIBLE PROJECT TYPES

The Milwaukee TIP Committee has recommended that projects on streets and highways under County and local government jurisdiction identified as arterials in the adopted regional transportation and county jurisdictional highway system plans and transit capital projects should be considered for funding with STP-M funds. Projects on collector streets that are not identified in regional transportation or county jurisdictional highway system plans as planned arterials are not recommended to be eligible to be funded with STP-M funds.

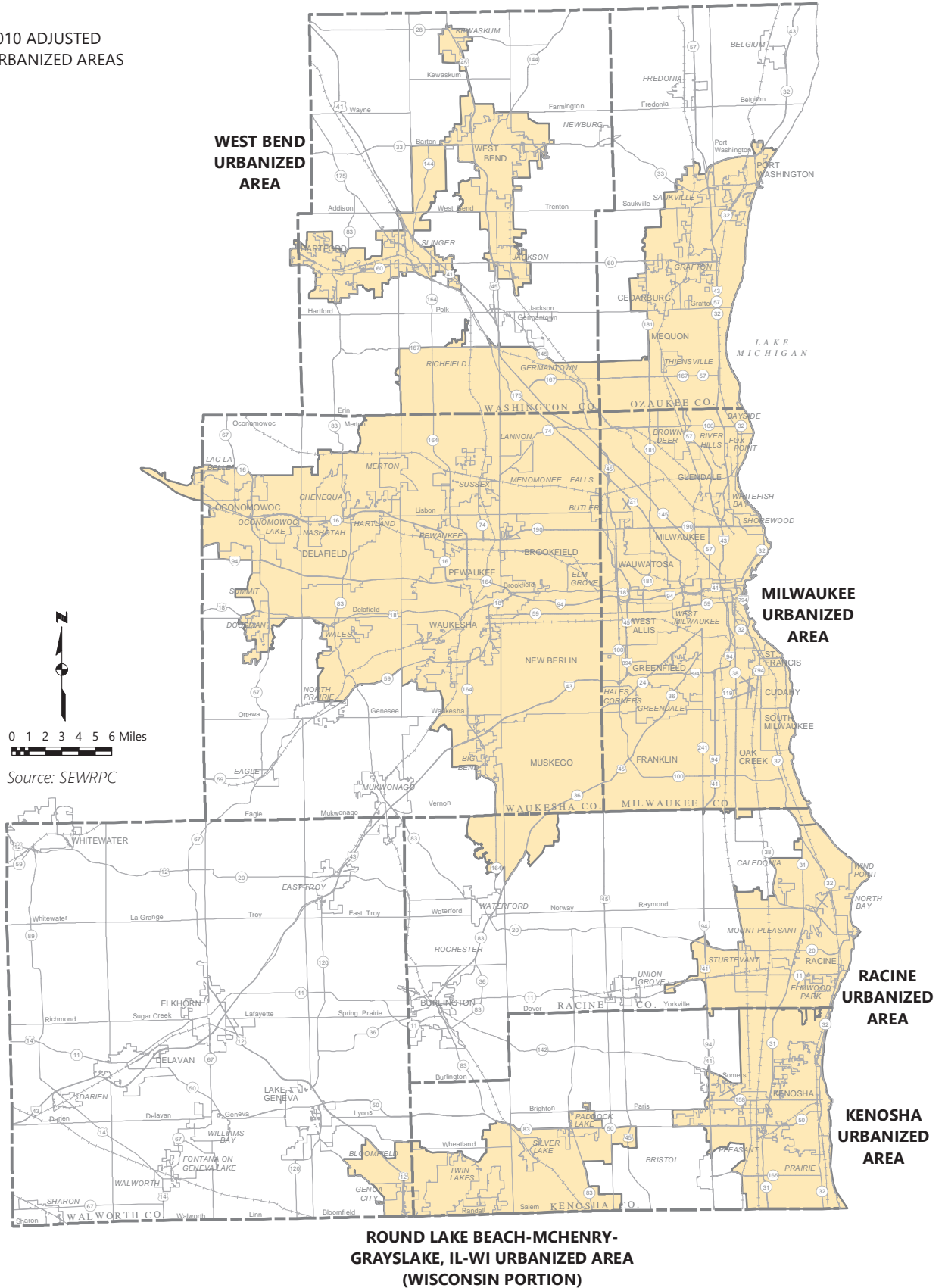
Regarding the eligibility of transit projects, the Milwaukee TIP Committee has historically recommended that STP-M and Federal Transit Administration (FTA) Section 5307 funds allocated to the Milwaukee urbanized area be split between county and municipal arterial streets and highways and public transit based upon the relative proportion of capital needs of each mode as determined in the regional transportation plan. The current regional transportation plan envisions that about 43 percent of the total of these capital needs are public transit capital needs and about 57 percent are county and municipal arterial street and highway capital needs. Historically, calculating this relative proportion has often resulted in a “shortfall” of funds for street and highway projects relative to their capital needs as determined by the regional transportation plan. However, the Milwaukee TIP Committee has never recommended that the transfer of FTA Section 5307 funds to highway projects occur, and, since 2012, Federal law no longer allows such a transfer. Further, based on the limited Federal funding for transit capital projects under current Federal transportation law, the Committee agreed at its June 24, 2015, meeting that should no STP-M funding be transferred to transit projects under these historical procedures, 10 percent of the

² WisDOT generally describes each funding cycle based on all of the years that projects would be utilizing funds from the cycle, usually five to six years. For example, WisDOT would describe the current funding cycle as including the years 2022-2027. However, the Commission staff has generally referred to each STP -M funding cycle based on the years that represent new funding—typically 2 years, but sometimes more. The STP-M funds from the two new years generally fund the construction of the new recommended projects, with the earlier years serving to fund preliminary engineering and right-of-way acquisition.

³ WisDOT has indicated that the adjusted 2010 Census urbanized area boundaries would be utilized to determine eligibility for years 2028-2029 STP-M funding.

Map 1
Adjusted Urbanized Areas in Southeastern Wisconsin: 2010

 2010 ADJUSTED URBANIZED AREAS



annual available STP-M funding should be made available for transit capital projects, specifically vehicle replacement projects.

The Milwaukee TIP Committee has also recommended that, as transportation enhancement-type projects can be funded through FHWA Transportation Alternative Program (TAP) funds, safety and intersection improvement projects can be funded through FHWA Highway Safety Improvement Program funding, and Congestion Management and Air-Quality Improvement Program (CMAQ) capital projects can be funded through FHWA CMAQ program funding, these types of stand-alone projects should continue to not be eligible for use of STP-M funds. The Committee has also recommended that the rehabilitation and reconstruction of local bridges should not be funded with STP-M funding, as the Wisconsin Department of Transportation (WisDOT) continues to administer the STP and bridge programs separately as specified under State law.

Commission staff comments:

Since the Milwaukee TIP Committee recommended a minimum set-aside for transit capital projects, a total of \$24,322,187 of years 2019-2027 STP-M funding was recommended for the replacement of 51 transit vehicles, or an average of about \$2.7 million in STP-M funding and 5-6 transit vehicles per year, as shown on Table 1.

EVALUATION OF CANDIDATE PROJECTS

Under the procedures developed by the Milwaukee TIP Committee, candidate resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects (widening and new facilities) are evaluated separately. Definitions for each type of project are provided in Exhibit A of this memorandum. Table 2 lists the criteria applied in the evaluation of the candidate resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects. Also shown are the maximum points to be allowed for each criterion. Resurfacing/reconditioning projects and reconstruction to the same capacity projects could receive a maximum of 110 points from the designated criteria. Candidate capacity expansion projects—the addition of new travel lanes to an existing arterial roadway and the construction of a new arterial facility—that are included in VISION 2050 could receive up to a maximum of 110 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 transit available. The methodology used for applying the evaluation criteria and scoring candidate projects is provided in Exhibit B of this memorandum. In addition, Exhibit B provides the process utilized to prioritize projects having the same evaluation score.

Smaller Sponsors Set-Aside

To better ensure that the entire arterial street and highway system in the Milwaukee urbanized area is preserved, the Milwaukee TIP Committee recommended in 2019 that 10 percent of the available highway STP-M funding be set aside for projects from sponsors having lower levels of planned arterial lane-miles and existing arterial VMT. It was further recommended that these funds be available for projects from sponsors that have a share of less than 2.5 percent of the total existing VMT on the local arterial street and highway system in the Milwaukee urbanized area, as shown on Figure 1. In addition, sponsors that already have a project initially recommended for STP-M funding based on the application of the evaluation criteria for the current funding cycle, or that have previously received STP-M funding for a project within the previous two funding cycles, are not eligible. The sponsors that have had projects from the previous three funding cycles that the set-aside has been utilized are shown in Figure 1. Projects eligible for the set-aside are ranked, regardless of project type, based on their project score, and the estimated project costs of the highest ranked projects that fall within the amount set aside for smaller communities/counties are initially recommended for funding.

