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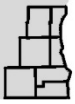

MEMORANDUM

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: February 28, 2024

SUBJECT: EVALUATION AND PRIORITIZATION OF CANDIDATE PROJECTS FOR YEARS 2028-2029 FEDERAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM—MILWAUKEE URBANIZED AREA (STP-M) FUNDING AND RECOMMENDATION OF CANDIDATE PROJECTS

In 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 revised 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. These procedures were approved by the Milwaukee TIP Committee on May 7, 2013, and were utilized that year to evaluate and recommend candidate projects for years 2015-2018 STP-M funding. The Milwaukee TIP Committee considered and approved changes to the procedures for evaluating, prioritizing, and recommending candidate projects for STP-M funding at its meeting on June 24, 2015, on October 3, 2019, on October 11, 2021, and on September 28, 2023. This document provides a description of the procedures approved by the Committee for evaluating, prioritizing, and recommending projects for 2027-2028 STP-M funding. [1]

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—including those County and local arterials on the National Highway System—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

[1] *WisDOT generally describes each funding cycle based on all 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.*

plans are not recommended to be eligible for STP-M funds. The Milwaukee TIP Committee had 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 street and highways and public transit based upon the relative proportion of capital needs of each mode as determined in the regional transportation plan. However, at its meeting held on September 28, 2023, the Committee recommended that, since Milwaukee urbanized area transit operators utilize their allocation of FTA Section 5307 funds for operation purposes, the initial distribution of STP-M funds to transit projects be no longer based on the longstanding procedure of combining STP-M and MUA FTA Section 5307 funding and distributing those funds between transit and highway projects based on their relative need identified in VISION 2050. Rather, the initial distribution of STP-M funds to transit projects would be done in the same manner as highway projects, as described in the subsequent section entitled, Initial Distribution of Available Funds to the Project Categories.

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 be ineligible for use of STP-M funds. In addition, the Committee 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.

EVALUATION OF CANDIDATE PROJECTS

In October 2023, local communities within the Milwaukee urbanized area submitted candidate arterial street and highway projects for consideration for 2028-2029 Federal funding. The WisDOT Southeast Region staff has reviewed the projects to assure that the schedule and cost estimate for each project is reasonable. A total of 39 candidate projects—including two transit projects—requesting a total of 263,315,817 in years 2028-2029 STP-M funds were submitted, as listed in Table 1.

Under the procedures developed by the Milwaukee TIP Committee, candidate resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects (widenings 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 120 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 120 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.

Table 3 summarizes the application of the project evaluation criteria for each candidate project based on the methodology established for the three project categories—resurfacing/reconditioning, reconstruction to same capacity, and capacity expansion. The table includes two projects that the Milwaukee TIP Committee, at its May 22, 2023, meeting recommended be partially funded with the additional FFY

Table 1
Candidate Local Government Projects for Years 2028-2029 STP-M Funding

Project Sponsor	Project Sponsor Priority	Project ID	Project Description	Project Type	Federal Funding Requested				
					Preliminary Engineering	Real Estate Acquisition	Construction	Other	Total
City of Brookfield	1	01-01	Reconstruction with Additional Lanes of Calhoun Road from CTH M to STH 190	Capacity Expansion			612,000		612,000
	2	01-02	Reconditioning of Lily Rd from Burleigh Rd to North Ave	Resurf/Recond	272,000		978,000		1,250,000
Town of Cedarburg	1	02-01	Pavement Replacement of Covered Bridge Road between STH 60 to Pleasant Valley Rd	Resurf/Recond	246,880		1,066,580		1,313,460
City of Glendale	1	03-01	Reconstruction of W Silver Spring Dr from N 27th St to Milwaukee River Parkway[1]	Reconstruction			3,916,160		3,916,160
Village of Greendale	1	04-01	Reconditioning of Southway/Ramsey between Broad St and S 51st St	Resurf/Recond	600,000		4,417,720		5,017,720
City of Greenfield	1/2	05-01	Reconditioning of S 84th St between IH 41/IH 894 and W Cold Spring Rd	Resurf/Recond	424,240		2,020,978		2,445,218
Village of Lannon	1	06-01	Reconstruction of Good Hope Rd between CTH V and CTH F	Reconstruction	644,000		4,258,865		4,902,865
Milwaukee County	--	07-01	Purchase of 60 replacement buses	Transit				31,464,000	31,464,000
	1/2/3	07-02	Reconstruction of W Silver Spring Dr (CTH E) between 124th St and Appleton Ave	Reconstruction	1,140,000	560,000	8,340,000		10,040,000
	4/5/6	07-03	Reconditioning of W College Ave (CTH ZZ) between S 26th St and S Howell Ave	Resurf/Recond	852,000	560,000	5,732,000		7,144,000
	7/8/9	07-04	Reconditioning of W Beloit Rd (CTH T) between STH 100 (S. 108th St) and W Oklahoma Ave (CTH NN)	Resurf/Recond	880,000	464,000	6,196,400		7,540,400
	10/11/12	07-05	Reconstruction of S 76th St (CTH U) between S Layton Ave (CTH Y) and Howard Ave	Reconstruction	848,400	480,000	6,136,000		7,464,400
	13/14/15	07-06	Reconditioning of W Hampton Ave (CTH EE) between N 91st St and N 76th St	Resurf/Recond	924,000	436,000	6,380,400		7,740,400
	16/17/18	07-07	Reconstruction of W Forest Home Ave (CTH OO) between W Speedway Dr and S 108th St	Reconstruction	820,000	472,000	5,060,000		6,352,000
	19/20/21	07-08	Reconstruction of S 13th St (CTH V) between W Oakwood Dr and W Puetz Rd	Reconstruction	932,000	592,000	6,040,000		7,564,000
City of Milwaukee	1/2	08-01	Reconstruction of N Teutonia Ave from W Mill Rd to W Good Hope Rd	Reconstruction	981,048		6,828,960		7,810,008
	3/4	08-02	Reconditioning of S. 6th St between W. Layton Ave and W. Howard Ave	Resurf/Recond	668,974		4,526,544		5,195,518
	5/6	08-03	Reconditioning of W. Lincoln Ave between S. 43rd St and S. 34th St	Resurf/Recond	612,894		3,034,898		3,647,792
	7/8	08-04	Reconstruction of W. Vliet St between N. 46th St and N. 27th St	Reconstruction	1,407,360		9,954,342		11,361,702
	9/10	08-05	Reconstruction of S. 16th St between W. Windlake Ave and W. Oklahoma Ave	Reconstruction	1,140,160		7,964,301		9,104,461
	11/12	08-06	Reconditioning of W. Bradley Rd between N. 76th St (STH 181) and N. 66th St	Resurf/Recond	421,040		1,776,432		2,197,472
	13/14	08-07	Reconstruction of W. Howard Ave between S. 60th St and S. 43rd St	Reconstruction	1,275,440		8,992,284		10,267,724
	15/16	08-08	Reconditioning of N. 107th St between W. Good Hope Rd (CTH PP) and W. Brown Deer Rd (STH 100)	Resurf/Recond	1,113,120		7,799,258		8,912,378
City of Oak Creek	1	09-01	Reconstruction of E Drexel Avenue between S Howell Avenue and S Long Meadow Drive	Reconstruction	401,826		1,880,546		2,282,373
Washington County	1	10-01	Pavement replacement of CTH Y between County Line Rd and STH 175	Resurf/Recond	491,200		2,608,000		3,099,200

Table 1 (continued)

Project Sponsor	Project Sponsor Priority	Project ID	Project Description	Project Type	Federal Funding Requested				
					Preliminary Engineering	Real Estate Acquisition	Construction	Other	Total
Waukesha County	1	11-01	Reconstruction with Additional Lanes of Moorland Rd from CTH HH (College Ave) to Grange Ave	Capacity Expansion			10,740,280		10,740,280
	2	11-02	Reconditioning of CTH ES (National Ave) from STH 164 to CTH U (Guthrie Dr)	Resurf/Recond	533,600	119,200	3,897,600		4,550,400
City of Waukesha	1	12-01	Purchase 3 fixed route buses	Transit				1,750,400	1,750,400
	2/3	12-02	Reconstruction of Silvernail Rd between STH 318 (Meadowbrook Rd) and University Dr	Reconstruction	646,480		3,546,400		4,192,880
	4/5	12-03	Reconstruction of N University Dr between Summit Ave and Northview Rd	Reconstruction	643,200		3,488,000		4,131,200
	6/7	12-04	Reconstruction of N Moreland Blvd between Summit Ave and Delafield St	Reconstruction	216,000		1,420,000		1,636,000
	8/9	12-05	Resurfacing of S East Ave between STH59/164 and W Sunset Dr	Resurf/Recond	177,200		1,240,000		1,417,200
City of Wauwatosa	1	13-01	Pavement Replacement of W North Ave between N 95th St and N 73rd St	Resurf/Recond			15,294,353		15,294,353
	2	13-02	Reconstruction of Harwood Ave/Watertown Plank between N 86th St and Glenview Ave (STH 181)	Reconstruction	838,143		5,488,000		6,326,143
	3	13-03	Pavement Replacement of Burleigh St between IH 41 and N 124th St	Resurf/Recond	737,684		6,115,588		6,853,272
	4	13-04	Reconstruction of N. 124th St between W. Burleigh St and W. Capitol Dr (STH 190)	Reconstruction	2,202,960		14,765,964		16,968,924
	4	13-05	Resurfacing of N. 124th St between W. North Ave and W. Burleigh St	Resurf/Recond	803,360		7,555,200		8,358,560
City of West Allis	1	14-01	Reconstruction of W. National Ave between S. 95th St and S. 108th St (STH 100)	Reconstruction			8,012,571		8,012,571
Village of West Milwaukee	1	15-01	Reconstruction of W Beloit Rd between S 56th St and W Greenfield Ave	Reconstruction	548,000		3,890,384		4,438,384
				Total	24,443,209	3,683,200	201,975,009	33,214,400	263,315,817

Source: Wisconsin Department of Transportation and SEWRPC

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 Freight Use	10	10
Measure of Congestion – Volume-to-Capacity Ratio	- -	40
Proposed Implementation of Transit, Bicycle, and Pedestrian Measures	10	10
Subtotal	120	120
Bonus Points for Projects in Communities Having:		
– Job/Housing Balance	- -	5
– Transit Accessibility	- -	5

2023-2026 STP-M funding, and prioritized years 2028-2029 STP-M funding. Even though these projects have been approved for funding, the Committee has previously requested that such projects be scored along with the other candidate STP-M funding for informational purposes. In addition, there were two projects that were evaluated that were functionally classified as collector facilities and were not located on the planned arterial street and highway system. While such projects are eligible for STP funding, they have been considered ineligible for STP-M funding by the Milwaukee TIP Committee based on historically high demand and limited funding availability. An evaluation score was determined for each of these projects since the sponsors of these projects do not typically apply for STP-M funding. However, none of these projects received an evaluation score above 73, the threshold for areawide significance for reconstruction to same capacity and resurfacing/reconditioning projects.

Initial Distribution of Available Transit and Highway Funds to the Project Categories

The Milwaukee TIP Committee had long recommended, as the first step in evaluating projects for STP-M funding, a procedure of combining STP-M funding and Federal Transit Administration (FTA) Section 5307 funding available to the MUA and allocate the funding between highway and transit projects based on the relative proportion of public transit capital needs and local arterial streets and highway projects as determined in the current regional transportation plan. However, at its September 28, 2023, meeting the Milwaukee TIP Committee recommended that the procedure to initially distribute STP-M funds to transit projects would no longer include the combining of FHWA and FTA funding. The distribution of STP-M funds to transit projects would instead be determined by calculating the average of the proportionate share of transit projects to all projects—transit projects, resurfacing/reconditioning projects, reconstruction projects, and capacity expansion projects (widenings and new facilities)—based on the recent historical STP-M funding for projects under each project category (Table 4) 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 (Table 5), up to a maximum of 10 percent. 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,[2] and capacity expansion projects that receive a minimum of 64.5 points

[2] 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.

[3] 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.

Table 3
Initial Evaluation of Candidate Projects for Years 2028-2029 STP-M Funding

Project Sponsor	Project Sponsor Priority	Project ID	Project Description	Project Type	Pavement Ratings (PASER Ratings)	Pavement Condition Points	Number of Traffic Lanes	Weighted Average Weekday Traffic Volume/Transit Ridership Per Lane	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Arterial Connectivity Length of Route (Miles)	Arterial Connectivity Points	Functional Classification	Weighted Average Functional Classification Points	Weighted Average Fatal/ Serious Injury Crash Rate	Cross-Section Type	Safety Points	Proposed Transit, Bicycle, and Pedestrian Accomodations	Total Transit, Bicycle, and Pedestrian Accomodation Points	Truck Trip-Ends Within Half-Mile of Projects	Freight Usage Points	Current Volume-to-Capacity Ratio	Current Congestion Points	Forecast Volume-to-Capacity Ratio	Forecast Congestion Points	Job/Housing Balance Points	Transit Accessibility Points	Total Points
City of Brookfield	1	01-01	Reconstruction with Additional Lanes of Calhoun Road from CTH M to STH 190	Capacity Expansion	3/4/6	13.65	2	6,279	5	12.3	10.0	MA	7.00	0.0	Rural	0	SW	1.00	6,334	6	0.90	5.00	1.32	15.00	2	0	64.65
City of Brookfield	2	01-02	Reconditioning of Lily Rd from Burleigh Rd to North	Resurf/Recond	4	50.00	2	2,622	8	7.7	6.0	MA	10.00	0.0	Rural	0	-	0.00	5,394	5	- -	- -	- -	- -	- -	- -	79.00
Town of Cedarburg	1	02-01	Pavement Replacement of Covered Bridge Road between STH 60 to Pleasant Valley Rd[1]	Resurf/Recond	3/5	46.91	2	84	0	0.0	0.0	CO	5.00	0.0	Rural	0	PS (partial)	0.50	1,818	1	- -	- -	- -	- -	- -	- -	53.41
City of Glendale	1	03-01	Reconstruction of W Silver Spring Dr from N 27th St to Milwaukee River Parkway	Reconstruction	4/5	35.00	4	6,223	20	16.3	10.0	PA	15.00	2.1	Urban	0	-	0.00	14,229	10	- -	- -	- -	- -	- -	- -	90.00
Village of Greendale	1	04-01	Reconditioning of Southway/Ramsey between Broad St and S 51st St[1]	Resurf/Recond	3	50.00	2/4	2,524	8	0.0	0.0	CO	5.00	0.0	Urban	0	CBL, SW (partial), PBO	2.20	6,439	6	- -	- -	- -	- -	- -	- -	71.20
City of Greenfield	1/2	05-01	Reconditioning of S 84th St between IH 41/IH 894 and W Cold Spring Rd	Resurf/Recond	4	50.00	2	3,937	12	6.2	6.0	MA	10.00	0.0	Urban	0	CBL, PBO	2.00	6,088	6	- -	- -	- -	- -	- -	- -	86.00
Village of Lannon	1	06-01	Reconstruction of Good Hope Rd between CTH V and CTH F	Reconstruction	3	50.00	2	1,605	4	16.8	10.0	MA	10.00	0.0	Urban	0	SW (partial)	0.75	2,010	2	- -	- -	- -	- -	- -	- -	76.75
Milwaukee County	1/2/3	07-02	Reconstruction of W Silver Spring Dr (CTH E) between 124th St and Appleton Ave	Reconstruction	3	50.00	4	7,376	20	16.5	10.0	PA	15.00	9.4	Urban	1	TBO, CBL (partial), SWT (partial)	2.70	14,540	10	- -	- -	- -	- -	- -	- -	108.70
Milwaukee County	4/5/6	07-03	Reconditioning of W College Ave (CTH ZZ) between S 26th St and S Howell Ave	Resurf/Recond	3/4	50.00	4	5,068	18	7.3	6.0	PA	15.00	10.9	Urban	2	CBL, SWT (partial)	1.50	10,821	10	- -	- -	- -	- -	- -	- -	102.50
Milwaukee County	7/8/9	07-04	Reconditioning of W Beloit Rd (CTH T) between STH 100 (S. 108th St) and W Oklahoma Ave (CTH NN)	Resurf/Recond	3	50.00	4	4,439	14	10.1	10.0	PA	15.00	4.8	Urban	0	CBL, SWT (partial)	2.00	9,399	9	- -	- -	- -	- -	- -	- -	100.00
Milwaukee County	10/11/12	07-05	Reconstruction of S 76th St (CTH U) between S Layton Ave (CTH Y) and Howard Ave	Reconstruction	3	50.00	4	6,186	20	17.3	10.0	PA	15.00	9.7	Urban	1	TBO, CBL	2.00	11,386	10	- -	- -	- -	- -	- -	- -	108.00
Milwaukee County	13/14/15	07-06	Reconditioning of W Hampton Ave (CTH EE) between N 91st St and N 76th St	Resurf/Recond	3	50.00	4	3,862	12	19.6	10.0	MA	10.00	10.7	Urban	2	CBL	1.00	7,365	7	- -	- -	- -	- -	- -	- -	92.00
Milwaukee County	16/17/18	07-07	Reconstruction of W Forest Home Ave (CTH OO) between W Speedway Dr and S 108th St	Reconstruction	3	50.00	4	2,862	8	21.4	10.0	MA	10.00	0.0	Rural	0	CBL, SWT (partial)	2.80	4,097	4	- -	- -	- -	- -	- -	- -	84.80
Milwaukee County	19/20/21	07-08	Reconstruction of S 13th St (CTH V) between W Oakwood Dr and W Puetz Rd	Reconstruction	3	50.00	2	3,825	12	21.2	10.0	MA	10.00	7.6	Rural	5	CBL, SW	2.00	8,411	8	- -	- -	- -	- -	- -	- -	97.00
City of Milwaukee	1/2	08-01	Reconstruction of N Teutonia Ave from W Mill Rd to W Good Hope Rd	Reconstruction	2	50.00	2	7,015	20	9.5	8.0	MA	10.00	24.4	Urban	5	SBL	3.00	8,372	8	- -	- -	- -	- -	- -	- -	104.00
City of Milwaukee	3/4	08-02	Reconditioning of S. 6th St between W. Layton Ave and W. Howard Ave	Resurf/Recond	3	50.00	2	4,159	14	9.7	8.0	MA	10.00	7.8	Urban	1	TBO, SBL (partial), SWT (partial), PBO	3.85	9,164	9	- -	- -	- -	- -	- -	- -	95.85
City of Milwaukee	5/6	08-03	Reconditioning of W. Lincoln Ave between S. 43rd St and S. 34th St	Resurf/Recond	3/4	50.00	2/4	4,742	16	8.7	8.0	MA	10.00	12.4	Urban	3	TBO, PBO	2.00	14,137	10	- -	- -	- -	- -	- -	- -	99.00
City of Milwaukee	7/8	08-04	Reconstruction of W. Vliet St between N. 46th St and N. 27th St	Reconstruction	2/3	50.00	2	3,697	12	5.6	4.0	MA	10.00	15.3	Urban	4	TBO, SBL (partial), PBO	3.00	19,072	10	- -	- -	- -	- -	- -	- -	93.00
City of Milwaukee	9/10	08-05	Reconstruction of S. 16th St between W. Windlake Ave and W. Oklahoma Ave	Reconstruction	3	50.00	2	3,948	12	5.8	4.0	MA	10.00	27.5	Urban	5	SBL (partial), PBO	3.55	16,101	10	- -	- -	- -	- -	- -	- -	94.55
City of Milwaukee	11/12	08-06	Reconditioning of W. Bradley Rd between N. 76th St (STH 181) and N. 66th St	Resurf/Recond	3	50.00	2	5,627	20	6.0	6.0	MA	10.00	0.0	Urban	0		0.00	11,016	10	- -	- -	- -	- -	- -	- -	96.00
City of Milwaukee	13/14	08-07	Reconstruction of W. Howard Ave between S. 60th St and S. 43rd St	Reconstruction	3	50.00	2	2,862	8	9.7	8.0	MA	10.00	0.0	Urban	0	SBL, PBO	4.00	7,844	7	- -	- -	- -	- -	- -	- -	87.00
City of Milwaukee	15/16	08-08	Reconditioning of N. 107th St between W. Good Hope Rd (CTH PP) and W. Brown Deer Rd (STH 100)	Resurf/Recond	4	50.00	4	4,809	16	7.5	6.0	MA	10.00	10.2	Urban	2	SWT	1.00	6,749	6	- -	- -	- -	- -	- -	- -	91.00
City of Oak Creek	1	09-01	Reconstruction of E Drexel Avenue between S Howell Avenue and S Long Meadow Drive	Reconstruction	5	35.00	2	5,732	20	8.9	8.0	MA	10.00	7.3	Urban	1	CBL, PBO	2.00	8,555	8	- -	- -	- -	- -	- -	- -	83.50
Washington County	1	10-01	Pavement replacement of CTH Y between County Line Rd and STH 175	Resurf/Recond	4	50.00	4	3,050	10	14.2	10.0	PA	15.00	9.2	Urban	1	- -	0.00	1,705	1	- -	- -	- -	- -	- -	- -	87.00
Waukesha County	1	11-01	Reconstruction with Additional Lanes of Moorland Rd from CTH HH (College Ave) to Grange Ave	Capacity Expansion	3	15.00	2	7,062	5	25.2	10.0	PA	10.00	2.4	Rural	3	PS	1.00	8,949	8	1.01	10.00	1.86	20.00	2	0	83.50
Waukesha County	2	11-02	Reconditioning of CTH ES (National Ave) from STH 164 to CTH U (Guthrie Dr)	Resurf/Recond	4	50.00	2	4,120	14	42.6	10.0	PA	15.00	11.7	Rural	5	0	0.00	1,304	1	- -	- -	- -	- -	- -	- -	95.00
City of Waukesha	2/3	12-02	Reconstruction of Silvernail Rd between STH 318 (Meadowbrook Rd) and University Dr	Reconstruction	3	50.00	2	2,836	8	2.7	2.0	MA	10.00	0.0	Rural	0	PS, SW (partial)	1.30	8,101	8	- -	- -	- -	- -	- -	- -	79.30
City of Waukesha	4/5	12-03	Reconstruction of N University Dr between Summit Ave and Northview Rd[1]	Reconstruction	3	50.00	2	856	0	0.0	0.0	CO	5.00	0.0	Urban	0	SW (partial)	0.50	5,698	5	- -	- -	- -	- -	- -	- -	60.50
City of Waukesha	6/7	12-04	Reconstruction of N Moreland Blvd between Summit Ave and Delafield St	Reconstruction	3	50.00	2	3,922	12	16.0	10.0	MA	10.00	0.0	Urban	0	- -	0.00	12,940	10	- -	- -	- -	- -	- -	- -	92.00
City of Waukesha	8/9	12-05	Resurfacing of S East Ave between STH59/164 and W Sunset Dr	Resurf/Recond	3/4	50.00	4	2,383	6	17.2	10.0	PA	15.00	0.0	Urban	0	SW (partial)	0.20	8,417	8	- -	- -	- -	- -	- -	- -	89.20
City of Wauwatosa	1	13-01	Pavement Replacement of W North Ave between N 95th St and N 73rd St[2]	Resurf/Recond	3	50.00	2/4	8,509	20	20.0	10.0	PA	15.00	10.7	Urban	2	CBL (partial), PBO	1.10	14,606	10	- -	- -	- -	- -	- -	- -	108.10
City of Wauwatosa	2	13-02	Reconstruction of Harwood Ave/Watertown Plank between N 86th St and Glenview Ave (STH 181)	Reconstruction	3	50.00	2/4	5,860	20	5.3	4.0	MA	10.00	9.7	Urban	1	SBL	3.00	13,787	10	- -	- -	- -	- -	- -	- -	98.00
City of Wauwatosa	3	13-03	Pavement Replacement of Burleigh St between IH 41 and N 124th St	Resurf/Recond	3	50.00	4	4,816	16	8.6	8.0	MA	10.00	0.0	Urban	0	SBL	3.00	12,912	10	- -	- -	- -	- -	- -	- -	97.00
City of Wauwatosa	4	13-04	Reconstruction of N. 124th St between W. Burleigh St and W. Capitol Dr (STH 190)	Reconstruction	3	50.00	4	6,563	20	5.0	4.0	MA	10.00	4.5	Urban	0	SBL, CBL (partial)	2.00	19,384	10	- -	- -	- -	- -	- -	- -	96.00
City of Wauwatosa	4	13-05	Resurfacing of N. 124th St between W. North Ave and W. Burleigh St	Resurf/Recond	4	50.00	4	4,140	14	5.0	4.0	MA	10.00	3.6	Urban	0	CBL, SW (partial)	1.50	14,490	10	- -	- -	- -	- -	- -	- -	89.50
City of West Allis	1	14-01	Reconstruction of W. National Ave between S. 95th St and S. 108th St (STH 100)[2]	Reconstruction	3	50.00	4	4,743	16	24.8	10.0	MA/PA	11.88	12.4	Urban	3	TBO (partial), CBL, PBO	4.50	15,663	10	- -	- -	- -	- -	- -	- -	105.38
Village of West Milwaukee	1	15-01	Reconstruction of W Beloit Rd between S 56th St and W Greenfield Ave	Reconstruction	3	50.00	2	3,392	10	10.1	10.0	MA	10.00	0.0	Urban	0	CBL PBO	2.00	18,419	10	- -	- -	- -	- -	- -	- -	92.00

[1] All or a portion of the project is located on a roadway functionally classified as a collector roadway that is not located on the planned arterial street and highway system

[2] Project was prioritized for 2028-2029 STP-M funding by the Milwaukee TIP Committee at its meeting held on May 22, 2023.

Note: Functional Class: Principal Arterial (PA), Minor Arterial (MA), Collector (CO)
Proposed Transit, Bicycle, and Pedestrian Accomodations: Dedicated Transit Lane (DTL), Transit Signal Priority System (TSP), Transit Bulb-Outs (TBO), New Separated Bike Lane/Path (SBL), New Buffered Bike Lane (BBL), New Conventional Bike Lane (CBL), New 4-foot or wider shoulder (PS), New/Widened 5-foot sidewalk (SW), New/Widened 5-foot Sidewalk at Transit Stop (SWT), Pedestrian Bump-Outs (PBO)

Table 4

Amount of Funding Historically Approved For Years 2019-2027 STP-M Funds by Project Type

Project Type	Amount of STP-M Funding Approved	Percent of Total	Percent of Total Highway Projects
Reconstruction to Same Capacity	$114,017,938	48.7	54.3
Resurfacing/Reconditioning	69,842,787	29.8	33.3
Capacity Expansion	25,976,944	11.1	12.4
Subtotal-Highway Projects	209,837,669	89.6	100.0
Transit	24,322,187	10.4	- -
Total	$234,159,856	100.0	- -

Table 5

Amount of STP-M Funding Requested For Candidate Projects Identified As Projects of Areawide Significance Based On Application of the Evaluation Criteria by Project Type

Project Type	Amount of STP-M Funding Requested	Percent of Total	Percent of Total Highway Projects
Reconstruction to Same Capacity	$122,640,595	48.5	55.8
Resurfacing/Reconditioning	85,646,163	33.9	39.0
Capacity Expansion	11,352,280	4.5	5.2
Subtotal-Highway Projects	219,639,038	86.9	100.0
Transit	33,214,400	13.1	- -
Total	$252,853,438	100.0	- -

would be identified as having areawide significance.[3] Transit projects would be considered as having areawide significance based on the vehicles proposed to be replaced being expected to reach their useful life (12 years in age and/or 500,000 miles travelled) at the time of replacement.

Based on application of this procedure, the average proportionate share for transit projects would be 11.8 percent. Since, the average exceeds the maximum allocation for transit projects, 10 percent, or $7,618,494, of the total 2028-2029 STP-M funds would be available for transit projects, and $68,566,442 of the total STP-M funds would be available for highway projects.

In addition, at the same meeting the Milwaukee TIP Committee recommended that 20 percent, rather than the original 10 percent, of the STP-M funding available to candidate highway projects be first allocated to a set-aside of funding that is made available to projects from smaller sponsors.[4] This would result in $13,713,288, of the $68,566,442 in years 2028-2029 STP-M funding available to highway projects being initially distributed to the smaller sponsor set-aside. The remaining available highway STP-M funding would then be allocated to the three highway project types based on an average of the recent historical STP-M funding allocated (Table 4) and the current requested amount of STP-M funding by area-wide significant projects amongst the four project types (Table 5). Based on these proportions, the proposed allocation of the remaining available $54,853,154 in years 2028-2029 STP-M funding to the three project types is as follows:

- 55.1 percent, or $30,216,846, will be allocated to reconstruction to same capacity projects
- 36.1 percent, or $19,823,450, will be allocated to resurfacing/reconditioning projects
- 8.8 percent, or $4,812,857, will be allocated to capacity expansion projects

Candidate projects are then recommended for years 2028-2029 STP-M funding under each project category up to the limit of these allocations, as described in the following sections.

Summary of Candidate Project Evaluation under the Three Highway Project Categories

The following tables provide a ranking of the candidate projects under the three highway project categories based on the evaluation criteria:

- Table 6 provides the ranking of the 18 candidate reconstruction to same capacity projects, including one project that was previously recommended for funding by the Milwaukee TIP Committee—the City of West Allis' proposed W. National Avenue project. Of the 18 candidate reconstruction to same capacity projects, three projects requesting a total of $25,526,971 in years 2028-2029 STP-M funds would be less than the $30,216,846 in STP-M funds suggested to be

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[3] 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.

[4] Smaller sponsor is defined as sponsors that have a share of less than 2.5 percent of the total existing VMT on the county/community arterial street and highway system in the Milwaukee urbanized area, as shown on Figure 1.

Table 6
Ranking of Candidate Reconstruction to Same Capacity Projects for Years 2028-2029 STP-M Funding Based on Application of the Evaluation Criteria

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit	Arterial Connectivity Points	Weighted Average Functional Classification Points	Safety Points	Total Transit, Bicycle, and Pedestrian Accomodation Points	Freight Usage Points	Total Points	Total Requested Federal Funds	Total Cumulative Requested Federal Funds
City of West Allis	1	Reconstruction of W. National Ave between S. 95th St and S. 108th St (STH 100)[2]	50.00	16	10.0	11.88	3	4.50	10	105	8,012,571	8,012,571
Milwaukee County	1/2/3	Reconstruction of W Silver Spring Dr (CTH E) between 124th St and Appleton Ave	50.00	20	10.0	15.00	1	2.70	10	109	10,040,000	18,052,571
Milwaukee County	10/11/12	Reconstruction of S 76th St (CTH U) between S Layton Ave (CTH Y) and Howard Ave	50.00	20	10.0	15.00	1	2.00	10	108	7,464,400	25,516,971
City of Milwaukee	1/2	Reconstruction of N Teutonia Ave from W Mill Rd to W Good Hope Rd	50.00	20	8.0	10.00	5	3.00	8	104	7,810,008	33,326,979
City of Wauwatosa	2	Reconstruction of Harwood Ave/Watertown Plank between N 86th St and Glenview Ave (STH 181)	50.00	20	4.0	10.00	1	3.00	10	98	6,326,143	39,653,122
Milwaukee County	19/20/21	Reconstruction of S 13th St (CTH V) between W Oakwood Dr and W Puetz Rd	50.00	12	10.0	10.00	5	2.00	8	97	7,564,000	47,217,122
City of Wauwatosa	4	Reconstruction of N. 124th St between W. Burleigh St and W. Capitol Dr (STH 190)	50.00	20	4.0	10.00	0	2.00	10	96	16,968,924	64,186,046
City of Milwaukee	9/10	Reconstruction of S. 16th St between W. Windlake Ave and W. Oklahoma Ave	50.00	12	4.0	10.00	5	3.55	10	95	9,104,461	73,290,507
City of Milwaukee	7/8	Reconstruction of W. Vliet St between N. 46th St and N. 27th St	50.00	12	4.0	10.00	4	3.00	10	93	11,361,702	84,652,209
City of Waukesha	6/7	Reconstruction of N Moreland Blvd between Summit Ave and Delafield St	50.00	12	10.0	10.00	0	0.00	10	92	1,636,000	86,288,209
Village of West Milwaukee	1	Reconstruction of W Beloit Rd between S 56th St and W Greenfield Ave	50.00	10	10.0	10.00	0	2.00	10	92	4,438,384	90,726,593
City of Glendale	1	Reconstruction of W Silver Spring Dr from N 27th St to Milwaukee River Parkway	35.00	20	10.0	15.00	0	0.00	10	90	3,916,160	94,642,753
City of Milwaukee	13/14	Reconstruction of W. Howard Ave between S. 60th St and S. 43rd St	50.00	8	8.0	10.00	0	4.00	7	87	10,267,724	104,910,477
Milwaukee County	16/17/18	Reconstruction of W Forest Home Ave (CTH OO) between W Speedway Dr and S 108th St	50.00	8	10.0	10.00	0	2.80	4	85	6,352,000	111,262,477

Table 6 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit	Arterial Connectivity Points	Weighted Average Functional Classification Points	Safety Points	Total Transit, Bicycle, and Pedestrian Accomodation Points	Freight Usage Points	Total Points	Total Requested Federal Funds	Total Cumulative Requested Federal Funds
City of Oak Creek	1	Reconstruction of E Drexel Avenue between S Howell Avenue and S Long Meadow Drive	35.00	20	8.0	10.00	1	2.00	8	84	2,282,373	113,544,850
City of Waukesha	2/3	Reconstruction of Silvernail Rd between STH 318 (Meadowbrook Rd) and University Dr	50.00	8	2.0	10.00	0	1.30	8	79	4,192,880	117,737,730
Village of Lannon	1	Reconstruction of Good Hope Rd between CTH V and CTH F	50.00	4	10.0	10.00	0	0.75	2	77	4,902,865	122,640,595
City of Waukesha	4/5	Reconstruction of N University Dr between Summit Ave and Northview Rd[1]	50.00	0	0.0	5.00	0	0.50	5	61	4,131,200	126,771,795

Note: Projects above the green line on this table are candidate reconstruction to same capacity projects identified as being of areawide significance based on recieving a score of 73 points or more with application of the -evaluation ciriteria.

The red line represents the cut-off line for funding based on the reconstruction to same capacity project category being initally allocated $30,216,846 in years 2028-2029 STP-M funding.

allocated to this project category. The recommendation for funding of these three projects would result in a remainder of $4,699,875 in STP-M funding under the reconstruction to same capacity project category. The following three projects are recommended to receive years 2029-2029 STP-M funding under the reconstruction to same capacity project category:

  - City of West Allis' proposed reconstruction of W. National Avenue between S. 95th Street and S. 108th Street (STH 100) ($8,012,571)

  - Milwaukee County's proposed reconstruction of W. Silver Spring Drive (CTH E) between N. 124th Street and Appleton Avenue ($10,040,000)

  - Milwaukee County's proposed reconstruction of S. 76th Street (CTH U) between S. Layton Avenue (CTH Y) and Howard Avenue ($7,464,400)

- Table 7 provides a ranking of the 17 candidate resurfacing/reconditioning projects, including one project that was previously recommended for funding by the Milwaukee TIP Committee—City of Wauwatosa's W. North Avenue project. Of the 17 candidate resurfacing/reconditioning projects, one project—fully funding City of Wauwatosa's—requesting $15,294,353, in years 2029-2029 STP-M funds is less than the $19,823,450 in STP-M funds suggested to be allocated to this project category. The recommendation of this project would result in a remainder of $4,529,097 under the resurfacing/reconditioning project category. The following project is recommended to receive years 2028-2029 STP-M funding under the resurfacing/reconditioning project category:

  - City of Wauwatosa's proposed pavement replacement of W. North Avenue between N. 95th Street and N 73rd Street ($15,294,353)

- Table 8 provides the score for the two candidate capacity expansion projects. This highest rated project requesting $10,740,280 in years 2028-2029 STP-M funds exceeds the $4,812,857in STP-M funds suggested to be allocated to this project category. As such, no project from the capacity expansion project category is initially recommended for the years 2028-2029 STP-M funding.

Summary of the Evaluation of Projects from Smaller Sponsors

To better ensure that the entire arterial street and highway system in the Milwaukee urbanized area is preserved, the Milwaukee TIP Committee recommended in 2023 that 20 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 applying 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 two funding cycles 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 9 provides the ranking of the four candidate projects evaluated under the smaller sponsor set-aside. The amount requested by all four candidate projects of $13,231,685 in STP-M funding is below the $13,713,288 in STP-M funds allocated to the smaller-sponsor set-aside. However, the Town of Cedarburg's proposed Covered Bridge Road project is not on the planned regional arterial system.