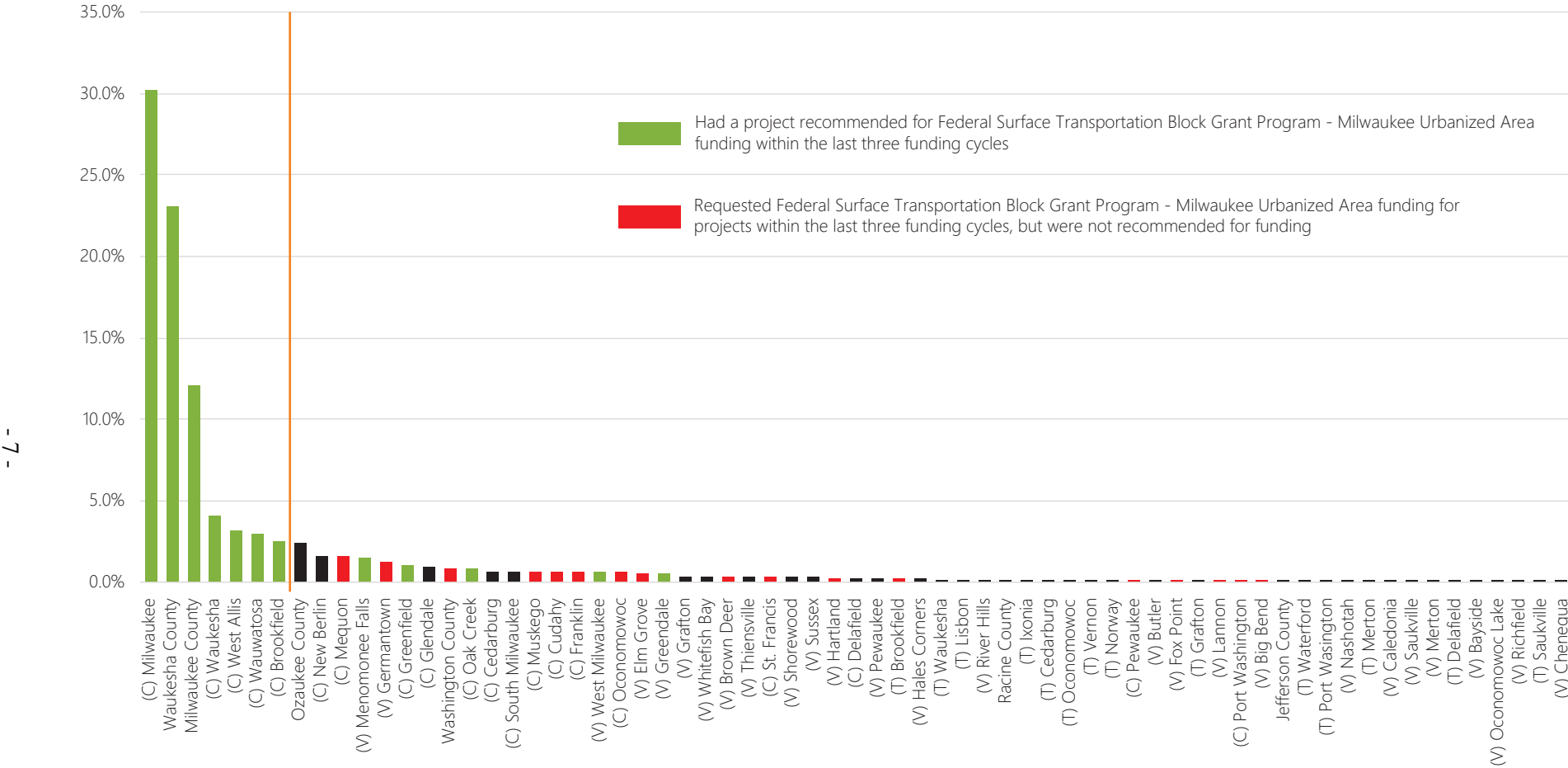
Table 1
Transit Capital Projects Recommended for Years 2019-2027 Surface
Transportation Block Grant Program – Milwaukee Urbanized Area (STP-M) Funds

Federal Funding Cycle	Sponsor	Project Description	Federal Funding Approved
2019-2020	Milwaukee County	Purchase of Eight New Buses	\$3,200,000
	City of Waukesha	Purchase of One New 35-Foot Fixed-Route Bus	\$392,000
2021-2022	Milwaukee County	Purchase of Eight New Buses	\$3,557,523
	Washington County	Purchase of One ADA Minibus and Two ADA Minivans	\$103,200
	City of Waukesha	Purchase of One New 35-Foot Fixed-Route Bus	\$368,000
2023-2025	Milwaukee County	Purchase of 15 Replacement Buses	\$9,600,000
2026-2027	Milwaukee County	Purchase of 9 Replacement Buses	\$3,770,996
	City of Waukesha	Purchase of 1 Replacement Bus	\$460,000
BIL 2023-2026	Milwaukee County	Purchase of 6 Replacement Buses	\$2,390,247
	City of Waukesha	Purchase of 1 Replacement Bus	\$480,221

Table 2
Evaluation Criteria to Measure Areawide Significance and
Maximum Points Potentially Received For Candidate Highway 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	10	10
Measure of Function – Current Functional Classification	15	10
Measure of Safety – Crash Rate	5	15
Measure of Congestion – Volume-to-Capacity Ratio	--	40
Proposed Implementation of Transit, Bicycle, and Pedestrian Measures	10	10
Subtotal	110	110
Bonus Points for Projects in Communities Having:		
o Job/Housing Balance	--	5
o Transit Accessibility	--	5

Figure 1
Percent Share of Estimated Existing Vehicle Miles of Travel of County and
Community Arterial Streets and Highways Within the Milwaukee Urbanized Area



Note: Sponsors having at least a 2.5 percent share of total estimated VMT (left of orange line) represent about 78 percent of the total existing estimated arterial VMT in the Milwaukee urbanized area.

Initial Distribution of Available Highway Funds to the Project Categories

The Committee further recommended that the remaining available highway STP-M funding would be allocated to the three types of projects—resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects (widening and new facilities)—based on an average of the historical proportions of STP-M funding recommended for projects under each project category and the proportions of STP-M funding being requested for the projects in the current funding cycle identified as having areawide significance under each project category. With respect to identifying candidate projects as having areawide significance, candidate resurfacing/reconditioning projects and reconstruction to the same capacity projects that receive a minimum of 73 points would be identified as having areawide significance,⁴ and capacity expansion projects that receive a minimum of 64.5 points would be identified as having areawide significance.⁵

Summary of the Evaluation of Transit Projects

The Milwaukee TIP Committee did not recommend a process to score candidate transit projects, like candidate highway projects. However, in determining which candidate transit projects would receive funding, consideration was given to the service life of the existing buses of the transit operators applying for STP-M funding, including their age and mileage and the characteristics of the existing transit system fleet, including the number, age, the proportion of buses with a service life beyond their useful age, and the proportion of buses beyond their useful mileage.

Recommendation of Projects

Based on the evaluation of candidate highway and transit projects, the projects initially recommended for STP-M funding are presented to the Milwaukee TIP Committee, and the amount of remaining STP-M funding not initially recommended for funding is calculated. The Commission staff will then make suggestions to the Committee on how the remaining STP-M funding is allocated. Typically, the Commission staff partially funds the next highest scoring area-wide significant projects under the reconstruction and resurfacing/rehabilitation project categories. An evaluation is presented to the Committee of the impact of the evaluation, prioritization, and recommendation of projects for STP-M funding on people of color and low-income populations. Also, an evaluation of community/county equity of the projects recommended for STP-M funding and a listing of the sponsor-provided justification for each candidate project from the application is provided to the Committee for its consideration.

Commission staff comments:

Projects Historically Recommended for STP-M Funding

Since 2013, the Milwaukee TIP Committee has recommended 61 highway projects (shown on Map 2 and listed on Table 3) for a total of \$292.1 million in years 2015-2027 STP-M funding, or about \$22.5 million

⁴ The minimum of 73 points used to determine whether a candidate resurfacing/reconditioning/reconstruction to the same capacity is 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 (6 points), functional classification as a principal arterial (15 points), and at least 125 percent of the average regional crash rate (3 points). In addition, it is suggested that any bonus points that a resurfacing/reconditioning/reconstruction to the same capacity project receives based on the level of proposed transit, bicycle, and pedestrian accommodations would be included in the score to determine whether it is of areawide significance.

⁵ The minimum of 64.5 points is based on a candidate capacity expansion project having a pavement condition of 4 or less (15 points), an average weekday traffic volume per lane of at least 5,000 vehicles per lane (3.5 points), a length of route of at least 6 miles (6 points), functional classification as a principal arterial (10 points), and at least 125 percent of the regional crash rate (10 points), and a volume-to-capacity ratio of at least 1.00 (20 points). In addition, it is suggested that any bonus points that a capacity expansion project receives for being located in a community having a job/housing balance, transit service, and the level of proposed transit, bicycle, and pedestrian accommodations would be included in the score to determine whether it is of areawide significance.