Table 7
Ranking of Candidate Resurfacing/Reconditioning Projects for Years 2028-2029 STP-M Funding Based on Application of the Evaluation Criteria

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Arterial Connectivity Points	Weighted Average Functional Classification Points	Safety Points	Total Transit, Bicycle, and Pedestrian Accomodation Points	Freight Usage Points	Total Points	Total Requested Federal Funds	Total Cumulative Requested Federal Funds
City of Wauwatosa	1	Pavement Replacement of W North Ave between N 95th St and N 73rd St[2]	50.00	20	10.0	15.00	2	1.10	10	108.1	15,294,353	15,294,353
Milwaukee County	4/5/6	Reconditioning of W College Ave (CTH ZZ) between S 26th St and S Howell Ave	50.00	18	6.0	15.00	2	1.50	10	102.5	7,144,000	22,438,353
Milwaukee County	7/8/9	Reconditioning of W Beloit Rd (CTH T) between STH 100 (S. 108th St) and W Oklahoma Ave (CTH NN)	50.00	14	10.0	15.00	0	2.00	9	100.0	7,540,400	29,978,753
City of Milwaukee	5/6	Reconditioning of W. Lincoln Ave between S. 43rd St and S. 34th St	50.00	16	8.0	10.00	3	2.00	10	99.0	3,647,792	33,626,545
City of Wauwatosa	3	Pavement Replacement of Burleigh St between IH 41 and N 124th St	50.00	16	8.0	10.00	0	3.00	10	97.0	6,853,272	40,479,817
City of Milwaukee	11/12	Reconditioning of W. Bradley Rd between N. 76th St (STH 181) and N. 66th St	50.00	20	6.0	10.00	0	0.00	10	96.0	2,197,472	42,677,289
City of Milwaukee	3/4	Reconditioning of S. 6th St between W. Layton Ave and W. Howard Ave	50.00	14	8.0	10.00	1	3.85	9	95.9	5,195,518	47,872,807
Waukesha County	2	Reconditioning of CTH ES (National Ave) from STH 164 to CTH U (Guthrie Dr)	50.00	14	10.0	15.00	5	0.00	1	95.0	4,550,400	52,423,207
Milwaukee County	13/14/15	Reconditioning of W Hampton Ave (CTH EE) between N 91st St and N 76th St	50.00	12	10.0	10.00	2	1.00	7	92.0	7,740,400	60,163,607
City of Milwaukee	15/16	Reconditioning of N. 107th St between W. Good Hope Rd (CTH PP) and W. Brown Deer Rd (STH 100)	50.00	16	6.0	10.00	2	1.00	6	91.0	8,912,378	69,075,985
City of Wauwatosa	4	Resurfacing of N. 124th St between W. North Ave and W. Burleigh St	50.00	14	4.0	10.00	0	1.50	10	89.5	8,358,560	77,434,545
City of Waukesha	8/9	Resurfacing of S East Ave between STH59/164 and W Sunset Dr	50.00	6	10.0	15.00	0	0.20	8	89.2	1,417,200	78,851,745
Washington County	1	Pavement replacement of CTH Y between County Line Rd and STH 175	50.00	10	10.0	15.00	1	0.00	1	87.0	3,099,200	81,950,945
City of Greenfield	1/2	Reconditioning of S 84th St between IH 41/IH 894 and W Cold Spring Rd	50.00	12	6.0	10.00	0	2.00	6	86.0	2,445,218	84,396,163
City of Brookfield	2	Reconditioning of Lily Rd from Burleigh Rd to North Ave	50.00	8	6.0	10.00	0	0.00	5	79.0	1,250,000	85,646,163

Table 7 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Arterial Connectivity Points	Weighted Average Functional Classification Points	Safety Points	Total Transit, Bicycle, and Pedestrian Accomodation Points	Freight Usage Points	Total Points	Total Requested Federal Funds	Total Cumulative Requested Federal Funds
Village of Greendale	1	Reconditioning of Southway/Ramsey between Broad St and S 51st St[1]	50.00	8	0.0	5.00	0	2.20	6	71.2	5,017,720	90,663,883
Town of Cedarburg	1	Pavement Replacement of Covered Bridge Road between STH 60 to Pleasant Valley Rd[1]	46.91	0	0.0	5.00	0	0.50	1	53.4	1,313,460	91,977,343

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

The red line represents the cut-off line for funding based on the resurfacing/reconditioning project category being allocated $19,823,450 in years 2028-2029 STP-M funding available to candidate projects under the resurfacing/reconditioning, reconstruction to same capacity, and capacity expansion project categories.

Table 8

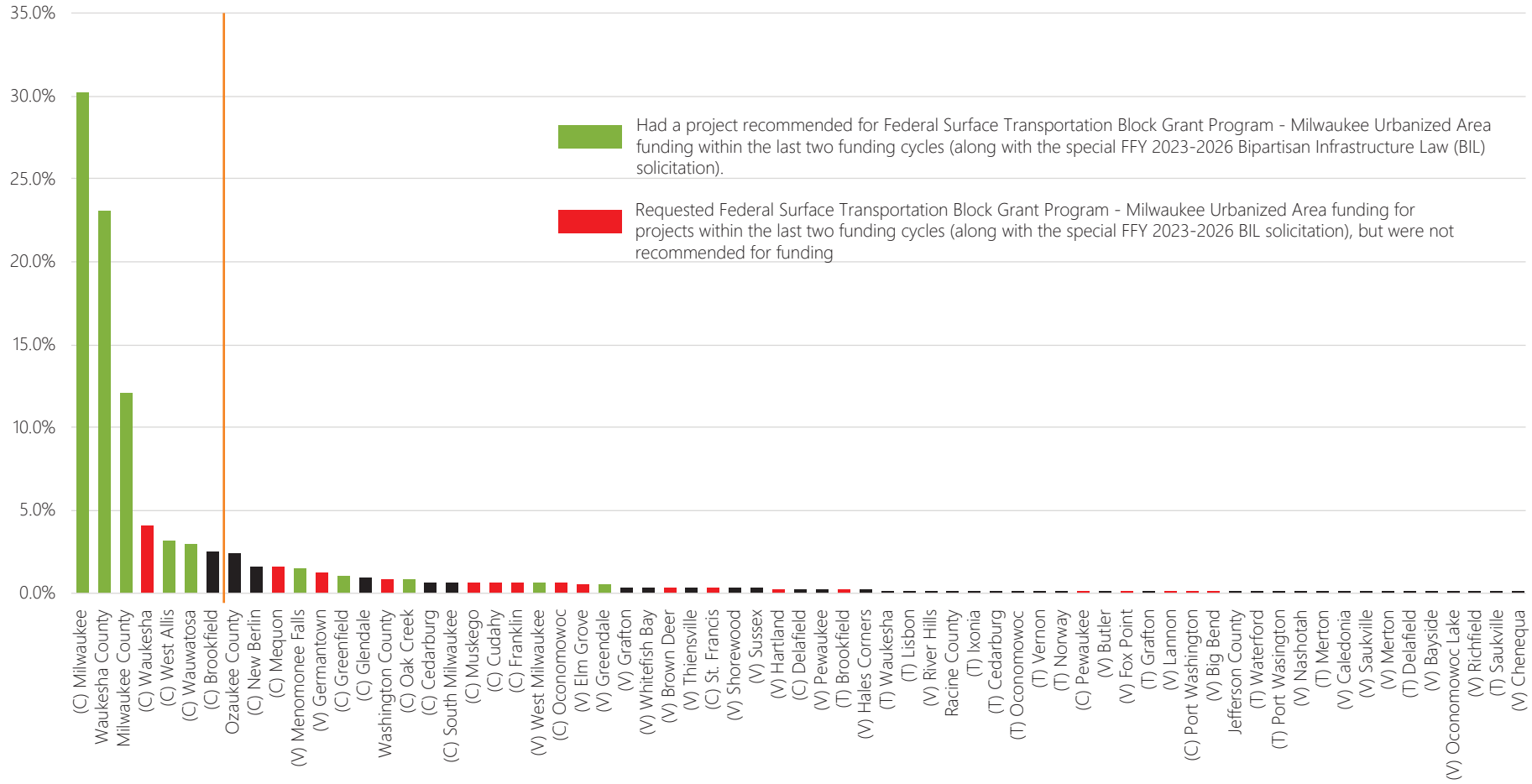
Ranking of Candidate Capacity Expansion Projects for Years 2028-2029 STP-M Funding Based on the Application of the Evaluation Criteria

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Arterial Connectivity Points	Weighted Average Functional Classification Points	Safety Points	Total Transit, Bicycle, and Pedestrian Accomodation Points	Freight Usage Points	Current Congestion Points	Forecast Congestion Points	Job/ Housing Balance Points	Transit Accessibility Points	Total Points	Total Requested Federal Funds	Total Cumulative Requested Federal Funds
Waukesha County	1	Reconstruction with Additional Lanes of Moorland Rd from CTH HH (College Ave) to Grange Ave	15.00	5	10.0	10.00	3	1.00	8	10.00	20.00	2	0	83.50	10,740,280	10,740,280
City of Brookfield	1	Reconstruction with Additional Lanes of Calhoun Road from CTH M to STH 190	13.65	5	10.0	7.00	0	1.00	6	5.00	15.00	2	0	64.65	612,000	11,352,280

Note: Projects above the green line on this table are candidate capacity expansion projects identified as being of areawide significance based on recieving a score of 64.5 points or more with application of the evaluation criteria.

The red line represents the cut-off line for funding based on the capacity expansion project category being allocated $4,812,857in years 2028-2029 STP-M funding available candidate projects under the resurfacing/reconditioning, reconstruction to same capacity, and capacity expansion project categories.

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.

Source: SEWRPC

Last updated: 2/20/2023

Table 9
Ranking of Candidate Projects Eligible for the Smaller Sponsor Set-Aside of Years 2028-2029 STP-M Funding Based on Application of the Evaluation Criteria

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Ratings (PASER Ratings)	Pavement Condition Points	Number of Traffic Lanes	Weighted Average Weekday Traffic Volume/Transit Ridership Per Lane	Weighted Average Weekday Traffic Volume/Transit	Arterial Connectivity Length of Route (Miles)	Arterial Connectivity Points	Total Points	Total Requested Federal Funds	Total Cumulative Requested Federal Funds
Washington County	1	Pavement replacement of CTH Y between County Line Rd and STH 175	4	50.00	4	3,050	20	14.2	25.0	95.00	3,099,200	3,099,200
City of Glendale	1	Reconstruction of W Silver Spring Dr from N 27th St to Milwaukee River Parkway	4/5	42.50	4	6,223	25	16.3	25.0	92.50	3,916,160	7,015,360
Village of Lannon	1	Reconstruction of Good Hope Rd between CTH V and CTH F	3	50.00	2	1,605	10	16.8	25.0	85.00	4,902,865	11,918,225
Town of Cedarburg	1	Pavement Replacement of Covered Bridge Road between STH 60 to Pleasant Valley Rd[1]	3/5	46.91	2	84	0	0.0	0.0	46.91	1,313,460	13,231,685

Note: The red line represents the cut-off line for funding based on the small sponsor set-aside of $13,713,288 years STP-M funding. The Town of Cedarburg's proposed project is not initially recommended for years 2028-2029 STP-M funding as it is located on a roadway that is functionally classified as a collector and is not on the planned regional arterial street and highway system. The Milwaukee TIP Committee has recommended that projects on such roadways would not be eligible for STP-M funding.

Though eligible for STP funding, as it is functionally classified as a collector, the Milwaukee TIP Committee has long recommended that only projects located on the planned arterial system be considered for STP-M funds, given the limited amount of funding available for local and county projects on the arterial system in the urbanized area. As such, only the three highest rated projects requesting $11,918,225 would be initially recommended for the available $13,713,288 in STP-M funding, resulting in a remainder of $1,795,064 from the smaller sponsor set-aside. The following projects are recommended to receive years 2028-2029 STP-M funding from the smaller sponsors set-aside category:

- Washington County's proposed pavement replacement of CTH Y between County Line Rd and STH 175 ($3,099,200)

- City of Glendale's proposed reconstruction of W Silver Spring Dr from N 27th St to Milwaukee River Parkway ($3,916,160)

- Village of Lannon's proposed reconstruction of Good Hope Rd between CTH V and CTH F ($4,902,865)

Summary of the Evaluation of Transit Projects

Table 10 provides a summary of the two candidate transit projects requesting $33,214,400 in years 2028-2029 STP-M funding, which exceeds the $7,618,494 in STP-M funding allocated to 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 (as shown on Table 10). The characteristics of the existing transit system fleet were also considered, 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 (as shown on Table 11). Based on the characteristics of the vehicles proposed to be replaced and the characteristics of the fleet, it is recommended that available funding be awarded to the two candidate transit projects as follows:

- Fund about 13 of the 60 40-foot buses proposed by Milwaukee County, based on the vehicles proposed to be replaced having the oldest age and highest mileage of the two candidate transit projects and a higher proportion of fleet vehicles beyond their minimum useful age and mileage ($7,017,601)

- Fund 1 of the 3 35-foot buses proposed by the City of Waukesha, based on vehicles proposed to be replaced being beyond their useful life at the time of replacement ($600,893)

This would result in the Milwaukee County Transit System (MCTS) receiving 92 percent of the years 2028-2029 STP-M funding recommended for transit projects, with the City of Waukesha's transit system receiving 8 percent. The proportion of funding allocated to the MCTS is consistent with it representing about 93 percent of the estimated replacement value of the publicly owned transit fleets within the Milwaukee urbanized area. The purchase of the 14 buses recommended for $7,618,494 in years 2028-2029 STP-M funding would utilize all the STP-M funding allocated to transit projects.

Recommended Projects for Funding

Based on the evaluation of candidate highway and transit projects, nine candidate projects would be initially recommended for $60,348,043 in years 2028-2029 STP-M funding, which is $15,836,893 less than the $76,184,936 in years 2028-2029 STP-M funding. Commission staff suggest that the remaining $15,836,893 in STP-M funding be allocated by:

Table 10
Comparison of Candidate Transit Capital Projects for Years 2028-2029 STP-M Funding

Project Sponsor	Project Description	Federal Cost Requested	2024 Characteristics of Vehicle Proposed to be Replaced			Estimated 2029 Characteristics of Vehicles Proposed to be Replace	
			Number of Vehicles	Age of Vehicles Compared to its Minimum Useful Age	Average Mileage of Vehicles Compared to its Minimum Useful Mileage	Age of Vehicles Compared to its Minimum Useful Age	Average Mileage of Vehicles Compared to its Minimum Useful Mileage
Milwaukee County	Purchase of 60 40-Foot Buses	$31,464,000	30	12-14 of 12 Years	573,342 of 500,000 Miles	17-19 of 12 Years	788,000 of 500,000 Miles
City of Waukesha	Purchase of Three 35-Foot Buses	$1,750,400	3	9 of 12 Years	279,000 of 500,000 Miles	14 of 12 Years	455,000 of 500,000 Miles

Note: Minimum useful life of a transit vehicle represents the minimal acceptable period a Federally funded vehicle should be used in service.

Table 11
Comparison of the Year 2023 Fleet Characteristics of the Transit Systems Seeking for Years 2028-2029 STP-M Funding

Project Sponsor	Number	Average Age	Proportion of Vehicles Beyond Minimum Useful Age	Proportion of Vehicles Beyond Minimum Useful Mileage
Milwaukee County	334	8.9	11.1	41.3
City of Waukesha	23	6.2	0.0	0.0

Note: Minimum useful life of a transit vehicle represents the minimal acceptable period a Federally funded vehicle should be used in service.

- **Fully fund the highest scoring project under the capacity expansion project category** – This would involve funding the Waukesha County project to reconstruct Moorland Road (CTH O) with additional lanes between CTH HH (College Avenue) and Grange Avenue at $10,740,280. This project was previously approved for years 2023-2025 STP-M funding. However, in 2022, Waukesha County was approved to transfer most of the construction funding from this project to their CTH O project between CTH I and CTH ES. In transferring these funds, the County was instructed by Commission staff to reapply for funding in the years 2028-2029 STP-M funding cycle. (This represents an addition of $10,740,280 in years 2028-2029 STP-M funding being recommended.)

- **Partially fund the next highest scoring area-wide significant project with the remaining years 2028-2029 STP-M funding** – This would result in $5,096,613 (of the requested $7,810,008) being allocated to the City of Milwaukee's project to reconstruct of N. Teutonia Avenue between W. Mill Road and W. Good Hope Road. (This represents an addition of $5,096,613 in years 2028-2029 STP-M funding being recommended.)

As an alternative, the Milwaukee TIP Committee could consider funding the $612,000 in STP-M requested by the City of Brookfield for its proposed reconstruction with additional lanes of Calhoun Road between CTH M and STH 190. This project was previously approved for STP-M funding, but due to utility costs coming in higher than the original estimate. The City of Brookfield was instructed by Commission staff to apply for these funds. The request was evaluated in a similar manner as the original project under the capacity expansion category. However, since it was the second rated project under that category, it was not initially recommended for funding. A reduction in the initial recommendation of another project would be needed to be able to fund this request.

Because the City of Milwaukee project is recommended for partial funding, it is further recommended that they be the first priority in receiving any additional STP-M funding than what was previously made available and/or should projects previously approved for funding be delayed or deferred. Should additional STP-M funding not become available in this manner, it is recommended that the City of Milwaukee project be first priority for the reconstruction project category (that is, guaranteed) for receiving STP-M funding in the next funding cycle, which is expected to occur in two years.

Table 12 identifies the 11 projects recommended for $76,184,936 in years 2028-2029 STP-M funding. Table 13 identifies the nine project sponsors having candidate projects that received funding, and the total amount of STP-M funding received. An evaluation was conducted of the impact of the evaluation, prioritization, and recommendation of projects for years 2028-2029 STP-M funding on people of color and low-income populations. This evaluation is provided in Exhibit C to this memorandum. In addition, an evaluation of community/county equity of the projects recommended for years 2028-2029 STP-M funding is provided in Exhibit D of this memorandum. A listing of the sponsor-provided justification for each candidate project from the application is provided in Exhibit E of this memorandum for consideration by the Committee.

Table 14 shows the 41 candidate projects—seeking a total of $187,130,881 in STP-M funding—not recommended for funding, including the unfunded portion of the three candidate projects that were recommended for partial funding—the City of Milwaukee's N. Teutonia Avenue project and the two transit projects.