Map 2 Projects Recommended for Years 2015-2027 STP-M Funding

- RECOMMENDED RESURFACING/
RECONSTRUCTION PROJECTS
- RECOMMENDED
RECONSTRUCTION PROJECTS
- RECOMMENDED CAPACITY
EXPANSION PROJECTS
- COUNTY/COMMUNITY
PLANNED ARTERIAL
SYSTEM
- ADJUSTED YEAR 2010
MILWAUKEE URBANIZED
AREA



0 1 2 3 4 5 6 Miles

Source: SEWRPC

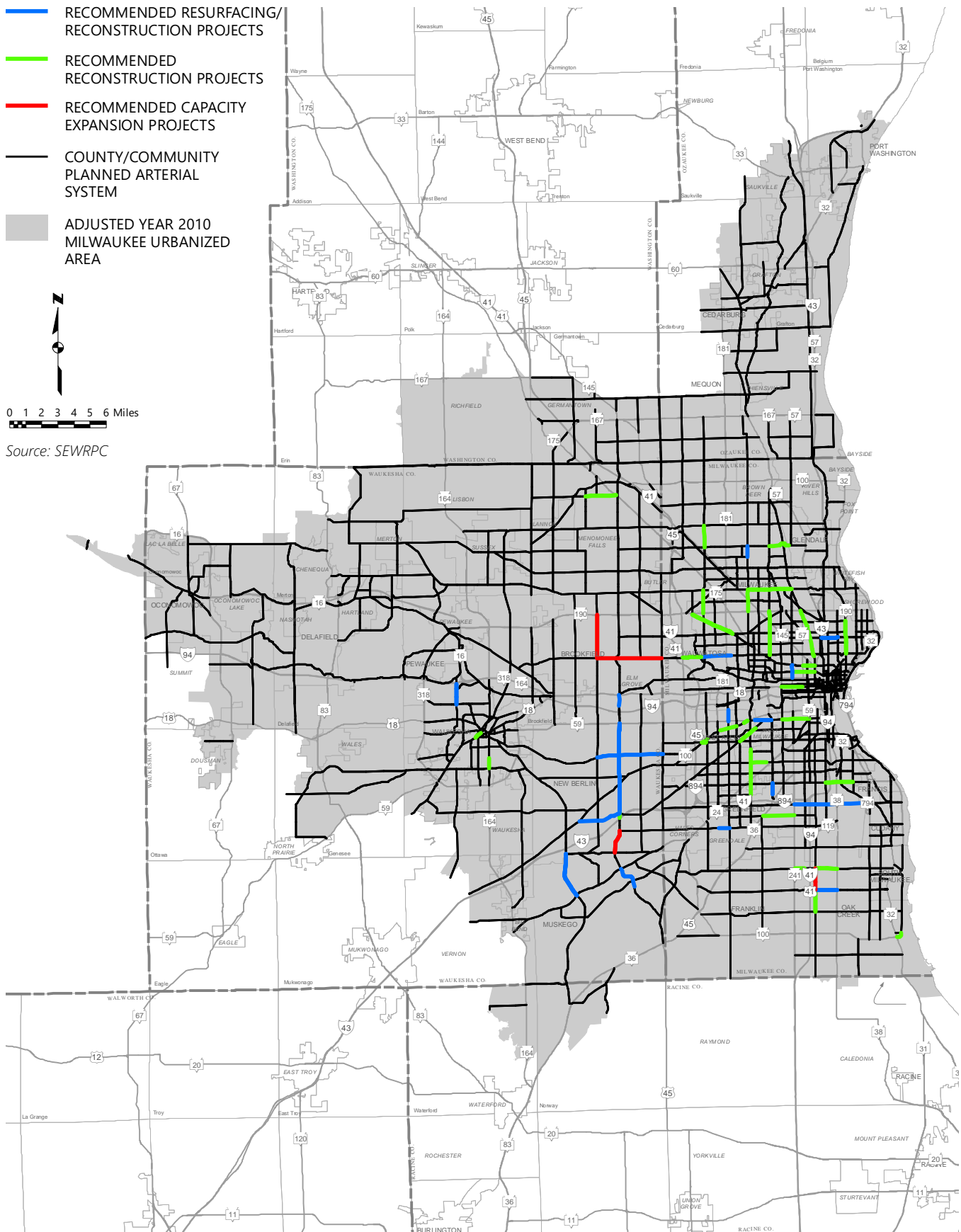


Table 3
County/Community Highway Projects Recommended for Years 2015-2027 STP-M Funding^a

Project Sponsor	Project Description	Project Type	Cycle	Requested Federal Amount
Milwaukee County	Reconstruction of W. Mill Rd (CTH S) Between N. 43rd St and N. Sydney Pl	Reconstruction	2015-2018	\$4,240,000
	Reconstruction With Additional Traffic Lanes of S. 13th St (CTH V) Between W. Drexel Avenue and W. Rawson Ave	Capacity Expansion	2015-2018	5,720,000
	Reconstruction of W Rawson Ave (CTH BB) between 0.12 Miles East of S 27th St and S 20th St	Reconstruction	2021-2022	2,960,000
	Reconstruction of S 13th St (CTH V) between W Puetz Rd and W Drexel Ave	Reconstruction	2021-2022 2023-2025	4,984,000
	Reconstruction of CTH BB (W. Rawson Ave) between S. 13th St and S. Howell Ave (STH 38)	Reconstruction	2023-2025	5,904,000
Village of Greendale	Reconditioning of W. Grange Ave between S. 76th St (CTH U) and S. 84th St	Resurf/Recond	2023-2025	2,070,165
City of Greenfield	Reconstruction of W Edgerton Ave Between W Loomis Rd and S 27th St ^b	Reconstruction	2015-2018	3,456,668
	Pavement Replacement of S 43rd St between W Cold Spring Rd and W Howard Ave	Resurf/Recond	BIL 2023-2026	2,746,104
City of Milwaukee	Reconstruction of W Wisconsin Ave Between N 35th St and N 20th St	Reconstruction	2015-2018	3,720,400
	Reconstruction of N 92nd St Between W Capitol Drive and N Hampton Ave ^b	Reconstruction	2015-2018	3,847,706
	Reconstruction of N Teutonia Ave Between W Groeling Ave and W Capitol Drive	Reconstruction	2015-2018	4,146,576
	Reconstruction of N 91st St Between W Mill Rd and W Good Hope Rd	Reconstruction	2015-2018	4,176,784
	Reconstruction of S 60th St Between W Cold Spring and W Morgan Ave ^c	Reconstruction	2015-2018	4,335,560
	Resurfacing of N 60th St Between W Florist Ave and W Mill Rd	Resurf/Recond	2015-2018	2,234,696
	Reconstruction of N Teutonia Ave Between W Garfield Ave and W Groeling Ave	Reconstruction	2015-2018	2,795,016
	Reconstruction of W. Oklahoma Ave Between S. 60th St and S. 49th St	Reconstruction	2015-2018	2,878,344
	Reconstruction of W Vliet St Between N 27th St and N 12th St ^d	Reconstruction	2015-2018	3,156,384
	Reconstruction of W Greenfield Ave Between S 35th St and S Cesar E. Chavez Drive	Reconstruction	2015-2018	3,933,600
	Resurfacing of N. 27th St Between Highland Blvd. and Lisbon Ave	Resurf/Recond	2015-2018	2,461,032
	Reconstruction of S 60th St Between W. Morgan Ave and Kinnickinic River Pkwy	Reconstruction	2015-2018	4,144,000

Table 3 (continued)

Project Sponsor	Project Description	Project Type	Cycle	Requested Federal Amount
City of Milwaukee (cont.)	Reconstruction of N Humboldt Blvd. between E North Ave and E Keefe Ave ^b	Reconstruction	2019-2020	\$6,583,000
	Resurfacing of W Layton Ave between S 27th St (STH 241) and S Howell Ave (STH 38)	Resurf/Recond	2019-2020	5,317,400
	Reconstruction of N 60th St between W Hampton Ave and W Capitol Drive	Reconstruction	2019-2020	6,712,400
	Reconstruction of E/W Howard Ave between S 6th St and S Clement Ave	Reconstruction	2021-2022	7,006,227
	Resurfacing of W Hampton Ave between N 60th St and N Teutonia Ave	Resurf/Recond	2021-2022 2023-2025	7,272,523
	Reconstruction of W Walnut St between N 20th St and N 12th St	Reconstruction	2021-2022 2023-2025	3,966,530
	Reconditioning of E/W. Locust St between N. 7th St and N. Holton St	Resurf/Recond	2023-2025	3,352,657
	Reconstruction of W. Lisbon Ave between W. Burleigh St and N. 100th St	Reconstruction	2023-2025 2026-2027	12,350,018
	Reconstruction of N Sherman Blvd between W North Ave and W Burleigh St	Reconstruction	2026-2027 BIL 2023-2026	7,577,570
	Reconstruction of N Sherman Blvd between W Burleigh St and W Capitol Ave	Reconstruction	BIL 2023-2026	8614356
City of Oak Creek	Reconstruction of S. 5th Ave Between STH 100/STH 32 and E. Ryan Rd ^b	Reconstruction	2015-2018	2,781,040
	Resurfacing of W. Drexel Ave between S. 13th St (CTH V) and S. Howell Ave (STH 38)	Resurf/Recond	2023-2025	1,868,960
City of Wauwatosa	Reconstruction of North Ave between N. Mayfair Rd (STH 100) and N. 95th St	Reconstruction	2023-2025	7,226,362
	Pavement Replacement of W North Ave between N 95th St and N 73rd St ^e	Resurf/Recond	BIL 2023-2026	5,213,320
City of West Allis	Reconditioning of S. 76th St Between W. Greenfield Ave and W. Pierce St	Resurf/Recond	2015-2018	1,180,152
	Reconstruction of W. National Ave Between S. 70th St and S. 76th St	Reconstruction	2015-2018	2,159,265
	Reconstruction of W. National Ave Between S. 92nd St and W. Lincoln Ave	Reconstruction	2015-2018	1,128,622
	Reconstruction of W. National Ave between S. 82nd St and S 76th St	Reconstruction	2019-2020	2,716,000
	Reconstruction of W Beloit Rd between S 60th St and W Lincoln Ave	Reconstruction	2021-2022 2023-2025	7,795,340
	Reconstruction of W National Ave between S 62nd St and S 65th St	Reconstruction	2021-2022 2023-2025	2,439,046
	Reconstruction of W. Lincoln Ave between S. 93rd St and S. 96th St	Reconstruction	2023-2025 2026-2027	4,125,660
	Reconstruction of W. National Ave between S. 95th St and S. 108th St (STH 100) ^f	Reconstruction	BIL 2023-2026	4,470,309
Village of West Milwaukee	Reconditioning of W. Greenfield Ave between S. 56th St and Miller Park Way	Resurf/Recond	2023-2025	2,989,831

Table 3 (continued)

Project Sponsor	Project Description	Project Type	Cycle	Requested Federal Amount
Waukesha County	Reconstruction With Additional Traffic Lanes of North Ave (CTH M) Between Pilgrim Rd and East County Line	Capacity Expansion	2015-2018	\$10,706,400
	Reconditioning of Beloit Rd (CTH I) Between National Ave and Moorland Rd	Resurf/Recond	2015-2018	2,734,400
	Reconstruction With Additional Traffic Lanes of CTH M between Calhoun Rd and Pilgrim Rd	Capacity Expansion	2019-2020	5,403,000
	Reconstruction of CTH O between I-43 WB Ramp and Beloit Rd	Reconstruction	2019-2020	1,969,000
	Resurfacing of CTH D between Calhoun Rd and East County Line	Resurf/Recond	2019-2020	2,287,000
	Pavement Replacement of CTH O (Moorland Rd) between IH 94 Westbound Ramp and Bluemound Rd (USH 18)	Resurf/Recond	2021-2022	6,372,000
	Pavement Replacement of CTH O (Moorland Rd) between CTH I and CTH ES	Resurf/Recond	2021-2022 2023-2025	10,827,360
	Resurfacing of CTH T (N. Grandview Blvd) between Northview Rd and IH 94	Resurf/Recond	2023-2025	1,942,080
	Pavement Replacement of CTH O (S. Moorland Rd) between CTH ES (W. National Ave) and CTH D (W. Cleveland Ave)	Resurf/Recond	2023-2025	6,567,440
	Reconstruction with Additional Lanes of CTH O (S. Moorland Rd) between CTH HH (W. College Ave) and W. Grange Ave ⁹	Capacity Expansion	2023-2025	6,895,320
	Pavement Replacement of CTH O (S. Moorland Rd) between CTH D (W. Cleveland Ave) and STH 59 (W. Greenfield Ave)	Resurf/Recond	2023-2025 2026-2027	13,311,840
	Reconditioning of CTH Y between CTH L and CTH HH	Resurf/Recond	2026-2027 BIL 2023-2026	4,146,400
City of Brookfield	Reconstruction With Additional Traffic Lanes of Calhoun Rd. between CTH M and STH 190	Capacity Expansion	2019-2020 2021-2022	13,678,624
Village of Menomonee Falls	Reconstruction of Menomonee Ave between Town Hall Rd and Appleton Ave (STH 175)	Reconstruction	2023-2025 2026-2027	5,806,636
City of Muskego	Pavement Replacement of Moorland Rd Between Janesville Rd and McShane Drive	Resurf/Recond	2015-2018	2,679,778
City of Waukesha	Reconstruction of S East Ave Between Sunset Drive and Estberg Ave	Reconstruction	2015-2018	3,628,000
	Reconstruction of W St. Paul Ave between Mountain Ave and Madison St	Reconstruction	2021-2022	4,368,960
Total				\$292,082,092

⁹ This table does not reflect changes made to approved funding amounts by the project sponsors, such as dropping of projects and transferring funds between their own projects. Such changes are reflected in the footnotes of the table. In addition, it does not include the \$7,276,170 in additional FFY 2022 STP-M funding that was made available to construction-only projects as part of a special solicitation by WisDOT, as the candidate projects for these funds were evaluated based on a simplified version of the recommended STP-M evaluation and prioritization process.

^b Following the approval of projects for years 2015-2018 STP-M funding, the Milwaukee TIP Committee at its August 20, 2014, meeting approved changes to the listing of recommended projects. Specifically, Milwaukee County's Layton Avenue project, the City of Milwaukee's Humboldt Boulevard project, and the City of Milwaukee's Howard Avenue project were voluntarily removed from the listing of recommended projects in favor of funding the City of Milwaukee's 92nd St project, the City of Oak Creek's S. 5th Avenue project, and the City of Greenfield's W. Edgerton Avenue project. The Committee had also prioritized the City of Milwaukee's Humboldt Boulevard project for years 2019-2020 STP-M funding.

^c Includes \$520,267 in STP-M funding received by the City of Greenfield for a joint project with the City of Milwaukee located along a shared municipal border.

^d Subsequent to its approval for STP-M funding, the City of Milwaukee's W. Vliet Street project was dropped and the funding was transferred to two other City of Milwaukee projects—the W. Layton Avenue project between S. 27th Street and S. Howell Avenue and the Teutonia Avenue project between W. Groeling Avenue and W. Garfield Avenue. The construction of this project was later approved by the Milwaukee TIP Committee for additional FFY 2022 STP-M funding made available from the BIL legislation.

^e The City of Wauwatosa's proposed project to replace pavement on W. North Avenue between N. 95th St and N. 73rd St was recommended for partial funding (36 percent of the total requested \$14,459,423) in the most recent funding cycle.. Subsequent to the approval of STP-M funding for this project, the City of Wauwatosa transferred \$1,168,500 in STP-M funding to its W. North Avenue project between N. Mayfair Road (STH 100) and N. 95th Street.

^f The City of West Allis' proposed project to reconstruct W. National Avenue between S. 95th Street and S. 108th Street (STH 100) was recommended for partial funding (36 percent of the total requested \$12,398,640) in the most recent funding cycle.

^g Subsequent to the approval of STP-M funding for this project, Waukesha County transferred \$5,189,000 in STP-M funding to its CTH O project between CTH I and CTH ES.

annually. Implementation of these projects would improve the condition of about 62 miles, or 5.3 percent of the 1,176 total miles, of county/local arterials in the Milwaukee urbanized area and about 182 lane-miles, or 5.9 percent of the 3,062 total miles, of county/local arterials in the urbanized area.

As shown on Table 4, reconstruction projects represented a majority (57.7 percent) of years 2015-2027 STP-M funding recommended for highway projects, and resurfacing/reconditioning and capacity expansion projects represented 27.8 and 14.5 percent, respectively. As shown on Figure 2, the distribution of STP-M funding for the three project categories has changed over the funding cycles. Reconstruction projects consistently received the most funding each cycle. However, while resurfacing/reconditioning and capacity expansion projects initially received about the same amount of funding in the first three funding cycles, the amount of funding capacity expansion projects has been dramatically reduced to zero in the latest two cycles. This is mostly a function of a lack of capacity expansion type projects applying for funding.

Table 5 identifies the 13 sponsors that have had projects recommended for funding and the total amount of STP-M funding recommended. Since 2013, about 64.6 percent of the funding has been recommended for projects in Milwaukee County, including 37.9 percent recommended for projects in the City of Milwaukee, and 35.4 percent has been recommended for projects in Waukesha County. No projects in Ozaukee, Washington, and Racine Counties have been recommended for years 2015-2027 STP-M funding. If the first funding cycle (covering years 2015-2018) was excluded, about 60.2 percent of the funding was recommended for projects in Milwaukee County, including 32.8 percent recommended for projects in the City of Milwaukee, and 39.8 percent was recommended for projects in Waukesha County. Table 6 shows each county's proportionate share of year 2010 population, total year 2050 planned county and local arterial lane-miles, and the current year total vehicle-miles traveled (VMT) on the existing arterial streets and highways within the Milwaukee urbanized area. The proportionate share of funding recommended for projects in Milwaukee County, Waukesha County, and the City of Milwaukee are consistent with each sponsor's share of the three categories presented in Table 6.

Smaller Sponsor Set-aside

The small sponsor set-aside has been utilized for three funding solicitations—the years 2023-2025 cycle, the years 2026-2027 cycle, and for the additional FFY 2023-2026 funding from the BIL legislation. Under the smaller sponsor set-aside, a total of five projects were recommended for \$15.5 million of years 2023-2027 STP-M funding. Implementation of these projects would improve the pavement condition of about 4.2 miles and 11.4 lane-miles of arterial roadway.

Evaluation Criteria

Commission staff reviewed how projects recommended for funding performed for each of the four original criteria that were utilized as part of the STP-M evaluation and prioritization process—measure of pavement condition, measure of use, measure of connectivity, and measure of function. Specifically, the review focused on resurfacing/reconditioning and reconstruction projects, as they represented about 85 percent of the projects recommended and because of the limited number of capacity expansion projects that have applied for STP-M funding in recent years. Additionally, because the evaluation and prioritization process utilized for the years 2015-2018 STP-M funding cycle included the county/community equity as a secondary criterion that was removed from the evaluation process for subsequent funding cycles, the years 2015-2018 STP-M projects were treated separate from projects from the other funding cycles in the analysis.