* * *

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Table 12
Candidate Projects Initially Recommended forYears 2028-2029 STP-M Funding

Project Type	Project Sponsor	Project Sponsor Priority	Project Description	Recommended Federal Amount
Highway	City of Glendale	1	Reconstruction of W Silver Spring Dr from N 27th St to Milwaukee River Parkway[1]	3,916,160
	Village of Lannon	1	Reconstruction of Good Hope Rd between CTH V and CTH F	4,902,865
	Milwaukee County	1/2/3	Reconstruction of W Silver Spring Dr (CTH E) between 124th St and Appleton Ave	10,040,000
	Milwaukee County	10/11/12	Reconstruction of S 76th St (CTH U) between S Layton Ave (CTH Y) and Howard Ave	7,464,400
	City of Milwaukee	1/2	Reconstruction of N Teutonia Ave from W Mill Rd to W Good Hope Rd[2]	5,096,613
	Washington County	1	Pavement replacement of CTH Y between County Line Rd and STH 175	3,099,200
	Waukesha County	1	Reconstruction with Additional Lanes of Moorland Rd from CTH HH (College Ave) to Grange Ave	10,740,280
	City of Wauwatosa	1	Pavement Replacement of W North Ave between N 95th St and N 73rd St	15,294,353
	City of West Allis	1	Reconstruction of W. National Ave between S. 95th St and S. 108th St (STH 100)	8,012,571
			Subtotal - Highway	68,566,442
Transit	Milwaukee County	--	Purchase of 60 replacement buses[3]	7,017,601
	City of Waukesha	1	Purchase 3 fixed route buses[4]	600,893
			Subtotal - Transit	7,618,494
			Total	76,184,936

[1] Joint project of the City of Glendale (70 percent) and the City of Milwaukee (30 percent).

[2] The City of Milwaukee's proposed project to reconstruct N. Teuronia Avenue between W. Mill Rd and W. Good Hope Rd is recommended to be partially funded with 65 percent of the total requested $7,810,008 in years 2028-2029 STP-M funding.

[3] Milwaukee County's bus replacement project is recommended to be pertially funded for $7,017,601 (13 buses) of the total requested $31,464,000 (60 buses).

[4] City of Waukesha's bus replacement project is recommended to be partially funded for $600,893 (1 bus) of the total requested $1,750,400 (3 buses).

Table 13
Cumulative Amount of Years 2028-2029 STP-M Funding by Project Sponsor with Projects Recommended for Funding

County	Project Sponsor	Recommended Federal Amount	Percent of Total
Milwaukee	City of Glendale	2,741,312	3.6
	Milwaukee County	24,522,001	32.2
	City of Milwaukee[1]	6,271,461	8.2
	City of Wauwatosa	15,294,353	20.1
	City of West Allis	8,012,571	10.5
	Subtotal	56,841,698	74.6
Waukesha	Village of Lannon	4,902,865	6.5
	Waukesha County	10,740,280	14.1
	City of Waukesha	600,893	0.8
	Subtotal	16,244,038	21.4
Washington	Washington County	3,099,200	4.0
	Total	76,184,936	100.0

[1] *Includes $1,174,848 of the $3,916,160 recommended for the proposed project to reconstruct W Silver Spring Dr from N 27th St to Milwaukee River Parkway, a joint project for the City of Glendale (70 percent) and the City of Milwaukee (30 percent).*

Table 14

Candidate Projects Not Recommended for Years 2028-2029 STP-M Funding

Project Type	Project Sponsor	Project Sponsor Priority	Project Description	Federal Amount Not Recommended
Highway	**City of Brookfield**	1	Reconstruction with Additional Lanes of Calhoun Road from CTH M to STH 190	612,000
		2	Reconditioning of Lily Rd from Burleigh Rd to North Ave	1,250,000
	Town of Cedarburg	1	Pavement Replacement of Covered Bridge Road between STH 60 to Pleasant Valley Rd	1,313,460
	Village of Greendale	1	Reconditioning of Southway/Ramsey between Broad St and S 51st St	5,017,720
	City of Greenfield	1/2	Reconditioning of S 84th St between IH 41/IH 894 and W Cold Spring Rd	2,445,218
	Milwaukee County	4/5/6	Reconditioning of W College Ave (CTH ZZ) between S 26th St and S Howell Ave	7,144,000
		7/8/9	Reconditioning of W Beloit Rd (CTH T) between STH 100 (S. 108th St) and W Oklahoma Ave (CTH NN)	7,540,400
		13/14/15	Reconditioning of W Hampton Ave (CTH EE) between N 91st St and N 76th St	7,740,400
		16/17/18	Reconstruction of W Forest Home Ave (CTH OO) between W Speedway Dr and S 108th St	6,352,000
		19/20/21	Reconstruction of S 13th St (CTH V) between W Oakwood Dr and W Puetz Rd	7,564,000
	City of Milwaukee	1/2	Reconstruction of N Teutonia Ave from W Mill Rd to W Good Hope Rd[1]	2,713,395
		3/4	Reconditioning of S. 6th St between W. Layton Ave and W. Howard Ave	5,195,518
		5/6	Reconditioning of W. Lincoln Ave between S. 43rd St and S. 34th St	3,647,792
		7/8	Reconstruction of W. Vliet St between N. 46th St and N. 27th St	11,361,702
		9/10	Reconstruction of S. 16th St between W. Windlake Ave and W. Oklahoma Ave	9,104,461
		11/12	Reconditioning of W. Bradley Rd between N. 76th St (STH 181) and N. 66th St	2,197,472
		13/14	Reconstruction of W. Howard Ave between S. 60th St and S. 43rd St	10,267,724
		15/16	Reconditioning of N. 107th St between W. Good Hope Rd (CTH PP) and W. Brown Deer Rd (STH 100)	8,912,378
	City of Oak Creek	1	Reconstruction of E Drexel Avenue between S Howell Avenue and S Long Meadow Drive	2,282,373
	Waukesha County	2	Reconditioning of CTH ES (National Ave) from STH 164 to CTH U (Guthrie Dr)	4,550,400
	City of Waukesha	2/3	Reconstruction of Silvernail Rd between STH 318 (Meadowbrook Rd) and University Dr	4,192,880
		4/5	Reconstruction of N University Dr between Summit Ave and Northview Rd	4,131,200
		6/7	Reconstruction of N Moreland Blvd between Summit Ave and Delafield St	1,636,000
		8/9	Resurfacing of S East Ave between STH59/164 and W Sunset Dr	1,417,200
	City of Wauwatosa	2	Reconstruction of Harwood Ave/Watertown Plank between N 86th St and Glenview Ave (STH 181)	6,326,143
		3	Pavement Replacement of Burleigh St between IH 41 and N 124th St	6,853,272

Table 14 (continued)

Project Type	Project Sponsor	Project Sponsor Priority	Project Description	Federal Amount Not Recommended
Highway (cont.)	**City of Wauwatosa (cont.)**	4	Reconstruction of N. 124th St between W. Burleigh St and W. Capitol Dr (STH 190)	16,968,924
		4	Resurfacing of N. 124th St between W. North Ave and W. Burleigh St	8,358,560
	Village of West Milwaukee	1	Reconstruction of W Beloit Rd between S 56th St and W Greenfield Ave	4,438,384
			Subtotal	161,534,975
Transit	**Milwaukee County**	--	Purchase of 60 replacement buses[2]	24,446,399
	City of Waukesha	1	Purchase 3 fixed route buses[3]	1,149,507
			Subtotal	25,595,906
			Total	187,130,881

[1] The City of Milwaukee's proposed project to reconstruct N. Teuronia Avenue between W. Mill Rd and W. Good Hope Rd is recommended to be partially funded with 65 percent of the total requested $7,810,008 in years 2028-2029 STP-M funding.

[2] Milwaukee County's bus replacement project is recommended to be pertially funded for $7,017,601 (13 buses) of the total requested $31,464,000 (60 buses).

[3] City of Waukesha's bus replacement project is recommended to be partially funded for $600,893 (1 bus) of the total requested $1,750,400 (3 buses).

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 (widenings 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. Projects competing for the smaller project set-aside utilize Table B-1.

Table B-1
Scoring for Pavement Condition Evaluation Criteria for Candidate Resurfacing/Reconditioning Projects and Candidate Projects Evaluated for the Smaller Sponsor Set-Aside

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. Projects for the smaller sponsor set-aside utilize Table B-5.

   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 for Candidate Resurfacing/Reconditioning, Reconstruction, and Capacity Expansion Projects

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

Table B-5
Scoring for Average Weekday Traffic Volume and Transit Ridership Per Travel Lane Criteria for Candidate Highway Projects Eligible for the Smaller Sponsor Set-Aside

Average Weekday Traffic Volume and Transit Ridership per Lane	Points
4,000 and more	25
3,000 to 3,999	20
2,000 to 2,999	15
1,000 to 1,999	10
500 to 999	5
Less than 500	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-6 shows how the points is received by a candidate project for the length of route criterion.

Table B-6
Scoring for Length of Route Criterion

Continuous Length	Points	
	Candidate Reconstruction, Resurfacing/ Reconditioning, Capacity Expansion Projects	Candidate Projects for the Smaller Projects Set-Aside
10 or more miles	10	25
8.0 to 9.9 miles	8	20
6.0 to 7.9 miles	6	15
4.0 to 5.9 miles	4	10
2.0 to 3.9 miles	2	5
Less than 2.0 miles	0	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-7 shows how the points is received by a candidate project for the functional classification criterion.

Table B-7
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 fatal and serious injury 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 fatal and serious injury crash rate for candidate projects is estimated using fatal and serious injury crash data available for the years 2018 through 2022 from the Wisconsin Traffic Operations and Safety Laboratory (TOPSLAB) and the current average daily traffic volume along the projects. The estimated fatal and serious injury 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 condition[1] 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 fatal and serious injury crash rates for the project. These candidate projects receive points under this criterion based on the percentage that the average five-year fatal and serious injury crash rate for the project is of the urbanized area fatal and serious injury crash rate for arterial roadways with an urban or a rural cross-section, as shown on Table B-8. The five-year fatal and serious injury crash rates for projects involving new facilities is developed by estimating the five-year fatal and serious injury crash rates of adjacent existing arterial facilities.

Table B-8
Scoring for Safety Criterion

Percentage of Average Rate of Arterial Roadway Fatal/Serious Injury Crashes in the Milwaukee Urbanized Area	Average 5 year Fatal/Serious Injury Crash Rate[a] (Crashes per 100,000,000 vehicle-miles travelled)		Reconstruction/ Resurfacing/ Reconditioning Points	Capacity Expansion Points
	Urban Cross-Section[b]	Rural Cross-Section[c]		
175 or more	17.2 or more	6.7 or more	5	15
150 to 174	14.7 to 17.1	5.7 to 6.6	4	12.5
125 to 149	12.3 to 14.6	4.8 to 5.6	3	10
100 to 124	9.8 to 12.2	3.8 to 4.7	2	7.5
75 to 99	7.4 to 9.7	2.9 to 3.7	1	5
50 to 74	4.9 to 7.3	1.9 to 2.8	0.5	2.5
Less than 50	Less than 4.9	Less than 1.9	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 2018-2022 average annual fatal and serious injury crash rate of 9.8 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 2018-2022 average annual fatal and serious injury crash rate of 3.8 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).

[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.

6. **Measure of Freight Usage** – The points for this criterion would be based on the number of truck trip ends within a half-mile radius of the project limits, as estimated by the Commission's travel simulation models and were utilized to simulate existing and future travel in the development of VISION 2050. This criterion would be utilized in the evaluation of all projects up to a maximum of 10 points. Table B-9 shows how the points would be received by a candidate project for the functional classification criterion.

Table B-9
Potential Scoring for a Measure of Freight Criteria Related to the Number of Truck Trip-Ends Located Within a Half Mile of the Proposed Project

Total Number of Truck Trip-Ends Within One-Half Mile of Project Limits	Points
10,000 or more trip-ends	10
9,000 to 9,999 trip-ends	9
8,000 to 8,999 trip-ends	8
7,000 to 7,999 trip-ends	7
6,000 to 6,999 trip-ends	6
5,000 to 5,999 trip-ends	5
4000 to 4,999 trip-ends	4
3,000 to 3,999 trip-ends	3
2,000 to 2,999 trip-ends	2
1,000 to 1,999 trip-ends	1
Less than 1,000 trip-ends	0

7. **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-10) 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-11a and B-11b show how the points are received under this criteria by candidate capacity expansion projects.

Table B-10
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-11a
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-11b
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-12. 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-12
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

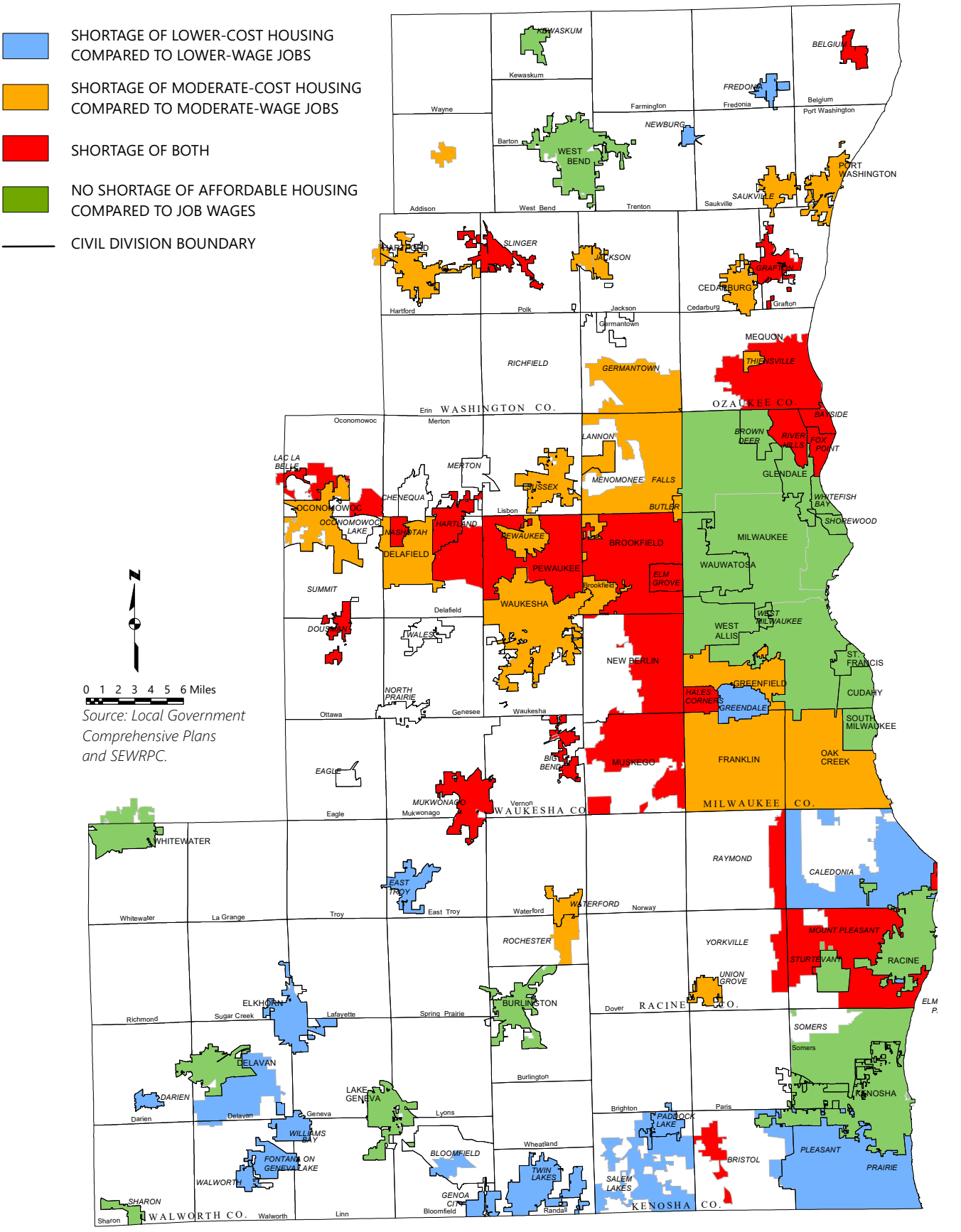
Note: Candidate projects receive a maximum of 10 points for the transit, bicycle, and pedestrian accommodations proposed.

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 imbalance[3]. Map B-1 shows the local sewered 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 land uses, which would accommodate jobs and affordable housing, respectively. Candidate projects in non-sewered areas are not eligible for the bonus points under this criterion. The projected job/housing imbalances are reported in the regional housing plan by regional

[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.

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



I:\Tran\WORK\Federal Funded Programs\STP-M Work\2023-2025\Memo Maps\Map B-1 STP-M Job Housing Balance.mxd

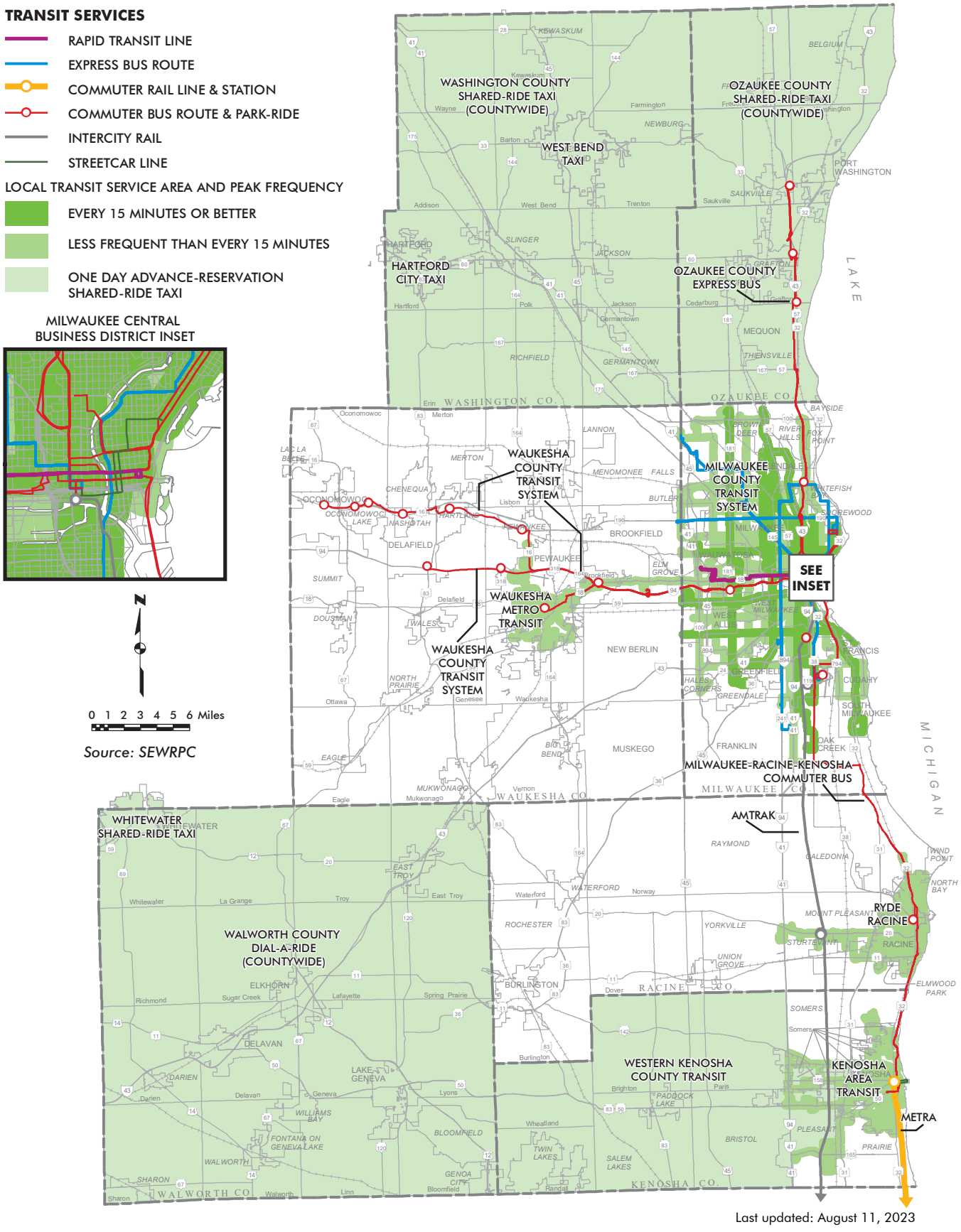
housing analysis areas (sub-areas)—potentially containing more than one sewered community—which is a suitable level of detail for a regional housing plan. However, in order for the projected job/housing imbalances of each community to be used as a criterion in the evaluation of capacity expansion projects, Commission staff have estimated the projected job/housing imbalance for each individual sewered 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 that the project is located in. Map B-2 displays the existing year 2023 local fixed-route and local demand-responsive public transit services in Southeastern Wisconsin. Table B-13 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 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-2
Public Transit Services in the Region: 2023



Last updated: August 11, 2023

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

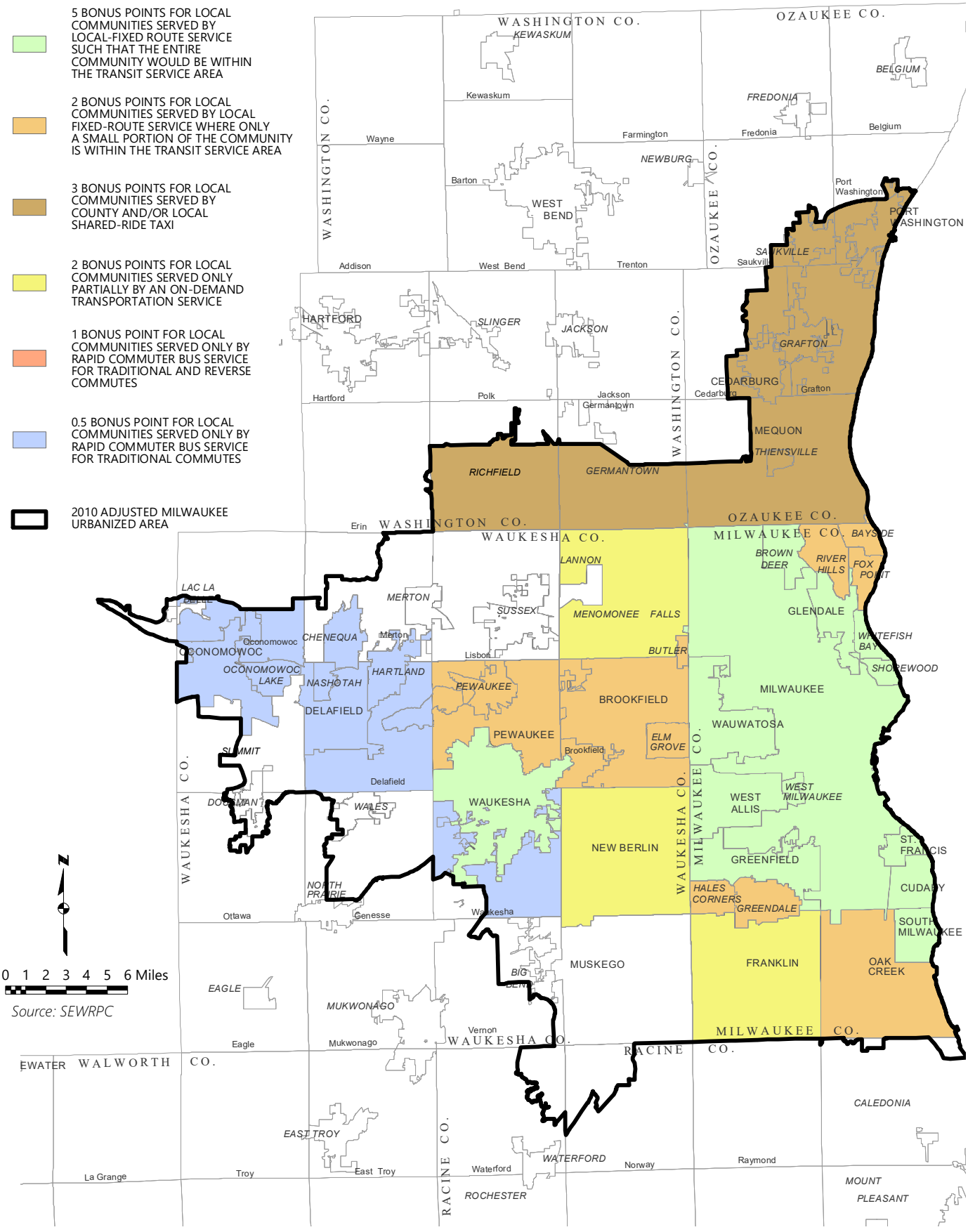


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Table B-13
Bonus Points for Capacity Expansion Projects
Located Within Local Communities Served by Public Transit: 2023

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	2 Bonus Points for Local Communities Only Partially Served by On-Demand Transportation Service	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)*
Milwaukee County V Brown Deer C Cudahy C Glendale C Greenfield C Milwaukee C St. Francis V Shorewood C South Milwaukee C Wauwatosa C West Allis V West Milwaukee V Whitefish Bay *Waukesha County* C Waukesha	*Milwaukee County* V Bayside V Fox Point C Franklin V Greendale V Hales Corner C Oak Creek *V River Hills* *Waukesha County* C Brookfield T Brookfield V Butler V Elm Grove C Pewaukee V Pewaukee	*Ozaukee County* C Cedarburg T Cedarburg V Grafton T Grafton C Mequon C Port Washington T Port Washington T Saukville V Saukville V Thiensville *Washington County* V Germantown V Richfield	*Milwaukee County* C Franklin *Waukesha County* V Menomonee Falls C New Berlin	None	*Waukesha County* V Chenequa C Delafield T Delafield V Hartland V Nashotah C Oconomowoc T Oconomowoc V Oconomowoc Lake T Waukesha

Source: SEWRPC

Exhibit C
Assessment of Impact of STP-M Project Evaluation and Selection Procedures on People of Color and Low-Income Populations

An assessment was conducted of the impact for the highway and transit projects recommended for Federal Surface Transportation Block Grant Program – Milwaukee Urbanized Area (STP-M) funding on people of color and low-income populations—specifically, whether people of color and low-income populations receive the benefits of a proportionate share of the candidate highway and transit projects recommended for funding. Table C-1 lists all the highway and transit projects recommended for years 2028-2029 STP-M funding. Highway projects were recommended for $68.6 million, or about 90 percent of the available $76.2 million in years 2028-2029 STP-M funding available for highway and transit projects, and transit projects were recommended for $7.6 million, or about 10 percent of the available STP-M funding.

As shown in Table C-2, $49.8 million, or about 73 percent, of the available $68.6 million in years 2028-2029 STP-M funding recommended for highway projects was allocated to highway projects within Milwaukee County, the county with the highest proportion of minority persons and low-income persons within the Milwaukee urbanized area. This proportion of STP-M funding allocated to Milwaukee County exceeds the County's proportionate share of 50 percent of the total year 2050 planned county and local arterial lane-miles (the eligible facilities for STP-M funding), 58 percent of the total vehicle-miles travelled (VMT) on the existing county and local arterial streets and highways, and 69 percent of the total year 2010 population within the Milwaukee urbanized area (see Table C-3). As shown in Table C-4, $237.3 million, or about 66 percent, of the available $358.7 million in STP-M funding for highway projects over years 2015-2029 was allocated to highway projects within Milwaukee County. This proportion of years 2015-2029 STP-M funding allocated to Milwaukee County is above the County's proportionate share of the total year 2050 planned county and local arterial lane-miles and the total VMT on the existing county and local arterial streets and highways but is below the County proportionate share of the total year 2010 population within the Milwaukee urbanized area.

Additionally, about 9.1 percent, or $6.3 million, of years 2028-2029 STP-M funding recommended for highway projects was allocated to highway projects in the City of Milwaukee (as shown in Table C-2), the city with the largest proportion of minority and low-income persons within the Milwaukee urbanized area. This proportion of STP-M funding allocated to City of Milwaukee projects is below the City's proportionate share of the total year 2010 population within the Milwaukee urbanized area, the total year 2050 planned county and local arterial lane-miles, and the total VMT on the existing county and local arterial streets and highways (see Table C-3). However, as shown in Table C-4, about 34 percent, or $121.7 million, of the years 2015-2029 STP-M funding recommended for highway projects was allocated to City of Milwaukee highway projects. This proportion of years 2015-2029 STP-M funding allocated to City of Milwaukee projects is above the City's proportionate share of the total year 2050 planned county and local arterial lane-miles and of the total VMT on the existing county and local arterial streets and highways, but below the City's proportionate share of the total year 2010 population within the Milwaukee urbanized area.

Comparing the candidate highway projects recommended for years 2028-2029 STP-M funding, utilizing the procedures developed by the Milwaukee TIP Committee, to the location of concentrations of people of color within the Milwaukee urbanized area (as shown on Map C-1 and Table C-5), approximately 33.3 percent of the number of highway projects recommended for additional FFY 2023-2026 STP-M funding are located within, or within the fringe of, locations of minority populations. Specifically, three candidate

Table C-1
Candidate Projects Initially Recommended forYears 2028-2029 STP-M Funding

Project Type	Project Sponsor	Project Sponsor Priority	Project Description	Recommended Federal Amount
Highway	City of Glendale	1	Reconstruction of W Silver Spring Dr from N 27th St to Milwaukee River Parkway[1]	3,916,160
	Village of Lannon	1	Reconstruction of Good Hope Rd between CTH V and CTH F	4,902,865
	Milwaukee County	1/2/3	Reconstruction of W Silver Spring Dr (CTH E) between 124th St and Appleton Ave	10,040,000
	Milwaukee County	10/11/12	Reconstruction of S 76th St (CTH U) between S Layton Ave (CTH Y) and Howard Ave	7,464,400
	City of Milwaukee	1/2	Reconstruction of N Teutonia Ave from W Mill Rd to W Good Hope Rd[2]	5,096,613
	Washington County	1	Pavement replacement of CTH Y between County Line Rd and STH 175	3,099,200
	Waukesha County	1	Reconstruction with Additional Lanes of Moorland Rd from CTH HH (College Ave) to Grange Ave	10,740,280
	City of Wauwatosa	1	Pavement Replacement of W North Ave between N 95th St and N 73rd St	15,294,353
	City of West Allis	1	Reconstruction of W. National Ave between S. 95th St and S. 108th St (STH 100)	8,012,571
			Subtotal - Highway	68,566,442
Transit	Milwaukee County	--	Purchase of 60 replacement buses[3]	7,017,601
	City of Waukesha	1	Purchase 3 fixed route buses[4]	600,893
			Subtotal - Transit	7,618,494
			Total	76,184,936

[1] Joint project of the City of Glendale (70 percent) and the City of Milwaukee (30 percent).

[2] The City of Milwaukee's proposed project to reconstruct N. Teuronia Avenue between W. Mill Rd and W. Good Hope Rd is recommended to be partially funded with 65 percent of the total requested $7,810,008 in years 2028-2029 STP-M funding.

[3] Milwaukee County's bus replacement project is recommended to be pertially funded for $7,017,601 (13 buses) of the total requested $31,464,000 (60 buses).

[4] City of Waukesha's bus replacement project is recommended to be partially funded for $600,893 (1 bus) of the total requested $1,750,400 (3 buses).

Table C-2
Cumulative Amount of Years 2028-2029 STP-M Funding by Projaect Sponsor with Projects Recommended for Funding by Project Type (Highway and Transit)

Project Type	County	Project Sponsor	Cumulative Federal Amount Recommended	Percent of Total Highway/ Transit Funding
Highway	Milwaukee	City of Glendale	2,741,312	4.0
		Milwaukee County	17,504,400	25.5
		City of Milwaukee[1]	6,271,461	9.1
		City of Wauwatosa	15,294,353	22.3
		City of West Allis	8,012,571	11.7
		Subtotal - Milwaukee County	49,824,097	72.7
	Waukesha	Waukesha County	10,740,280	15.7
		Village of Lannon	4,902,865	7.2
		Subtotal - Waukesha County County	15,643,145	22.8
	Washington	Washington County	3,099,200	4.5
		Subtotal - Highway	68,566,442	100.0
Transit	Milwaukee	Milwaukee County	7,017,601	92.1
	Waukesha	City of Waukesha	600,893	7.9
		Subtotal - Transit	7,618,494	100.0
		Total	76,184,936	- -

Table C-3
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.

Table C-4
Cumulative Amount of Years 2015-2029 STP-M Funding by Project Sponsor with Projects Initially Recommended for Funding by Project Type (Highway And Transit)[1]

Project Type	County	Project Sponsor	Cumulative Federal Amount Recommended	Percent of Total Highway/ Transit Funding
Highway	Milwaukee	Milwaukee County	44,092,400	12.3
		City of Glendale	2,741,312	0.8
		Village of Greendale	2,070,165	0.6
		City of Greenfield[2]	3,266,371	0.9
		City of Milwaukee[3]	121,687,230	33.9
		City of Oak Creek	1,868,960	0.5
		City of Wauwatosa	27,903,298	7.8
		City of West Allis	33,697,142	9.4
		Village of West Milwaukee	2,989,831	0.8
		Subtotal - Milwaukee County	237,326,878	66.2
	Waukesha	Waukesha County	83,668,191	23.3
		City of Brookfield	13,678,624	3.8
		Village of Lannon	4,902,865	1.4
		Village of Menomonee Falls	5,361,996	1.5
		City of Muskego	2,679,778	0.7
		City of Waukesha	7,996,960	2.2
		Subtotal - Waukesha County	118,288,414	33.0
	Washington	Washington County	3,099,200	0.9
		Subtotal - Highway	358,714,491	100.0
Transit	Milwaukee	Milwaukee County	28,720,509	93.0
	Washington	Washington County	103,200	1.3
	Waukesha	City of Waukesha	2,061,004	6.7
		Subtotal - Transit	30,884,713	100.0
		Total	389,599,204	- -

[1] The table above reflects the amount of STP-M funding allocated to each community based on application of the evaluation procedures described in this memorandum for years 2015-2027 STP-M funding. Thus it does not reflect the changes to the recommended projects for years 2015-2018 STP-M funding, as approved by the Milwaukee TIP Committee at its August 20, 2014, meeting. Specifically, the Milwaukee County's Layton Avenue project ($2,780,000), the City of Milwaukee's Humboldt Boulevard project ($2,521,234), and the City of Milwaukee's Howard Avenue project ($4,784,000) were voluntarily removed from the listing of recommended projects in favor of funding the City of Milwaukee's 92nd Street project ($3,588,000), the City of Oak Creek's S. 5th Avenue project ($2,781,040), and the City of Greenfield's W. Edgerton Avenue project ($3,456,668).

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.

[2] 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.

[3] Includes $1,174,848 recieved by the City of Milwaukee for a joint project with the City of Glendale.

highway projects located in areas or located along the fringe of areas of minority populations was recommended for $19.0 million, or about 27.7 percent of the available funding, as shown in Table C-6. The percentage of the number of highway projects and the amount of funding recommended for years 2028-2029 STP-M funding that are located within, or within the fringe of, minority populations are both slightly below the 33.8 percent of the population of the Region that is minority. While both percentages fall slightly below the regional minority percentage, the application of the STP-M evaluation process has resulted in about 57 percent of the candidate projects and 50 percent of the amount of funding initially recommended for years 2015-2029 STP-M funding being located within or along the fringe of areas of minority populations.

Further, comparing the candidate highway projects recommended for years 2028-2029 STP-M funding, utilizing the procedures developed by the Milwaukee TIP Committee, to the location of concentrations of low-income persons within the Milwaukee urbanized area (as shown on Map C-2 and Table C-7), five candidate projects, or about 55.5 percent of the recommended highway projects are located within, or within the fringe of, areas of low-income populations. Specifically, the five highway projects located in or along the fringe of areas of low-income populations were recommended for $34.5 million, or about 50.3 percent of the available funding, as shown on Table C-8. The percentage of the number of highway projects and of the amount of funding recommended for years 2028-2029 both exceed the regional average of families in poverty of about 8.4 percent.

With respect to transit projects, the transit projects recommended for the approximately $7.6 million of the available $76.2 million in years 2028-2029 STP-M funding are shown in Table C-1. As shown in Table C-1, $7.0 million, or 92 percent, of the 2028-2029 funding recommended for transit projects was allocated to Milwaukee County (the County with the highest minority population and low-income population within the urbanized area). The Milwaukee County Transit System extensively serves the concentrations of minority and low-income populations located in the county.

Justice40 Initiative

Through executive order, President Biden on January 27, 2021, created the Justice40 Initiative that seeks to deliver 40 percent of the overall benefits of Federal investments in climate and clean energy, including sustainable transportation, to disadvantaged communities.[1] Examples of sustainable transportation activities include transit improvement and expansion projects, bicycle/pedestrian projects, projects that reduce transportation-related emissions (including bus replacements), and electric vehicle charging station projects and purchasing programs. Several of the types of projects eligible for STP funding can be implemented in support of the Justice40 initiative.