Measure of Pavement Condition Criterion

Figure 3 shows a comparison of the resurfacing/reconditioning and reconstruction projects that had or did not have an average pavement condition that resulted in the resurfacing/reconditioning and reconstruction projects to receive full points for the criterion—a PASER rating of 4 or lower for resurfacing/reconditioning projects and 3 or lower for reconstruction projects. For the years 2019-2027

Table 4

Amount of Years 2015-2027 STP-M Funding Historically Recommended for Each Project Type

Funding Cycle	Resurfacing/Reconditioning Projects		Reconstruction Projects		Capacity Expansion		Total Federal Cost
	Federal Cost	Percent of Total	Federal Cost	Percent of Total	Federal Cost	Percent of Total	
2015-2018	\$11,290,058	13.7	\$54,527,965	66.3	\$16,426,400	20.0	\$82,244,423
2019-2020	7,604,400	22.3	17,980,400	52.8	8,470,002	24.9	34,054,802
2021-2022	8,804,630	24.4	16,613,126	46.1	10,611,622	29.5	36,029,378
2023-2025	29,545,533	39.0	39,399,465	52.0	6,895,320	9.1	75,840,318
2026-2027	14,111,191	37.1	23,967,768	62.9	--	--	38,078,959
BIL 2023-2026	9,777,033	37.8	16,057,179	62.2	--	--	25,834,212
Total	\$81,132,845	27.8	\$168,545,903	57.7	\$42,403,344	14.5	\$292,082,092

Figure 2
Percentage of STP-M Funding Recommended for Three
Highway Project Categories: 2015-2027

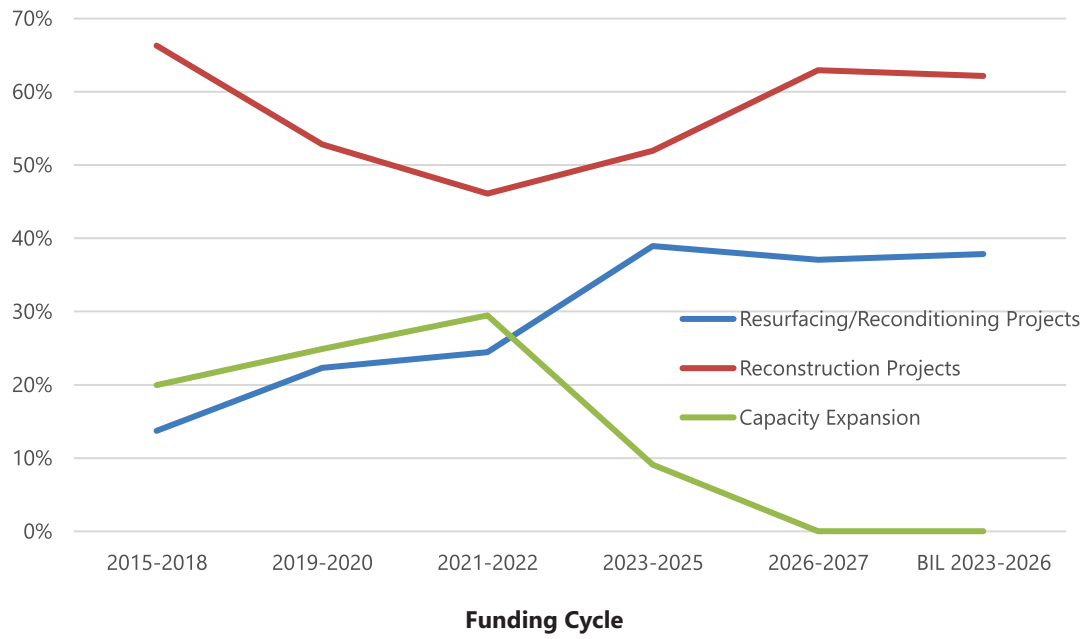


Table 5
Cumulative Amount of Years 2015-2027 STP-M Funding Recommended for
County/Community Highway Projects by Project Sponsor

County	Sponsor	Cumulative Amount Approved in STP-M Funding	
		Federal Amount	Percent of Total
Milwaukee	Milwaukee County	23,808,000	8.2
	Village of Greendale	2,070,165	0.7
	City of Greenfield	6,723,039	2.3
	City of Milwaukee	110,062,742	37.7
	City of Oak Creek	4,650,000	1.6
	City of Wauwatosa	12,439,683	4.3
	City of West Allis	26,014,394	8.9
	Village of West Milwaukee	2,989,831	1.0
	Milwaukee County Subtotal	188,757,854	64.6
Waukesha	Waukesha County	73,162,240	25.0
	City of Brookfield	13,678,624	4.7
	Village of Menomonee Falls	5,806,636	2.0
	City of Muskego	2,679,778	0.9
	City of Waukesha	7,996,960	2.7
	Waukesha County Subtotal	103,324,238	35.4
Total		292,082,092	100.0

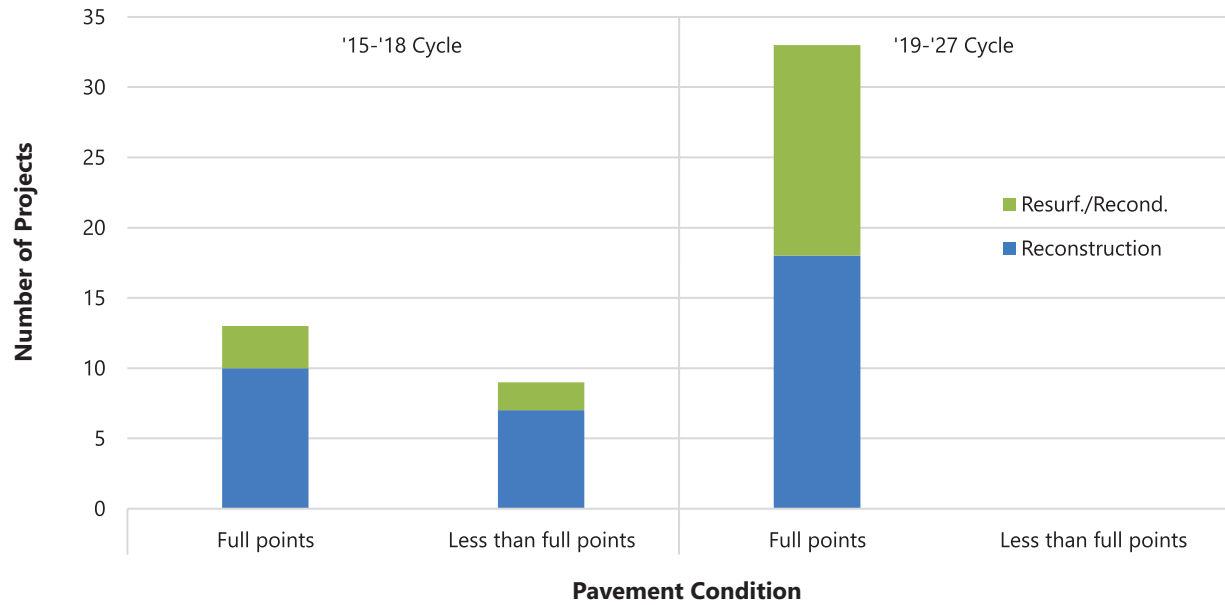
Table 6
Proportionate Share of Population and the County/Local Arterial Streets, Highway System Planned Lane-Miles, and Existing Vehicle-Miles Travelled within the Milwaukee Urbanized Area for Milwaukee, Waukesha, Ozaukee, Washington, and Racine Counties, and The City Of Milwaukee

Category	Milwaukee County	Waukesha County	Ozaukee County	Washington County	Racine County	City of Milwaukee
Population	68.7	24.2	4.7	1.7	0.6	43.2
Planned Lane-miles of County/Local Arterials	49.6	38.5	8.5	2.7	0.5	25.9 ^a
Vehicle-miles Traveled on Existing County/Local Arterials	58.0	34.7	5.1	1.9	0.2	30.5 ^a

^a Includes only roadway facilities currently under the jurisdiction of the City of Milwaukee.

Source: U.S. Census Bureau and SEWRPC.

Figure 3
Comparison of the Points Received for Approved Resurfacing/Reconditioning and Reconstruction Projects for Years 2015-2027 STP-M Funding Under the Measure of Condition Criterion



STP-M projects, all of the resurfacing/reconditioning and reconstruction projects recommended for funds received the full 50 points for this criterion.

Measure of Use Criterion

Figure 4 shows a comparison of the estimated average weekday traffic volume and transit ridership (AWDT+) per lane for the resurfacing/reconditioning and reconstruction projects recommended for funds. For the years 2019-2027 STP-M projects, about 44 percent had an AWDT+ per lane that resulted in the resurfacing/reconditioning and reconstruction projects receiving the full 20 points for the criterion. Additionally, most projects (about 91 percent) had an AWDT+ per lane of at least 4,500 or more (receiving at least 12 out of 20 points), which is equivalent to about a two-lane roadway volume of 9,000 AWDT. Two of the three projects that were below 4,500 AWDT+ per lane were recommended for funds from the smaller sponsor set-aside.

Measure of Connectivity Criterion

Figure 5 shows a comparison of the continuous length of the roadways for the resurfacing/reconditioning and reconstruction projects recommended for funds. For the years 2019-2027 STP-M projects, 74 percent were on a roadway that had a length of 10 miles or more to receive the full 10 points for the criterion. Most of the recommended projects (94 percent) had a length of at least 6 miles (receiving at least 6 out of 10 points), which is the width/height of a traditional township. One of the two projects that were on roadways with a length of less than 6 miles were recommended for funds from the smaller sponsor set-aside.

Measure of Function Criterion

Figure 6 shows a comparison of the functional classification of the roadways for the resurfacing/reconditioning and reconstruction projects recommended for funds. For the years 2019-2027 STP-M projects, 53 percent of the projects were located on roadways functionally classified as a principal arterial, receiving the full 15 points for the criterion. All of the projects that were recommended for funds were located on a roadway functionally classified as either a principal or minor arterial (receiving at least 10 out of 15 points)—that is, none were functionally classified as a collector.

* * *

Figure 4
Comparison of the Average Weekday Traffic Volume and Transit Ridership for Approved Resurfacing/Reconditioning and Reconstruction Projects for Years 2015-2027 STP-M Funding Under the Measure of Use Criterion

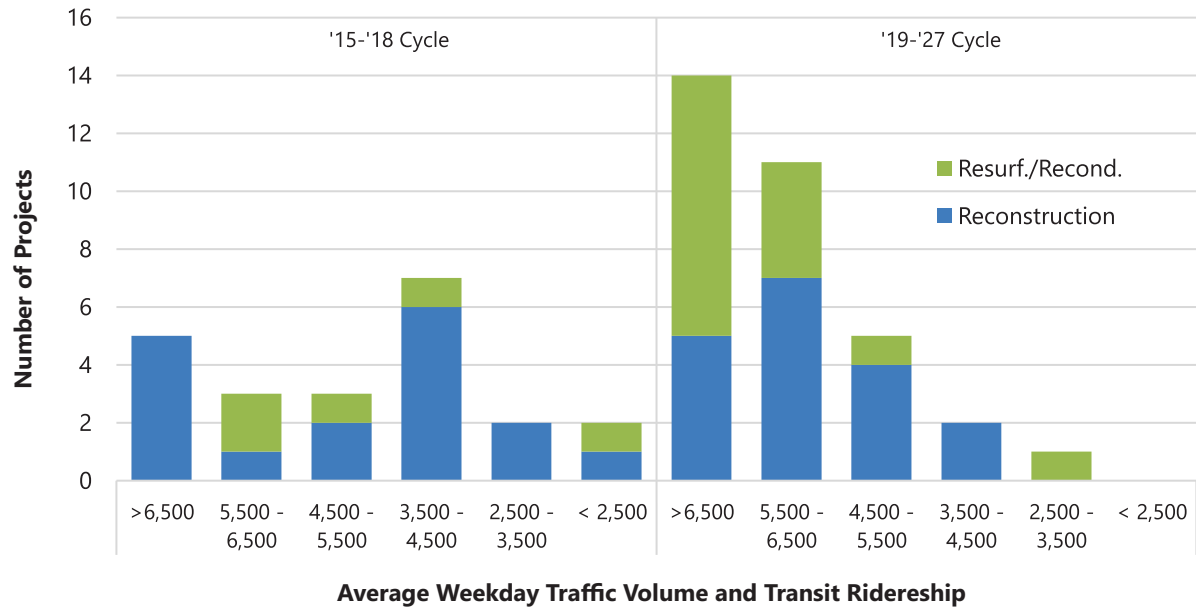


Figure 5
Comparison of the Continuous Length of the Roadways for Approved Resurfacing/
Reconditioning and Reconstruction Projects for Years 2015-2027 STP-M Funding Under
the Measure of Connectivity Criterion

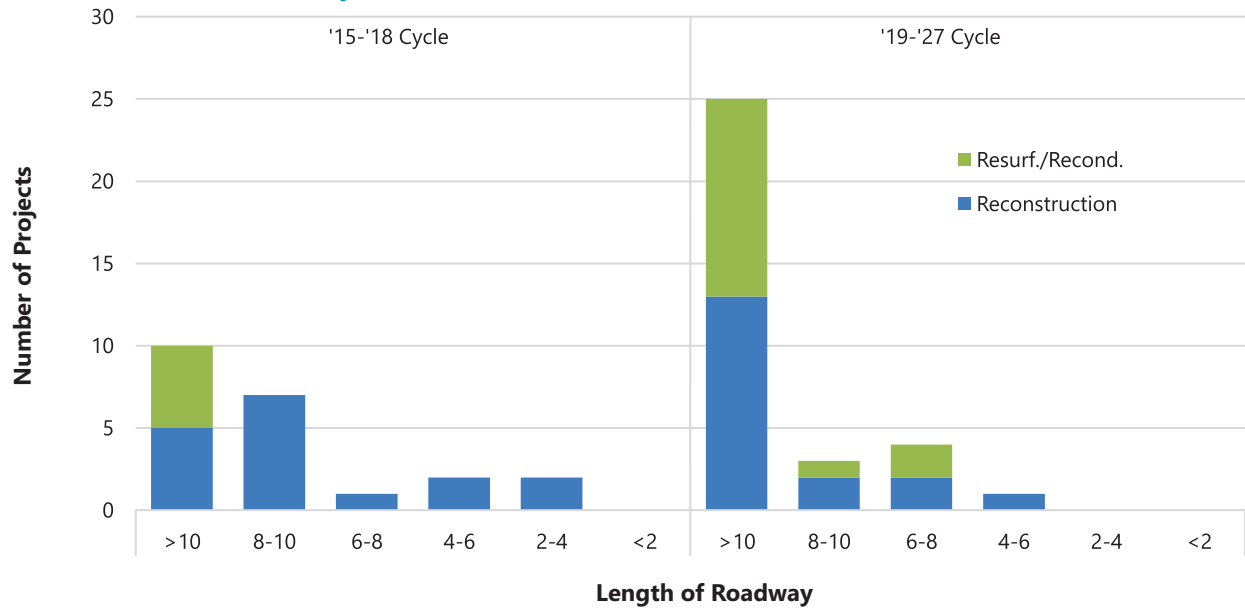


Figure 5
Comparison of the Functional Classification of the Roadways for Approved Resurfacing/Reconditioning and Reconstruction Projects for Years 2015-2027 STP-M Funding Under the Measure of Function Criterion

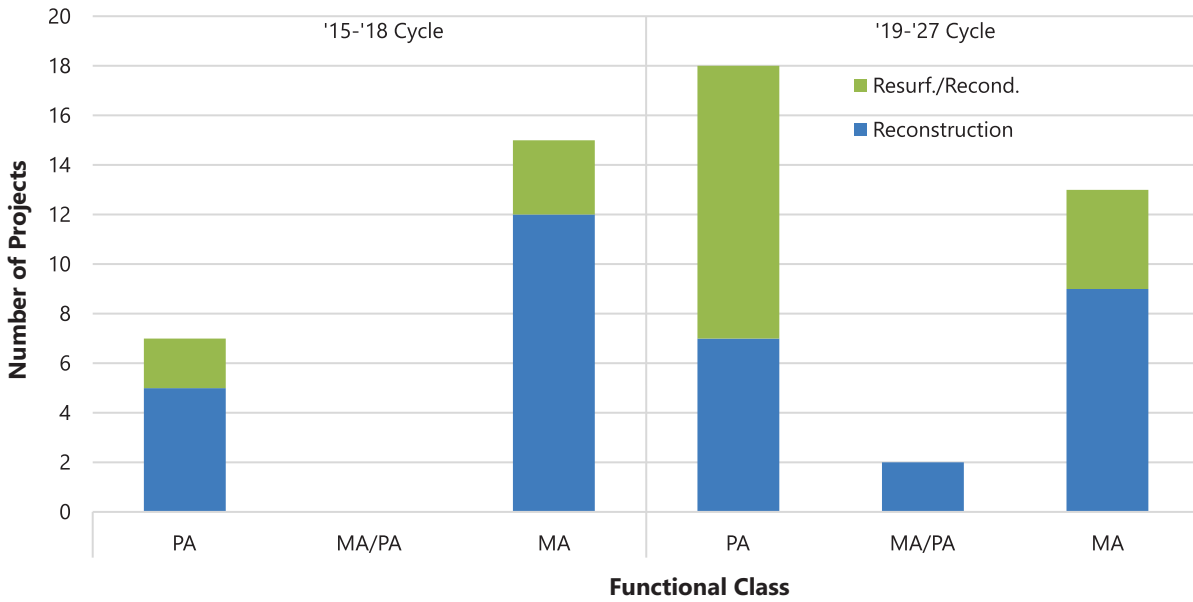


Exhibit A

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 at least 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 projects, reconstruction to same capacity projects and capacity expansion projects. In addition, this exhibit summarizes the process to be utilized to prioritize projects having the same score.

EVALUATION CRITERIA

1. **Measure of Pavement Condition** – The score for this criterion is 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 is used for all evaluation categories with resurfacing/reconditioning projects and 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 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 receive a score based on the average pavement condition score received by the capacity expansion projects entailing the reconstruction with additional traffic lanes. A project sponsor may request that Commission staff evaluate the condition of the pavement prior to the implementation of a maintenance overlay. The condition of the pavement prior to the maintenance overlay is used in the evaluation of the candidate project.

2. **Measure of Use** – The score for this criterion is 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 all evaluation categories with resurfacing/reconditioning projects and reconstruction to same capacity projects receiving a maximum of 20 points and capacity expansion projects receiving a maximum of 5 points. The points received by a candidate project under this evaluation criterion are determined by the ranges of average weekday traffic and transit ridership per lane listed in Table B-4.

The traffic volumes for existing facilities are 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 is developed by Commission staff utilizing the Commission’s travel simulation models that were used in the development and evaluation of the year 2050 regional transportation plan.

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

3. **Measure of Connectivity** – The score for this criterion is based on the length of the route along which the project is located. The length of route is measured by Commission staff based on the continuous length of the arterial facility. This evaluation criterion is used for all evaluation categories with projects receiving a maximum of 10 points. Table B-5 shows how the points is received by a candidate project for the length of route criterion.

Table B-5
Scoring for Length of Route Criterion

Continuous Length	Points
10 or more miles	10
8.0 to 9.9 miles	8
6.0 to 7.9 miles	6
4.0 to 5.9 miles	4
2.0 to 3.9 miles	2
Less than 2.0 miles	0

4. **Measure of Function** – The score for this criterion is based on the current functional classification of the roadway. The current functional classification (principal arterial, minor arterial, and collector) is determined by the functional classification developed by WisDOT, reviewed by SEWRPC, and approved by FHWA. This evaluation criterion is used for all evaluation categories with resurfacing/reconditioning projects and 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 is received by a candidate project for the functional classification criterion.

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 is based on the latest five-year average crash rate along the candidate project. This criterion is used for all evaluation categories with resurfacing/reconditioning and reconstruction to same capacity projects receiving a maximum of 5 points and capacity expansion projects receiving a maximum of 15 points. For this criterion, the latest five-year average crash rate for candidate projects is estimated using crash data available for the years 2015 through 2019 from the Wisconsin Traffic Operations and Safety Laboratory (TOPSLAB) and the current average daily traffic volume along the projects. The estimated crash rates for each project includes intersection and non-intersection crashes that have occurred along the roadway within the project limits, excluding crashes involving deer and crashes where the driver condition¹ is a contributing factor. In addition, intersection-related crashes at intersections that are adjacent to, but not within, the project limits are also not included in the crash rates for the project. These candidate projects receive points under this criterion based on the percentage that the average five-year crash rate for the project is of the urbanized area crash rate for arterial roadways with an urban or a rural cross-section, as shown on Table B-7. The five-year crash rates for projects involving new facilities is developed by estimating the five-year crash rates of adjacent existing arterial facilities.