With respect to the projects initially recommended for years 2028-2029 STP-M funding, the lower emissions expected for the recommended vehicle replacement projects and any potential implementation of transit/bicycle/pedestrian accommodations as part of the recommended highway projects would be expected to support the Justive40 Initiative. As previously indicated, about 92 percent of the transit funding recommended for the years 2028-2029 STP-M funding was allocated to a bus replacement project in Milwaukee County (the County with the highest minority population and low-income population within the Milwaukee urbanized area). With respect to the highway projects, all of the projects

[1] *Additional information on the U.S. Department of Transportation's efforts on Justice40 Initiative can be found here: https://www.transportation.gov/equity-Justice40.*

Map C-1
Comparison of Candidate Projects Recommended for Years 2028-2029 STP-M Funding to Location of Concentrations of Minority Persons within Southeastern Wisconsin in 2020

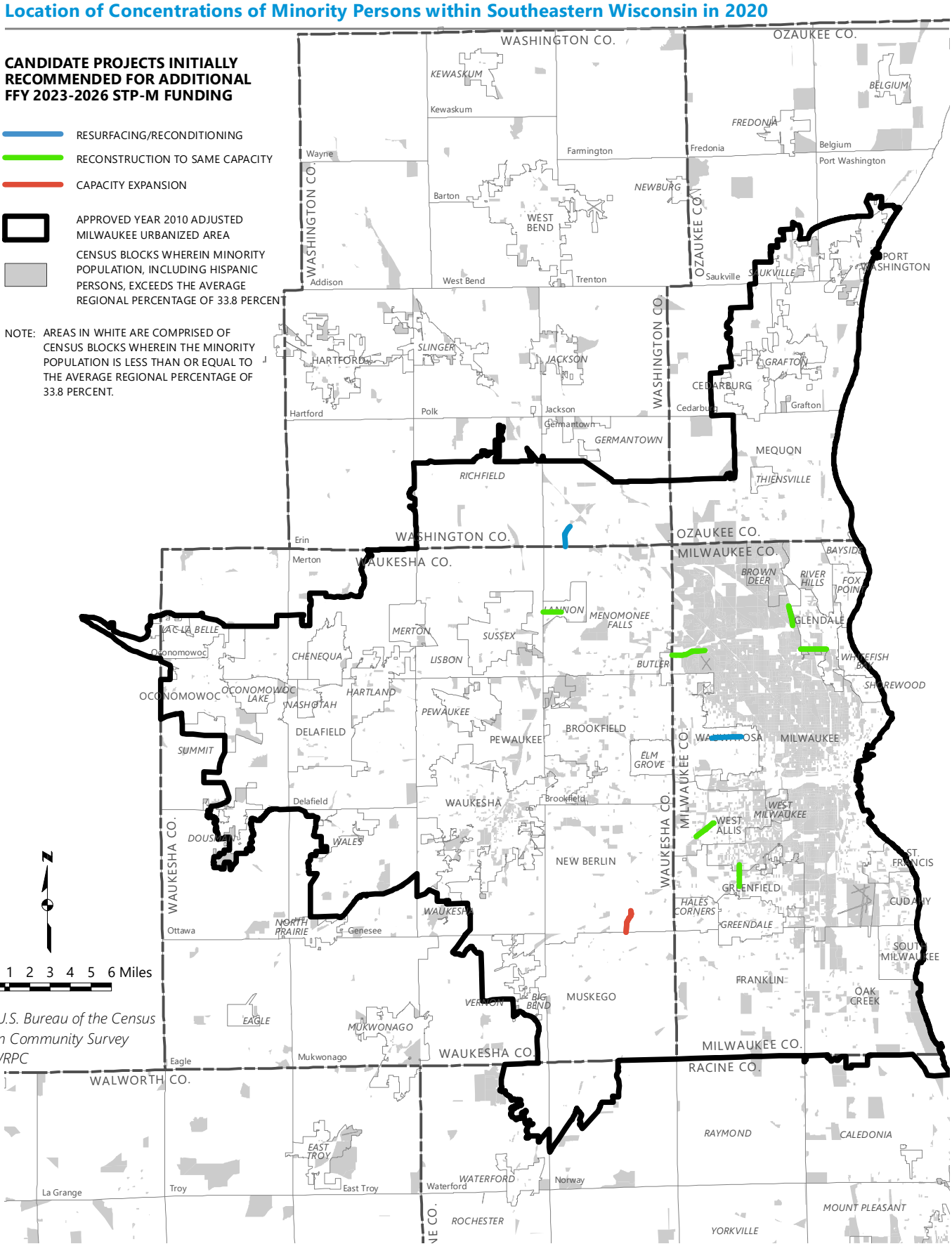

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Table C-5
Comparison of Number of Recommended Highway Projects for Years 2028-2029 STP-M Funding with Respect to Areas of Minority Populations within The Milwaukee Urbanized Area[1]

Location	Recommended Projects	
	Number	Percent
Within Minority Population Area	1[2]	11.1
Within Fringe of Minority Population Area	2	22.2
Outside Minority Population Area	6	66.7
Total	9	100.0

[1] *Areas of minority population are defined as those areas where the minority population equals or exceeds the average regional percentage of minority population of 33.8 percent (2020 U.S. Census).*

[2] *Does not include the funding of the Milwaukee County's proposed bus replacement project. This system serves much of the concentrations of minority and low-income populations located in the County.*

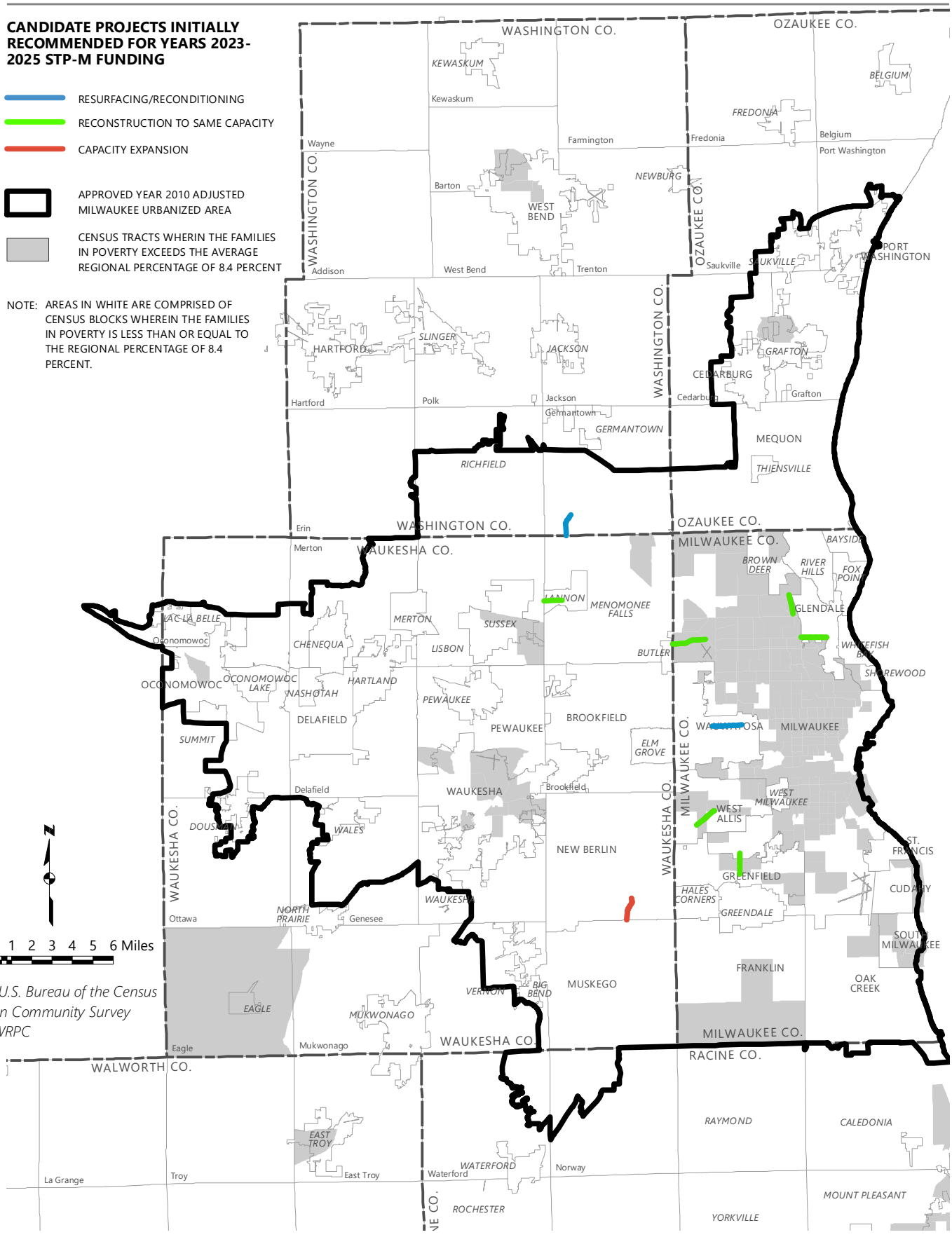
Table C-6
Comparison of Recommended Years 2028-2029 STP-M Funding for Highway Projects with Respect to Areas of Minority Population within the Milwaukee Urbanized Area[1]

Location	Project Funding Recommended	
	Amount (Millions)	Percent
Within Minority Population Area	$10.04[2]	14.6
Within Fringe of Minority Population Area	9.01	13.1
Outside Minority Population Area	49.51	72.2
Total	$68.57	100.0

[1] *Areas of minority population are defined as those areas where the minority population equals or exceeds the average regional percentage of minority population of 33.8 percent (2020 U.S. Census).*

[2] *Does not include the funding of the Milwaukee County's proposed bus replacement project. This system serves much of the concentrations of minority and low-income populations located in the County.*

Map C-2
Comparison of Candidate Projects Recommended for Years 2026-2027 STP-M Funding to Location of Concentrations of Families in Poverty within Southeastern Wisconsin (2016-2020)



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

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Table C-7
Comparison of Number of Recommended Highway Projects for Years 2028-2029 STP-M Funding with Respect to Areas of Low Income Population within the Milwaukee Urbanized Area[1]

	Recommended Projects	
Location	**Number**	**Percent**
Within Low Income Population Area	1[2]	11.1
Within Fringe of Low Income Population Area	4	44.4
Outside Low Income Population Area	4	44.4
Total	9	100.0

[1] *Areas of low-income population are defined as those areas where the minority population equals or exceeds the average regional percentage of minority population of 9.5 percent (2014-2018 American Community Survey).*

[2] *Does not include the funding of the Milwaukee County's proposed bus replacement project. This system serves much of the concentrations of minority and low-income populations located in the County.*

Table C-8
Comparison of Recommended Years 2028-2029 STP-M Funding for Highway Projects with Respect to Areas of Low Income Population within the Milwaukee Urbanized Area[1]

	Project Funding Recommended	
Location	**Amount (Millions)**	**Percent**
Within Low Income Population Area	$10.04[2]	14.6
Within Fringe of Low Income Population Area	24.49	35.7
Outside Low Income Population Area	34.04	49.7
Total	$68.57	100.0

[1] *Areas of low-income population are defined as those areas where the minority population equals or exceeds the average regional percentage of minority population of 9.5 percent (2014-2018 American Community Survey).*

[2] *Does not include the funding of the Milwaukee County's proposed bus replacement project. This system serves much of the concentrations of minority and low-income populations located in the County.*

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located within or along the fringe of either areas of concentrations of minority populations or low-income populations are proposing some level of new transit, bicycle, or pedestrian accommodation, as recommended in VISION 2050. These projects represent 33 to 55 percent in terms of number of projects and 28 to 50 percent in terms of the amount of funding recommended.

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Exhibit D
Community/County Equity of Candidate Projects Recommended for Years 2028-2029 STP-M Funding

In 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 revised 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. Prior to 2013, the Milwaukee TIP Committee, together with the Commission and local governments in the Milwaukee urbanized area, had recommended that the evaluation and selection of projects for STP-M funds be related to a system whereby each governmental unit having current jurisdictional responsibility for eligible arterial facilities was credited STP-M funds annually based on their relative need represented by the proportion of total eligible existing and planned arterial facility lane-miles identified in the adopted regional transportation plan. These need-based credits were accumulated from year-to-year with debits occurring from each governmental unit's account as projects were selected for implementation. Each candidate project was rated and prioritized under the evaluation and selection process based on each governmental unit's credit balance and the estimated Federal share of the project cost. Prior to the solicitation of candidate projects for years 2015-2018 STP-M funding, the FHWA informed Commission staff that this process of project selection could no longer be used, as it may be considered a sub-allocation of funds. FHWA staff recommended that evaluation criteria be developed for consideration in the evaluation and selection of projects for STP-M funding, with those evaluation criteria reflecting the performance desired from the transportation system in Southeastern Wisconsin.

The procedures developed by the Milwaukee TIP Committee, and guided by FHWA staff, to evaluate, prioritize, and recommend projects for 2015-2018 STP-M funding included a community/county equity criterion based on the long-used process. This criterion was only used as a secondary criterion to evaluate candidate resurfacing/reconditioning projects and reconstruction to same capacity projects following an initial evaluation with the performance-based criteria. The Milwaukee TIP Committee at its June 24, 2015, meeting considered and approved changes to the procedures, including no longer using the community/county equity criterion in the evaluation of candidate projects for STP-M funding. However, it was suggested by members of the Milwaukee TIP Committee that Commission staff provide the Committee with information on the community/county equity as it considers the recommendation of projects for STP-M funding. The remainder of this exhibit provides information related to community/county equity.

Based on the historical process to evaluate projects for STP-M funding, each municipal and county government was allocated an annual amount of the STP-M funds through the year 2029 determined to be available for highways based on its proportionate share of the planned lane-miles of eligible arterial facilities on the adopted regional transportation plan under its current jurisdiction within the adjusted Census-defined Milwaukee urbanized area. Table D-1 shows the estimated eligible planned arterial lane-miles by municipality and county based on the adopted year 2050 regional transportation plan for the year 2010 adjusted Census defined Milwaukee urbanized area and the proportionate share of the Milwaukee urbanized area planned lane-miles of eligible arterial facilities by municipality and county. Table D-2 provides the funding target balances through 2028 for the counties/communities within the Milwaukee urbanized area. These balances are based on the county/community equity balances that were used in the evaluation of candidate projects for years 2015-2018 STP-M funding. The balances have been debited for municipalities and counties in the amount of years 2015-2029 STP-M funding that was allocated to their projects by the Committee beginning in 2013.

Table D-1

Estimated Total Length and Proportion of Planned Lane-Miles for Local Municipalities and Counties Eligible for STP-M Funding

Implementing Agency	Proposed Year 2010 Adjusted Urbanized Area	
	Total Year 2050 Planned Lane-Miles	Proportionate Share
MILWAUKEE COUNTY		
Milwaukee County	337.06	0.10373
Village of Bayside	0.12	0.00004
Village of Brown Deer	11.60	0.00357
City of Cudahy	23.90	0.00735
Village of Fox Point	2.36	0.00073
City of Franklin	30.10	0.00926
City of Glendale	25.32	0.00779
Village of Greendale	18.18	0.00559
City of Greenfield	39.06	0.01202
Village of Hales Corners	6.18	0.00190
City of Milwaukee	842.63	0.25931
City of Oak Creek	52.20	0.01606
Village of River Hills	7.96	0.00245
City of Saint Francis	7.18	0.00221
Village of Shorewood	22.30	0.00686
City of South Milwaukee	12.62	0.00388
City of Wauwatosa	66.76	0.02054
City of West Allis	84.24	0.02592
Village of West Milwaukee	12.96	0.00399
Village of Whitefish Bay	9.00	0.00277
Subtotal	1,611.73	0.49599
WAUKESHA COUNTY		
Waukesha County	794.71	0.24456
Village of Big Bend	1.58	0.00049
City of Brookfield	58.96	0.01814
Town of Brookfield	5.32	0.00164
Village of Butler	1.68	0.00052
Village of Chenequa	0.40	0.00012
City of Delafield	13.52	0.00416
Town of Delafield	0.34	0.00010
Village of Elm Grove	12.84	0.00395
Village of Hartland	9.24	0.00284
Village of Lannon	1.68	0.00052
Village of Lisbon	17.00	0.00523
Village of Menomonee Falls	66.73	0.02054
Town of Merton	0.80	0.00025
Village of Merton	0.12	0.00004
City of Muskego	27.06	0.00833
Village of Nashotah	0.54	0.00017
City of New Berlin	49.14	0.01512
City of Oconomowoc	28.86	0.00888
Town of Oconomowoc	9.88	0.00304
Village of Oconomowoc Lake	0.12	0.00004
City of Pewaukee	3.20	0.00098
Village of Pewaukee	7.64	0.00235

Table D-1 (continued)

Implementing Agency	Proposed Year 2010 Adjusted Urbanized Area	
	Total Year 2050 Planned Lane-Miles	Proportionate Share
WAUKESHA COUNTY (cont.)		
Village of Summit	0.00	0.00000
Village of Sussex	12.64	0.00389
Town of Vernon	4.34	0.00134
City of Waukesha	118.63	0.03651
Village of Waukesha	3.96	0.00122
Subtotal	1,250.93	0.38496
OZAUKEE COUNTY		
Ozaukee County	127.72	0.03930
City of Cedarburg	19.14	0.00589
Town of Cedarburg	5.64	0.00174
Town of Grafton	6.22	0.00191
Village of Grafton	12.10	0.00372
City of Mequon	90.36	0.02781
City of Port Washington	4.36	0.00134
Town of Port Washington	2.10	0.00065
Town of Saukville	0.48	0.00015
Village of Saukville	1.58	0.00049
Village of Thiensville	7.74	0.00238
Subtotal	277.44	0.08538
RACINE COUNTY		
Racine County	6.78	0.00209
Village of Caledonia	0.94	0.00029
Town of Norway	5.68	0.00175
Town of Waterford	4.58	0.00141
Subtotal	17.98	0.00553
WASHINGTON COUNTY		
Washington County	31.45	0.00968
Village of Germantown	56.81	0.01748
Village of Richfield	0.42	0.00013
Subtotal	88.68	0.02729
JEFFERSON COUNTY		
Jefferson County	0.80	0.00024
Town of Ixonia	1.94	0.00060
Subtotal	2.74	0.00084
Total	3,249.50	1.00000

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Table D-2

Estimated Current Year 2029 Community/County Equity Balances in the Milwaukee Urbanized Area and Estimated Year 2029 Balances Based on Recommended Allocation of Years 2028-2029 STP-M Funding to Candidate Projects