6. **Measure of Congestion** – The points for this criterion are based on the existing and forecast average volume-to-capacity ratio along the candidate project. This criterion is used for only the capacity expansion projects with such projects receiving a maximum of 40 points. For this criterion, the ratio of the existing and forecast average weekday traffic volumes along the candidate roadway project to the estimated surface arterial facility design capacity (provided in Table B-8) is calculated. The forecast average weekday traffic volumes for these projects would be calculated by Commission staff utilizing the travel demand model used to develop the year 2050 regional transportation plan. Tables B-9a and B-9b show how the points are received under this criteria by candidate capacity expansion projects.

¹ A crash resulting from driver condition is defined as crash where there was an observed physical impairment of a driver caused by alcohol or drug use, a medical condition precipitating the crash (such as a seizure, blackout, diabetic reaction, heart attack, or stroke), or some other condition, as recorded on the crash report by the presiding law enforcement officers.

**Table B-7
Scoring for Safety Criterion**

Percentage of Average Rate of Arterial Roadway Crashes in the Milwaukee Urbanized Area	Average 5 year Crash Rate ^a (Crashes per 100,000,000 vehicle-miles travelled)		Points	
	Urban Cross-Section ^b	Rural Cross-Section ^c	Resurfacing/ Reconditioning/ Reconstruction (to same capacity) Projects	Capacity Expansion Projects
175 or more	853.3 or more	275.1 or more	5	15
150 to 174	731.4 to 853.2	235.8 to 275.0	4	12.5
125 to 149	609.5 to 731.3	196.5 to 235.7	3	10
100 to 124	487.6 to 609.4	157.2 to 196.4	2	7.5
75 to 99	365.7 to 487.5	117.9 to 157.1	1	5
50 to 74	243.8 to 365.6	78.6 to 117.8	0.5	2.5
Less than 50	Less than 243.8	Less than 78.6	0	0

^a Crash rates exclude crashes involving deer and crashes where the driver condition is a contributing factor in the crash. Driver condition is defined as any observed physical impairment of a driver caused by alcohol or drug use, a medical condition precipitating the crash (such as seizure, black out, diabetic reaction, heart attack, and stroke), or some other condition, as recorded on the crash report by the presiding law enforcement officers.

^b Based on the years 2015-2019 average annual crash rate of 487.6 crashes per 100,000,000 vehicle-miles travelled for the arterial roadways within the Milwaukee urbanized area with an urban cross-section (with curb and gutter).

^c Based on the years 2015-2019 average annual crash rate of 157.2 crashes per 100,000,000 vehicle-miles travelled for the arterial roadways within the Milwaukee urbanized area with a rural cross-section (with shoulders and culverts).

**Table B-8
Estimated Surface Arterial Facility Design Capacity^a**

Surface Arterial Facility Type	Design Capacity (vehicles per 24 hours)
Two-lane.....	14,000
Four-lane Undivided	18,000
Four-lane with Two-way Left Turn Lane	21,000
Four-lane Divided.....	27,000
Six-Lane Divided.....	38,000
Eight-Lane Divided	50,000

^a 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. 55, VISION 2050 – A Regional Land Use and Transportation Plan for Southeastern Wisconsin.)

Table B-9a
Scoring For Current Volume-To-Capacity Ratio Criterion^a

Volume-to-Capacity Ratio	Points
1.40 or more	20
1.20 to 1.39	15
1.00 to 1.19	10
0.80 to 0.99	5
Less than 0.80	0

^a The current level of congestion for projects involving existing facilities is developed based on the most recent traffic count reported by WisDOT. For new facilities, the current level of congestion is developed by estimating the level of congestion of adjacent existing arterial facilities under current conditions.

Table B-9b
Scoring For Forecast Volume-To-Capacity Ratio Criterion^a

Volume-to-Capacity Ratio	Points
1.40 or more	20
1.20 to 1.39	15
1.00 to 1.19	10
Less than 1.00	0

^a The forecast level of congestion for both existing and new facilities is developed by Commission staff utilizing the Commission's travel simulation models that were used in the development and evaluation of VISION 2050—the year 2050 regional land use and transportation plan. For new facilities, the forecast level of congestion is developed by estimating the level of congestion of adjacent existing arterial facilities under forecast conditions.

Points under this criterion can 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 current and forecast level of congestion for projects involving new facilities is developed by estimating the level of congestion of adjacent existing arterial facilities under current and forecast conditions.

- 7. Transit, Bicycle, and Pedestrian Accommodations** – All projects receive up to a maximum of 10 points based on the type of new transit, bicycle, and pedestrian accommodations proposed to be implemented as part of the candidate projects. The points that can be received by a project for the various accommodations is provided on Table B-10. While the total possible points received by a project could exceed 10 points, the points received under this criterion would be limited to 10 points.

Table B-10
Points for Proposed Implementation of
Transit, Bicycle, and Pedestrian Accommodations

Implementation Measure	Bonus Points
Transit Measures	
Provide new dedicated transit lane	3
Provide new transit signal priority system	1
Provide new bulb-outs at transit stops	1
Bicycle Measures	
Provide new separated adjacent bike lane/path	3
Provide new buffered bike lane	2
Provide new conventional bike lane	1
Add/widen to at least 4-feet of paved shoulders	1
Pedestrian Measures	
Add/widen to at least a 5-foot sidewalk	1
Add/widen to at least a 5-foot sidewalk that provides access to transit stops	2
Provide new pedestrian bump-outs at intersection and mid-block crosswalks	1

Note: Candidate projects receive a maximum of 10 points for the transit, bicycle, and pedestrian accommodations proposed.

8. **Job/Housing Imbalance**²– Capacity expansion projects receive 5 bonus points if the local community or communities that the project is located within is identified as having neither a projected lower nor moderate job/housing imbalance³. Map B-1 shows the local sewer communities identified as having a projected job/housing imbalance in the adopted regional housing plan. The job/housing analysis was conducted, as part of the development of the regional housing plan, for only planned sewer service areas because the local communities within these areas, as opposed to within non-sewered areas, would more likely designate extensive areas for commercial and industrial uses and for medium to high density residential

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

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

land uses, which would accommodate jobs and affordable housing, respectively. Candidate projects in non-sewered areas are not be eligible for the bonus points under this criterion. The projected job/housing imbalances are reported in the regional housing plan by regional housing analysis areas (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 as part of 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.

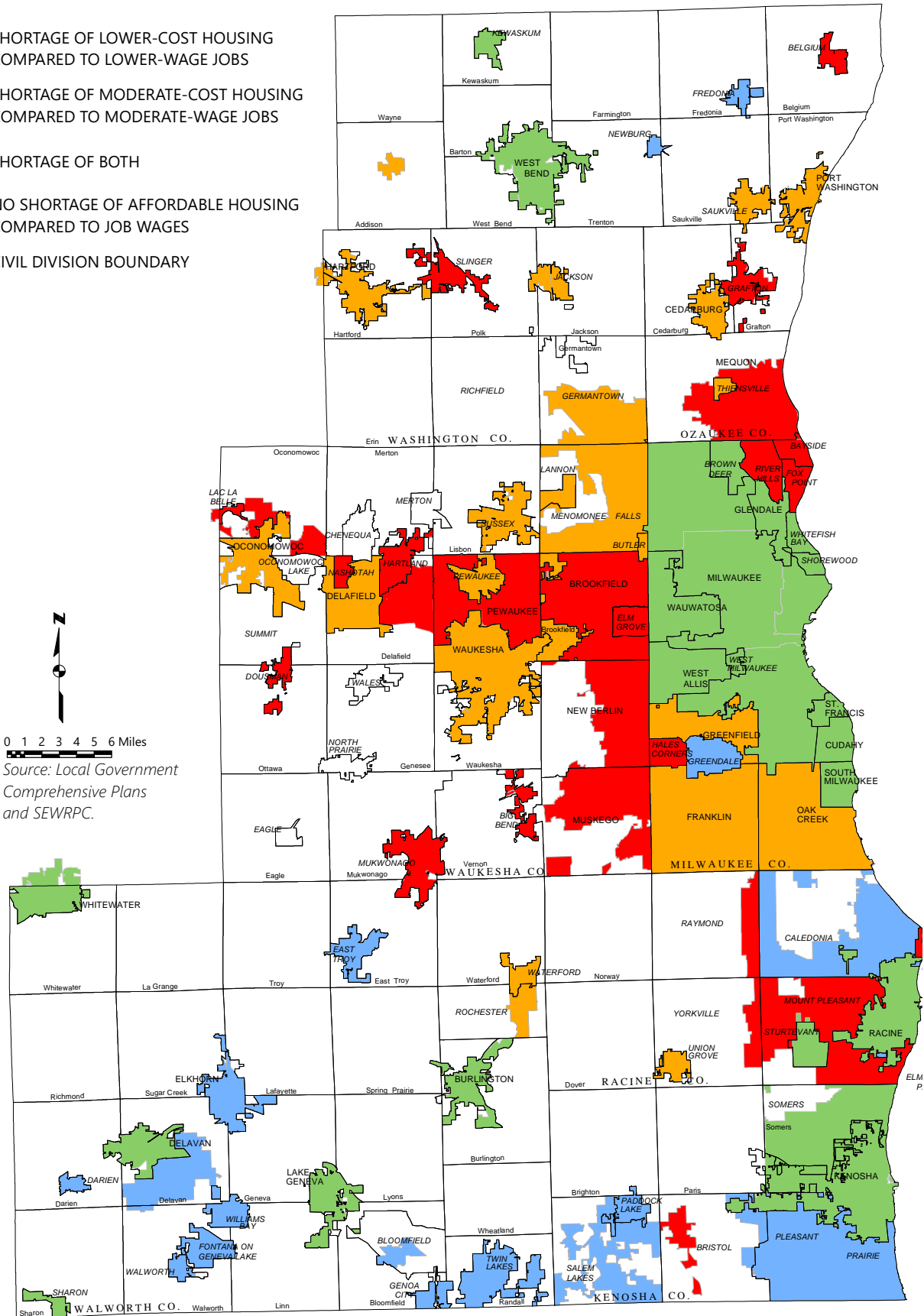
9. **Transit Accessibility** – Capacity expansion projects would receive up to a maximum of 5 bonus points depending on the level of transit service currently provided within the local community that the project is located in. Map B-2 displays the existing year 2019 local fixed-route and local demand-responsive public transit services in Southeastern Wisconsin. Table B-11 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.

PRIORITIZATION OF PROJECTS HAVING THE SAME PROJECT SCORES

The Milwaukee TIP Committee has recommended a process to prioritize projects having the same project score. For two or more projects having the same score from the same sponsor, the project priorities provided by the sponsor will be utilized to prioritize these projects. The prioritization of two or more projects having the same score from differing project sponsors is based on the proportionate share of planned lane-miles maintained by the sponsors of the projects. Specifically, such projects will be prioritized using a score developed from the ratio of the their sponsors’ share of the available highway STP-M funding as determined by the amount of planned arterial lane-miles under the sponsor’s jurisdiction (minus the amount requested by the project and any of their other projects having a higher project score) to the amount requested for these projects. The candidate project with the highest ratio would be prioritized for funding. If any of these projects are from the same projects sponsor, that subset would be evaluated in the order of the sponsor-provided priorities. In addition, the memorandum documenting the implementation of the evaluation and prioritization process would include a summary of the rationale that was utilized for review by the Committee. Figure B-1 provides an example of the calculation.

Map B-1 Projected Job/Housing Imbalances in Sewered Communities in the Southeastern Wisconsin Region: 2035









- SHORTAGE OF LOWER-COST HOUSING COMPARED TO LOWER-WAGE JOBS
- SHORTAGE OF MODERATE-COST HOUSING COMPARED TO MODERATE-WAGE JOBS
- SHORTAGE OF BOTH
- NO SHORTAGE OF AFFORDABLE HOUSING COMPARED TO JOB WAGES
- CIVIL DIVISION BOUNDARY

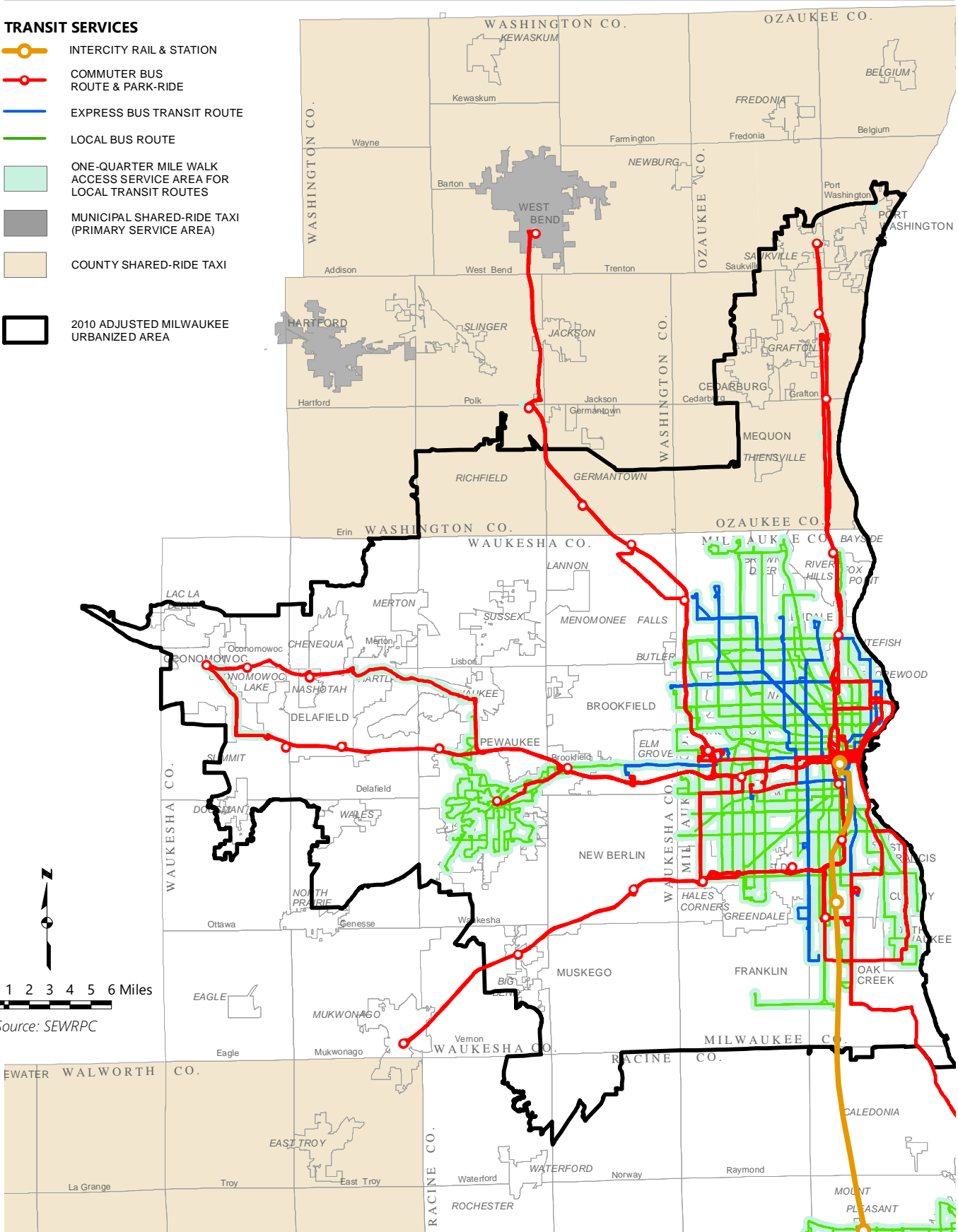


0 1 2 3 4 5 6 Miles
 Source: Local Government
 Comprehensive Plans
 and SEWRPC.

Map B-2
Fixed-Route and Demand Responsive Transit Service
Provided in the Milwaukee Urbanized Area: 2020

TRANSIT SERVICES

-  INTERCITY RAIL & STATION
-  COMMUTER BUS ROUTE & PARK-RIDE
-  EXPRESS BUS TRANSIT ROUTE
-  LOCAL BUS ROUTE
-  ONE-QUARTER MILE WALK ACCESS SERVICE AREA FOR LOCAL TRANSIT ROUTES
-  MUNICIPAL SHARED-RIDE TAXI (PRIMARY SERVICE AREA)
-  COUNTY SHARED-RIDE TAXI
-  2010 ADJUSTED MILWAUKEE URBANIZED AREA



Source: SEWRPC

Table B-11
Bonus Points for Capacity Expansion Projects
Located Within Local Communities Served by Public Transit: 2020

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 Commuter Bus Service (Both Traditional and Reverse Commute Service)	0.5 Bonus Point for Local Communities Served Only by Commuter Bus Service (Traditional Commute Service Only)
<i>Milwaukee County</i> V Brown Deer C Cudahy C Greenfield C Milwaukee C St. Francis V Shorewood C South Milwaukee C Wauwatosa C West Allis V West Milwaukee V Whitefish Bay <i>Waukesha County</i> C Waukesha	<i>Milwaukee County</i> V Bayside V Fox Point C Franklin C Glendale V Greendale C Oak Creek <i>Waukesha County</i> C Brookfield T Brookfield V Butler V Elm Grove C Pewaukee V Pewaukee	<i>Ozaukee County</i> C Cedarburg T Cedarburg V Grafton T Grafton C Mequon C Port Washington T Port Washington T Saukville V Saukville V Thiensville <i>Washington County</i> V Germantown V Richfield	<i>Milwaukee County</i> V River Hills <i>Waukesha County</i> V Menomonee Falls	<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 Summit T Vernon T Waukesha

**Map B-3
 Bonus Points for Capacity Expansion Projects Located
 Within Local Communities Served by Public Transit**

- 5 BONUS POINTS FOR LOCAL COMMUNITIES SERVED BY LOCAL-FIXED ROUTE SERVICE SUCH THAT THE ENTIRE COMMUNITY WOULD BE WITHIN THE TRANSIT SERVICE AREA
- 2 BONUS POINTS FOR LOCAL COMMUNITIES SERVED BY LOCAL-FIXED ROUTE SERVICE WHERE ONLY A SMALL PORTION OF THE COMMUNITY IS WITHIN THE TRANSIT SERVICE AREA
- 3 BONUS POINTS FOR LOCAL COMMUNITIES SERVED BY COUNTY AND/OR LOCAL SHARED-RIDE TAXI
- 1 BONUS POINT FOR LOCAL COMMUNITIES SERVED ONLY BY RAPID COMMUTER BUS SERVICE FOR TRADITIONAL AND REVERSE COMMUTES
- 0.5 BONUS POINT FOR LOCAL COMMUNITIES SERVED ONLY BY RAPID COMMUTER BUS SERVICE FOR TRADITIONAL COMMUTES
- 2010 ADJUSTED MILWAUKEE URBANIZED AREA