Implementing Agency	Current Estimated County/Community Balance Through 2029	Funding Allocation Based on Proportionate Share of Lane-Miles 2028-2029 STP-M Funding	Estimated County/Community Balance Through 2027 Prior to Allocation of 2028-2029 STP-M Funding To Projects	Total 2028-2029 STP-M Funding Recommended To Projects Sponsored by a Community/County	Estimated County/Community Balance Through 2029 With Recommended Allocation of 2028-2029 Funding To Projects
MILWAUKEE COUNTY					
Milwaukee County	$1,931,976	$7,112,177	$9,044,153	$17,504,400	($8,460,247)
Village of Bayside	$18,410	$2,532	$20,942	$0	$20,942
Village of Brown Deer	$1,320,320	$244,767	$1,565,087	$0	$1,565,087
City of Cudahy	$3,995,412	$504,305	$4,499,717	$0	$4,499,717
Village of Fox Point	$485,386	$49,797	$535,184	$0	$535,184
City of Franklin	$3,506,088	$635,129	$4,141,217	$0	$4,141,217
City of Glendale	$2,037,593	$534,268	$2,571,861	$2,741,312	($169,451)
Village of Greendale	($2,023,531)	$383,609	($1,639,921)	$0	($1,639,921)
City of Greenfield	($3,034,824)	$824,190	($2,210,634)	$0	($2,210,634)
Village of Hales Corners	($75,659)	$130,402	$54,743	$0	$54,743
City of Milwaukee	($30,001,251)	$17,780,021	($12,221,230)	$6,271,461	($18,492,691)
City of Oak Creek	$1,837,550	$1,101,453	$2,939,003	$0	$2,939,003
Village of River Hills	$1,413,353	$167,961	$1,581,314	$0	$1,581,314
City of Saint Francis	$988,324	$151,502	$1,139,827	$0	$1,139,827
Village of Shorewood	$2,023,641	$470,544	$2,494,185	$0	$2,494,185
City of South Milwaukee	$1,347,542	$266,290	$1,613,832	$0	$1,613,832
City of Wauwatosa	($6,588,838)	$1,408,678	($5,180,160)	$15,294,353	($20,474,513)
City of West Allis	($18,225,019)	$1,777,517	($16,447,502)	$8,012,571	($24,460,073)
Village of West Milwaukee	($1,988,212)	$273,464	($1,714,748)	$0	($1,714,748)
Village of Whitefish Bay	$2,356,830	$189,906	$2,546,736	$0	$2,546,736
Subtotal	($38,674,907)	$34,008,513	($4,666,393)	$49,824,097	($54,490,490)
WAUKESHA COUNTY					
Waukesha County	$1,565,694	$16,768,879	$18,334,573	$10,740,280	$7,594,293
Village of Big Bend	$330,980	$33,339	$364,319	$0	$364,319
City of Brookfield	($10,509,524)	$1,244,093	($9,265,431)	$0	($9,265,431)
Town of Brookfield	$181,350	$112,255	$293,605	$0	$293,605
Village of Butler	$83,307	$35,449	$118,756	$0	$118,756
Village of Chenequa	$67,768	$8,440	$76,208	$0	$76,208
City of Delafield	$906,625	$285,280	$1,191,905	$0	$1,191,905
Town of Delafield	$19,144	$7,174	$26,318	$0	$26,318
Village of Elm Grove	$833,394	$270,932	$1,104,326	$0	$1,104,326
Village of Hartland	$745,266	$194,970	$940,235	$0	$940,235
Village of Lannon	$89,791	$35,449	$125,240	$4,902,865	($4,777,625)
Town of Lisbon	$2,646,275	$358,711	$3,004,985	$0	$3,004,985
Village of Menomonee Falls	($1,390,927)	$1,408,045	$17,118	$0	$17,118
Town of Merton	$111,014	$16,881	$127,895	$0	$127,895
Village of Merton	$17,283	$2,532	$19,815	$0	$19,815
City of Muskego	$648,271	$570,983	$1,219,254	$0	$1,219,254
Village of Nashotah	$89,186	$11,394	$100,580	$0	$100,580
City of New Berlin	$3,963,667	$1,036,885	$5,000,552	$0	$5,000,552
City of Oconomowoc	$2,656,644	$608,964	$3,265,609	$0	$3,265,609
Town of Oconomowoc	$1,094,235	$208,474	$1,302,709	$0	$1,302,709
Village of Oconomowoc Lak	$106,553	$2,532	$109,085	$0	$109,085
City of Pewaukee	$946,883	$67,522	$1,014,405	$0	$1,014,405
Village of Pewaukee	$1,228,534	$161,209	$1,389,743	$0	$1,389,743
Village of Summit	$228,894	$0	$228,894	$0	$228,894
Village of Sussex	$1,316,024	$266,712	$1,582,736	$0	$1,582,736
Town of Vernon	$548,381	$91,577	$639,958	$0	$639,958
City of Waukesha	$1,174,177	$2,503,167	$3,677,345	$0	$3,677,345
Village of Waukesha	$117,495	$83,558	$201,054	$0	$201,054
Subtotal	$9,816,384	$26,395,407	$36,211,791	$15,643,145	$20,568,646

Table D-2 (continued)

Implementing Agency	Current Estimated County/Community Balance Through 2029	Funding Allocation Based on Proportionate Share of Lane-Miles 2028-2029 STP-M Funding	Estimated County/Community Balance Through 2027 Prior to Allocation of 2028-2029 STP-M Funding To Projects	Total 2028-2029 STP-M Funding Recommended To Projects Sponsored by a Community/County	Estimated County/Community Balance Through 2029 With Recommended Allocation of 2028-2029 Funding To Projects
OZAUKEE COUNTY					
Ozaukee County	$13,839,063	$2,694,972	$16,534,035	$0	$16,534,035
City of Cedarburg	$1,373,732	$403,866	$1,777,598	$0	$1,777,598
Town of Cedarburg	$954,549	$119,008	$1,073,556	$0	$1,073,556
Town of Grafton	$972,286	$131,246	$1,103,532	$0	$1,103,532
Village of Grafton	$1,431,592	$255,318	$1,686,910	$0	$1,686,910
City of Mequon	$8,604,974	$1,906,653	$10,511,627	$0	$10,511,627
City of Port Washington	$383,813	$91,999	$475,811	$0	$475,811
Town of Port Washington	$191,167	$44,311	$235,478	$0	$235,478
Town of Saukville	$69,182	$10,128	$79,310	$0	$79,310
Village of Saukville	$221,574	$33,339	$254,913	$0	$254,913
Village of Thiensville	$794,926	$163,319	$958,245	$0	$958,245
Subtotal	$28,836,857	$5,854,158	$34,691,015	$0	$34,691,015
RACINE COUNTY					
Racine County	$703,530	$143,062	$846,593	$0	$846,593
Village of Caledonia	$790,907	$19,835	$810,742	$0	$810,742
Town of Norway	$1,037,207	$119,852	$1,157,058	$0	$1,157,058
Town of Raymond	$195,002	$0	$195,002	$0	$195,002
Town of Waterford	$418,604	$96,641	$515,245	$0	$515,245
Subtotal	$3,145,251	$379,389	$3,524,640	$0	$3,524,640
WASHINGTON COUNTY					
Washington County	$3,533,136	$663,615	$4,196,751	$3,099,200	$1,097,551
Town of Germantown	$1,512,149	$0	$1,512,149	$0	$1,512,149
Village of Germantown	$7,381,063	$1,198,727	$8,579,790	$0	$8,579,790
Village of Richfield	$48,957	$8,862	$57,819	$0	$57,819
Subtotal	$12,475,305	$1,871,204	$14,346,508	$3,099,200	$11,247,308
JEFFERSON COUNTY					
Jefferson County	$72,326	$16,794	$89,120	$0	$89,120
Town of Ixonia	$175,645	$40,977	$216,622	$0	$216,622
Subtotal	$198,624	$57,771	$256,395	$0	$256,395
MILWAUKEE URBANIZED AREA					
Transit Capital Funding	($883,288)	$7,618,494	$6,735,205	$7,618,494	($883,289)
Total	$14,914,226	$76,184,936	$91,099,162	$76,184,936	$14,914,226

Source: Wisconsin Department of Transportation and SEWRPC

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As described in this memorandum, about $68.6 million of the potential $76.2 million in years 2028-2029 STP-M funding is allocated to highway projects within the Milwaukee urbanized area and about $7.6 million in 2028-2029 funding is allocated to transit projects. The balances for each municipality and county were credited a portion of the $68.6 million in years 2028-2029 STP-M funding allocated to highway projects within the Milwaukee urbanized area based on their proportionate share of planned lane miles to estimate the year 2029 community/county balance for each municipality and county, as shown in Table D-2. Table D-2 also shows the amount of years 2028-2029 STP-M funding recommended to project sponsors for their initially recommended highway projects in this memorandum. The resulting year 2029 community/county balances were then estimated based on the balances for these municipalities and counties being debited the amount of years 2028-2029 STP-M funding recommended for their highway projects.

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Exhibit D
Sponsor Project Justifications for Receiving FFY 2028-2029 STP-M Funding

Project Sponsor	Priority	Project Description	Project Justifications
City of Brookfield	1	Reconstruction with Additional Lanes of Calhoun Road from CTH M to STH 190	Existing pavement structure nearing the end of its useful life. There are several crest vertical curves that do not meet current design standards. Roadway lacks continuity of shoulder width, and appropriate pedestrian and bicycle accommodations. Poor drainage exists throughout the corridor. Roadway carries in excess of 16,000 vehicles per day which results in corridor congestion and significant side street delay. Regional plan recommends capacity expansion.
	2	Reconditioning of Lily Rd from Burleigh Rd to North Ave	Lilly Road improvement between Burleigh Road and North Avenue in the City of Brookfield is being considered for reconditioning due to highly degraded pavement conditions, that require extensive maintenance to ensure the safety of drivers, bicyclists, and pedestrians. This project provides the City with an opportunity to mitigate the safety and drainage concerns. There are several major safety enhancements needed for the existing roadway section that funding would address. Current risk hazards include inadequate bicycle/pedestrian accommodation, improper stormwater management, improper striping, and signage. • The pavement striping lacks visibility and retro reflectivity. New markings would enhance night visibility for motorists. • The asphalt road section would have spot replacement addressing failed subgrade and base materials. • The ditches would be re-graded, to better support the roadway and afford improved drainage. Currently the existing corridor has one shoulder of bicycle access. The surrounding area consists of existing paths, businesses, and residential areas that would all benefit from a safe designated bicycle/pedestrian traveling area with upgraded lanes & crossings.

Table continued on next page.

Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
Town of Cedarburg	1	Pavement Replacement of Covered Bridge Road between STH 60 to Pleasant Valley Rd	Covered Bridge Road is the gateway to the Town of Cedarburg's primary tourist attraction: registered on the National Register of Historic Places, the Last Covered Bridge in Wisconsin at Covered Bridge Park, and the adjacent historic hamlet of Kaehlers Mill. Covered Bridge Road is a scenic road, known for its beauty (particularly in autumn), and provides access along Cedar Creek for fishing and paddle sports. It is still used for agriculture, and while primarily residential does provide access to a church and school offering kindergarten through 8th grade classes, and has the only fire station in the Town of Cedarburg. Due to this road providing access to Covered Bridge Park, this is the most important road in the Town of Cedarburg for tourism. This project aims to preserve the rural, wooded character of the corridor while preserving this roadway for safe and productive use for another generation to both work and play. Covered Bridge Road between STH 60 and Pleasant Valley Road was last resurfaced in 1977 or 1998 (depending upon which segment). Today all segments are at the end of their service lives, with WISLR rating ranging from 3 to 5. These two segments of roadway are showing severe raveling, block cracking, transverse cracks, alligator cracking in the wheel paths, moderate rutting in the wheel paths and along the pavement edges, and patches in poor repair, and the formation of potholes in the wheel path. The project proposes to pulverize and overlay the existing asphalt pavement as a 22' wide roadway with 4' HMA shoulders with 1' aggregate shoulders south of Cedar Creek, and 4' aggregate shoulders north of Cedar Creek, meeting the requirements for a design class of TR4. No safety improvements are anticipated; however, superelevation and vertical curves will be evaluated to ensure that they meet current standards for a 40-mph design speed; minor improvements may be included in the plan, and warning signs will be installed if warranted. The pulverized roadway will be formed to remove the tire ruts and to restore a 2% cross slope and crown. Aggregate shoulders will be shaped to match the existing edge of shoulder to the newly overlayed edge of asphalt elevations. As a pulverize and overlay project, land disturbance will be contained within the existing edge of shoulders. No trees will be removed for this project, nor wetlands impacted. Driveways will be matched within 5′ of the edge of asphalt. There will be no ditching improvements, nor will any culverts be replaced as part of this project. 170' of curb and gutter on the west side of Covered Bridge Road, north of the Cedar Creek Bridge will be preserved. The Maintenance and Repair of Haul Roads will be a non-participating cost that will be 100% locally funded.

Table continued on next page.

Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Glendale	1	Reconstruction of W Silver Spring Dr from N 27th St to Milwaukee River Parkway	Early in 2022, the proposed project has been submitted for a Congressional Earmark supported by Wisconsin's 4th District (WI-4) Congresswoman Gwen Moore and has been funded through the FY 2023 omnibus appropriations bill has passed Congress earlier this year and was signed into law by the President. That legislation includes the City of Glendale's request of $4,000,000 for the Reconstruction of Silver Spring Drive from 27th Street to the Milwaukee River. This application is intended to SUPPLEMENT the funding for the construction of the proposed project. In the COST ESTIMATE section, the local share by the Cities of Glendale and Milwaukee includes the congressional community funding received for this project. Silver Spring Drive from N 27th Street to the Milwaukee River Parkway is a MULTI-JURISDICTIONAL roadway between the cities of Glendale and Milwaukee. This application is submitted by the City of Glendale as the Project Sponsor. The two municipalities have produced a draft Memorandum of Understanding (MOU) that describes their respective shares in funding of the local portion of the project cost in the proportion of roadway surface in each municipality - 70 percent in Glendale, 30 percent in Milwaukee. PROJECT BACKGROUND: The project serves the heart of WI-04 and DIRECTLY supports jobs and economic needs of residents in the north side of Milwaukee and Glendale. The proposed project is the reconstruction of Silver Spring Drive, from 27th Street in the west to Milwaukee River to the east. This portion of roadway is mostly shared between Glendale and the City of Milwaukee and serves as the main route through which residents of Milwaukee and Glendale access the Interstate 43. As such, Silver Spring Drive serves the north side of Milwaukee zip codes 53209, 53218, 53225, 53224, and 53223. Residents in these zip codes travel through Silver Spring Drive to get on Interstate 43 to go to work and sustain their families. Improved travel safety and access will help motorists in the north side of Milwaukee and all of Glendale, potentially serving 10s of thousands of people in these neighborhoods. PROJECT DESCRIPTION: The proposed project is the reconstruction of Silver Spring Drive, from 27th Street in the west to Milwaukee River to the east. This portion of the road has last been reconstructed in 2004 and has deteriorated significantly over the last decade. The roadway is shared between Glendale and the City of Milwaukee and serves as the main route through which residents of Milwaukee and Glendale access the Interstate 43. At the same time, more and more people depend on this stretch of road to get to their jobs through the Interstate system. The project will consist of reconstructing the roadway pavement, improving pedestrian safety and motorist safety. As a joint jurisdiction project, both Milwaukee and Glendale will benefit from the project, with WI-04 residents benefiting significantly to support jobs and economic well-being. (Continued on next page.)

Table continued on next page.

Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Glendale	1	Reconstruction of W Silver Spring Dr from N 27th St to Milwaukee River Parkway	The Silver Spring Drive reconstruction project has not been previously submitted or included in the Statewide Transportation Improvement Program, the current needs justify its inclusion in the funding request. The project addresses the transportation and related economic needs of the population in zip codes 53209, 53218, 53225, 53224, and 53223. As such, it provides increased mobility and economic access benefits to minority and low income populations in the roadway's main service area. PROJECT PURPOSE: The project serves the heart of WI-04 and supports jobs and economic needs of residents in the north side of Milwaukee and Glendale. Many residents living and working in the north side of Milwaukee depend on Silver Spring Drive to access the Interstate to travel to their jobs either to the south or north of Silver Spring Drive. A more effective transportation link will make these travels more efficient and less disruptive to the lives of the thousands of people travelling on the roadway everyday. Reconstruction of Silver Spring Drive DIRECTLY improves the lives and economic well-being of the north side residents in Milwaukee and the City of Glendale. The proposed project is the reconstruction of Silver Spring Drive, from 27th Street in the west to Milwaukee River to the east. This portion of roadway is mostly shared between Glendale and the City of Milwaukee and serves as the main route through which residents of Milwaukee and Glendale access the Interstate 43. As such, Silver Spring Drive serves the north side of Milwaukee zip codes 53209, 53218, 53225, 53224, and 53223. Residents in these zip codes travel through Silver Spring Drive to get on Interstate 43 to go to work and sustain their families. Improved travel safety and access will help motorists in the north side of Milwaukee and all of Glendale, potentially serving 10s of thousands of people in these neighborhoods. PROJECT GOALS: The goals of the Silver Spring Drive Reconstruction project are: (1) improve traffic safety and reliability (2) provide improved economic connectivity to minority and low income neighborhoods pf the north side of WI-04 (3) Improved pedestrian safety for residents of 53209 in Glendale and Milwaukee. Reducing traffic congestion and accessibility will reduce commute times and make more time available for work, education, or family. Interstate 43 connects north side residents to UWM on the east side, and MATC campuses downtown and Ozaukee County and directly contributes to their long term success. It isn't just about jobs, but also about climbing the economic ladder through education. Silver Spring to I-43 is a lifeline to many in our community who are pushing ahead for more equity and more economic freedom for themselves and their community.

Table continued on next page.

Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
Village of Greendale	1	Reconditioning of Southway/Ramsey between Broad St and S 51st St	The existing roadway pavement is deteriorating with significant cracking. The proposed project would be to recondition this section of roadway by means of removing the existing pavement & base course, repair failed base areas and replace with 15" of base course and 6" of bituminous concrete pavement.
City of Greenfield	1/2	Reconditioning of S 84th St between IH 41/IH 894 and W Cold Spring Rd	The roadway condition, ride quality and lack of bicycle accommodations contribute to the need for improvement. Extensive joint and corner cracking and spalling is occurring, and poor subgrade drainage is resulting in joint faulting. S 84th St connects to Interstate Highway 41/894 on the south end of the project limits. Existing sidewalk curb ramps are in poor condition and do not meet current design standards. The project scope is to replace the pavement and curb and gutter, reinforce the subgrade and improve drainage and replace sidewalk curb ramps. Full reconstruction of the road may occur in isolated locations. Pedestrian bump-outs will be constructed at intersections within the project corridor (expected at W Whitaker Ave). Bicycles will be accommodated in a new dedicated bike lane. No changes to horizontal or vertical alignment/curves are anticipated. The City of Greenfield Bicycle & Pedestrian Plan 2020 indicates S 84th St accommodates bicycles and pedestrians to connect to adjacent commercial destinations and the Powerline Trail that crosses S 84th St just north of the project limits.
Village of Lannon	1	Reconstruction of Good Hope Rd between CTH V and CTH F	This segment of Good Hope Road is locally owned by the Village of Lannon, a community of approximately 2,000 residents and an annual roadway budget of a mere $18,000. Roads were last rehabilitated in 1997 when Village-wide sanitary was installed. The roadway is part of a 10-mile long route that is functionally classified as a principal arterial (Good Hope Rd./CTH W) immediately east of the project extents. This segment ties into principal arterials on the west (CTH V) and on the East (both CTH W and CTH F). This roadway is a designated truck route that serves the major local and regional quarry industry that supports infrastructure projects throughout SE Wisconsin. Other heavy truck traffic comes from many regional contractors located in the area. The Village has lobbied unsuccessfully in the past for the jurisdiction of this segment to be taken over by the County as it serves a regional purpose. The roadway surface is deteriorating and can no longer be economically maintained (PASER rating of 3). The Village has pending mixed use and residential developments along the route, and has been experiencing industrial in-fill redevelopment on the route. The Village is seeking aid for the reconstruction of the road and expects that pending and ongoing land development will increase the tax base to a point where the Village can properly maintain the improved roadway. Non-participating cost to be 100% locally funded will include water main installation to reach areas with non-compliant, private wells.

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Exhibit D (continued)

<table>
<tr><th>Project Sponsor</th><th>Priority</th><th>Project Description</th><th>Project Justifications</th></tr>
<tr><td>Milwaukee County</td><td>--</td><td>Purchase of 60 replacement buses</td><td>The Milwaukee County Transit System (MCTS) has an active fleet of 346 buses that operate on a network of 58 fixed-routes. Fixed-route service is provided weekdays from 4:30 a.m. to 1:30 a.m., Saturdays from 5 a.m. to 1 a.m., and Sundays from 5:30 a.m. to 1 a.m. The service area is Milwaukee County with limited extensions into neighboring Ozaukee and Waukesha Counties. MCTS provides approximately 34 million fixed-route rides annually. Milwaukee County's population is just under 1 million, and approximately 90 percent of the County's residents are served by fixed-route transit.
Milwaukee County is applying for FY 2025 and 2026 STP funds to purchase thirty (30) new clean diesel buses each year to replace buses from 2012 and 2013 which will be at the end of their useful life. The 30 buses will be part of a planned annual 30 bus replacement schedule going forward, based on MCTS' current fleet replacement schedule. The current MCTS fleet roster is depicted below:

<table>
<tr><th>Year Purchased</th><th>Make</th><th>Bus Number</th><th>Vehicle Count</th><th>Length</th></tr>
<tr><td>2010</td><td>New Flyer</td><td>5100-5189</td><td>8</td><td>40'</td></tr>
<tr><td>2011</td><td>New Flyer</td><td>5200-5234</td><td>9</td><td>40'</td></tr>
<tr><td>2012</td><td>New Flyer</td><td>5300-5354</td><td>32</td><td>40'</td></tr>
<tr><td>2013</td><td>New Flyer</td><td>5400-5454</td><td>55</td><td>40'</td></tr>
<tr><td>2014</td><td>New Flyer</td><td>5500-5534</td><td>35</td><td>40'</td></tr>
<tr><td>2015</td><td>New Flyer</td><td>5600-5627</td><td>28</td><td>40'</td></tr>
<tr><td>2016</td><td>New Flyer</td><td>5700-5729</td><td>30</td><td>40'</td></tr>
<tr><td>2017</td><td>New Flyer</td><td>5800-5814</td><td>15</td><td>40'</td></tr>
<tr><td>2019</td><td>Gillig</td><td>5900-5927</td><td>28</td><td>40'</td></tr>
<tr><td>2020</td><td>Gillig</td><td>6000-6022</td><td>22</td><td>40'</td></tr>
<tr><td>2021</td><td>Gillig</td><td>6100-6113</td><td>14</td><td>40'</td></tr>
<tr><td>2022</td><td>Gillig</td><td>6200-6258</td><td>59</td><td>40'</td></tr>
<tr><td>2023</td><td>Nova</td><td>1000-1010</td><td>11</td><td>40'</td></tr>
<tr><td></td><td></td><td></td><td>346</td><td></td></tr>
</table>

As of 2023 the buses purchased prior to 2010 have been removed from service. The next large series of buses to be replaced (vehicle numbers 5300-5454) will be those purchased in 2013-2014.</td></tr>
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Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
Milwaukee County	1/2/3	Reconstruction of W Silver Spring Dr (CTH E) between 124th St and Appleton Ave	The purpose of this project is to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor drainage system, and insufficient access for both bicyclist and pedestrians. W. Silver Spring Dr. (CTH E) is an urban 4-lane divided principal arterial with a parking lane, existing sidewalk/path in segments and on-street bicycle accommodations. It is on the National Highway System (NHS), is not a local freight oversize/overweight (OSOW) truck route and has Milwaukee County Transit (MCTS) Bus Routes. W. Silver Spring Dr. (CTH E) was first constructed between 1962 and 1964 with concrete pavement. The 60 year old roadway last was milled and rubblized with an asphalt overlay back in 2010, however is now in need of a full reconstruction to extend its structural life. Milwaukee County and SEWRPC have rated the pavement on W. Silver Spring Dr. (CTH E) a 3. The proposed action of the project is a reconstruction of approximately 1.3 miles of W. Silver Spring Dr. (CTH E) roadway from N. 124th St. to W. Appleton Ave, excluding the I-41 interchange, in the City of Milwaukee, Milwaukee County. The existing sidewalk on W. Silver Spring Dr. (CTH E) will be evaluated for removal and replacement based on conditions and meeting ADA requirements. Due consideration will be given to fill the gaps and continue the sidewalk/path on W. Silver Spring Dr. (CTH E) where no sidewalk/path exists as long as there is available Federal funding in the project. Similarly, on-street bicycle accommodations will continue to be provided as well. Traffic signal improvements as needed will be included at the intersections of N. 124th St., N. Rae Ave., N. 107th St. and N. 103rd St. A traffic study will be conducted to determine safety improvements at the intersections along W. Silver Spring Dr. (CTH E). The traffic study will also determine if additional or extension of turn lanes along the project corridor. In addition, estimated costs for removing and replacing street lighting that is impacted in the segment will be included as participating costs in the project. If the street lighting costs cause the overall project costs to exceed the allowed Federal Share, the exceeded costs will become non-participating costs instead of participating costs upon City of Milwaukee approval. W. Silver Spring Dr. (CTH E) has been used heavily as a major alternative/detour east-west route between I-41 and I-43 which has accelerated the deterioration of the roadway of past rehabilitation/improvements.

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Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
Milwaukee County	4/5/6	Reconditioning of W College Ave (CTH ZZ) between S 26th St and S Howell Ave	The purpose of this project is to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor drainage system, and insufficient access for both bicyclist and pedestrians. W. College Ave. (CTH ZZ) is an urban 4-lane divided principal arterial with a parking lane and existing sidewalk, but no bicycle accommodations. It is on the National Highway System (NHS), is a local freight oversize/overweight (OSOW) truck route and has Milwaukee County Transit (MCTS) Bus Routes. As part of MCTS Next system redesign, there were two (2) new/modified bus routes created within the project area. Route 20 (S. 20th Street) is a new Daytime route that replaces Route 19's S. 20th Street branch between National Avenue and College Ave. (CTH ZZ), allowing better connections to jobs, shopping and simplifies service. Route 80 (6th Street) will be modified to provide more high frequency service to jobs as well as easier to understand routing. The MCTS NEXT system redesign aligns with Milwaukee County's mission to advance racial equity and enhance the quality of life through great public service. Route 40/40U still remains for access to Milwaukee Area Technical College (MATC) south campus. W. College Ave. (CTH ZZ) was first constructed in 1964 with concrete pavement. The 59 year old roadway had minimal base patching, mill and overlay between S. 26th St. and S. 20th St. and a diamond grind operation completed in 2010 between S. 13th St. and S. Howell Ave., but needs a pavement replacement (S. 26th St. to S. 13th St.) and reconditioning (S. 13th St. to S. Howell Ave.) to extend its structural life. Milwaukee County has rated the pavement on W. College Ave. (CTH ZZ) in 2021 a 2 between S. 26th St. 13th St. (excluding the I-94 Interchange) and a 3 between S. 13th St. to S. Howell Ave. (Continued on next page.)

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Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
Milwaukee County	4/5/6	Reconditioning of W College Ave (CTH ZZ) between S 26th St and S Howell Ave	The proposed action of the project is a pavement replacement of approximately 0.5 miles of W. College Ave. (CTH ZZ) roadway from S. 26th St. to S. 13th St. (excluding the I-94 Interchange) and reconditioning approximately 1.0 mile of the W. College Ave. (CTH ZZ) roadway from S. 13th St. to S. Howell Ave., in the Cities of Milwaukee and Oak Creek, Milwaukee County. The existing sidewalk on both sides of W. College Ave. (CTH ZZ) from S. 26th St. to S. 20th St. and from S. 13th St. to S. 6th St. will be evaluated for removal and replacement based on conditions and meeting ADA requirements. Consideration will be given to continue the sidewalk on W. College Ave. (CTH ZZ) from approximately S. 6th St. to S. Howell Ave. and on-street bicycle accommodations as long as there is available Federal funding in the project. A traffic study will be conducted to determine safety improvements at the intersections along W. College Ave. (CTH ZZ), excluding the intersections of S. 20th St. and S. 13th St. as it is part of the Highway Safety Improvement Program (HSIP) projects both scheduled for 2025 construction. The traffic study will also determine if additional or extension of turn lanes along the project corridor. It would be most economical and reduce impacts to the area to tie the STP and the two (2) HSIP projects together as one letting. The WisDOT ID's for the HSIP projects are 2355-08-00/70 (S. 20th St.) and 2355-05-01/71 (S. 13th St.). In addition, estimated costs for removing and replacing street lighting that is impacted in the segment will be included as participating costs in the project. If the street lighting costs cause the overall project costs to exceed the allowed Federal Share, the costs will become non-participating costs instead of participating costs. W. College Ave. (CTH ZZ) has been used heavily as a major alternative/detour route for the construction projects for the I-94 corridor over the past 10 years which has accelerated the deterioration of the roadway. W. College Ave. (CTH ZZ) continues to be heavily used by trucks from I-94 to access commercial and industrial areas in the Cities of Milwaukee and Oak Creek. Also, a couple of the major traffic generators that have access to W. College Ave. (CTH ZZ) are Milwaukee Area Technical College (MATC) south campus and the 128th National Guard Air Refueling Wing.

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Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
Milwaukee County	7/8/9	Reconditioning of W Beloit Rd (CTH T) between STH 100 (S. 108th St) and W Oklahoma Ave (CTH NN)	The purpose of this project is to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor drainage system, and insufficient access for both bicyclist and pedestrians. W. Beloit Rd. (CTH T) is an urban 4-lane divided principal arterial with a parking lane and existing sidewalk with no bicycle accommodations. It is on the National Highway System (NHS) and has Milwaukee County Transit (MCTS) Bus Routes. As part of MCTS Next system redesign, there were two (2) new/modified bus routes within the project area. Route 92 (at the intersection of W. Beloit Rd. (CTH T) and N. 92nd St. (CTH N)) is a new route that will establish one route along this corridor (instead of three routes). It will also provide another way to travel to the Milwaukee Regional Medical Center. Route 51 (at the intersection of W. Beloit Rd. (CTH T) and W. Oklahoma Ave. (CTH NN)) will become a high frequency route, providing more high frequency service to jobs as well as easier to understand routing. The MCTS NEXT system redesign aligns with Milwaukee County's mission to advance racial equity and enhance the quality of life through great public service. W. Beloit Rd. (CTH T) was first constructed in 1953 with concrete pavement. The 70 year old roadway had a short term mill and overlay between S. 108th St. and W. Morgan Ave., excluding the I-41 Interchange. No improvements where completed between W. Morgan Ave. and W. Oklahoma Ave. (CTH N). W. Beloit Rd. (CTH T) is in need of a pavement replacement (S. 108th St. to W. Morgan Ave., excluding the I-41 Interchange) and reconditioning (W. Morgan Ave. to W. Oklahoma Ave. (CTH NN)) to extend its structural life. Milwaukee County has rated the pavement on W. Beloit Rd. (CTH T) in 2021 a 2 between S. 108th St. and W. Morgan Ave. (excluding the I-41 Interchange) and a 3 between W. Morgan Ave. to W. Oklahoma Ave. (CTH NN). It should be noted that there was a recent short term 2 inch mill and overlay completed in 2022 from S. 108th St. to W. Wollmer Rd. because of the deteriorated pavement and increased maintenance, however, this segment is rated a 2 due to the underlying poor roadway conditions. The proposed action of the project is a pavement replacement of approximately 0.50 miles of W. Beloit Rd. (CTH T) roadway from W. Wollmer Rd. (excluding the I-41 Interchange) and reconditioning approximately 0.95 miles of the W. Beloit Rd. (CTH T) roadway from W. Morgan Ave. to W. Oklahoma Ave. (CTH NN), in the City of Greenfield, Milwaukee County. The existing sidewalk on both sides of W. Beloit Rd. (CTH T) from W. Morgan Ave. to W. Oklahoma Ave. (CTH NN) will be evaluated for removal and replacement based on conditions and meeting ADA requirements. Consideration will be given to continue the sidewalk on W. Beloit Rd. (CTH T) from approximately W. Wollmer Rd. to I-41 Interchange and on-street bicycle accommodations as long as there is available Federal funding in the project. A traffic study will be conducted to determine safety improvements at the intersections along W. Beloit Rd. (CTH T), including additional or extension of turn lanes. There will be traffic signal upgrades to the intersections of N. 92nd St. (CTH N) and W. Oklahoma Ave. (CTH NN). At W. Morgan Ave. intersection, participating costs are limited to address impacted traffic signal structures and associated equipment. In addition, estimated costs for removing and replacing street lighting that is impacted in the segment will be included as participating costs in the project. If the street lighting costs cause the overall project costs to exceed the allowed Federal Share, the costs will become non-participating costs instead of participating costs. W. Beloit Rd. (CTH T) is a major connector from I-41 corridor to S. 108th St.

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Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
Milwaukee County	10/11/12	Reconstruction of S 76th St (CTH U) between S Layton Ave (CTH Y) and Howard Ave	The purpose of this project is to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor drainage system, and insufficient access for both bicyclist and pedestrians. S. 76th St. (CTH U) is an urban 4-lane divided principal arterial with a parking lane, existing sidewalk on both sides and no on-street bicycle accommodations. It is on the National Highway System (NHS), is not a local freight oversize/overweight (OSOW) truck route and has Milwaukee County Transit (MCTS) Bus Routes. S. 76th St. (CTH U) was first constructed between 1962 and 1964 with concrete pavement. The 60 year old roadway last was milled and rubblized with an asphalt overlay back in 2004, however is now in need of a full reconstruction to extend its structural life. Milwaukee County and SEWRPC have rated the pavement on S. 76th St. (CTH U) a 3. The proposed action of the project is a reconstruction of approximately 1.0 miles of S. 76th St. (CTH U) roadway from W. Layton Ave. to W. Howard Ave. in the City of Greenfield, Milwaukee County. The existing sidewalk on S. 76th St. (CTH U) will be evaluated for removal and replacement based on conditions and meeting ADA requirements. On-street bicycle accommodations will be considered as well. Traffic signal improvements as needed will be included at the intersections of W. Forest Home Ave., W. Cold Spring Rd. and W. Howard Ave. A traffic study will be conducted to determine safety improvements at the intersections along S. 76th St. (CTH U). The traffic study will also determine if additional or extension of turn lanes along the project corridor. In addition, estimated costs for removing and replacing street lighting that is impacted within the project limits will be included as participating costs in the project. If the street lighting costs cause the overall project costs to exceed the allowed Federal Share, the exceeded costs will become non-participating costs instead of participating costs upon City of Greenfield approval. S. 76th St. (CTH U) has been used heavily as a major alternative/detour north-west route from the far south side to the far north side of Milwaukee County which has accelerated the deterioration of the roadway of past rehabilitation/improvements.

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Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
Milwaukee County	13/14/15	Reconditioning of W Hampton Ave (CTH EE) between N 91st St and N 76th St	The purpose of this project is to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor drainage system, and insufficient access for both bicyclist and pedestrians. W. Hampton Ave. (CTH EE) is an urban 4-lane divided minor arterial with a parking lane, existing sidewalk on both sides and no on-street bicycle accommodations. It is not on the National Highway System (NHS), is a local freight oversize/overweight (OSOW-TR) truck route and has Milwaukee County Transit (MCTS) Bus Routes. W. Hampton Ave. (CTH EE) was first constructed in 1963 with concrete pavement. The 60 year old roadway last was milled and rubblized with an asphalt overlay back in 1998, however is now in need of a full reconstruction to extend its structural life. Milwaukee County and SEWRPC have rated the pavement on W. Hampton Ave. (CTH EE) a 3. The proposed action of the project is a reconstruction of approximately 1.0 miles of W. Hampton Ave. (CTH EE) roadway from N. 91st St. to N. 76th St. in the City of Milwaukee, Milwaukee County. The existing sidewalk on W. Hampton Ave. (CTH EE) will be evaluated for removal and replacement based on conditions and meeting ADA requirements. On-street bicycle accommodations will be considered as well. Traffic signal improvements as needed will be included at the intersections of N. 91st St., W. Grantosa Dr., W. Appleton Ave., and N. 76th St. A traffic study will be conducted to determine safety improvements at the intersections along W. Hampton Ave. (CTH EE). The traffic study will also determine if additional or extension of turn lanes along the project corridor. In addition, estimated costs for removing and replacing street lighting that is impacted within the project limits will be included as participating costs in the project. If the street lighting costs cause the overall project costs to exceed the allowed Federal Share, the exceeded costs will become non-participating costs instead of participating costs upon City of Milwaukee approval.

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Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
Milwaukee County	16/17/18	Reconstruction of W Forest Home Ave (CTH OO) between W Speedway Dr and S 108th St	The purpose of this project is to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor drainage system, and insufficient access for both bicyclist and pedestrians. W. Forest Home Ave. (CTH OO) is a rural 4-lane divided minor arterial with a gravel/asphalt/concrete shoulder with no sidewalk or bicycle accommodations. As part of MCTS Next system redesign, there was one modified bus route within the project area. Route 28 (S. 108th St.) was modified to expand access to multiple unserved and underserved job areas at both ends of the route. Buses will travel from N. Lovers Ln. & W. Silver Spring Dr. to Speedway Dr. & S. Lovers Ln. (S. 108th) primarily via S. 108th St. and S. 124th St. Service on the south end will be extended past the Hales Corners park-ride lot and past W. Forest Home Ave. (CTH OO) to W. Speedway Dr. and provide new access to numerous businesses along S. 108th St. The MCTS NEXT system redesign aligns with Milwaukee County's mission to advance racial equity and enhance the quality of life through great public service. W. Forest Home Ave. (CTH OO) was first constructed in 1957 with concrete pavement and the 66 year old roadway and has had no improvements completed between W. Speedway Dr. to S. 108th St. since inception. W. Forest Home Ave. (CTH OO) is in need of a reconstruction to extend its structural life. Milwaukee County has rated the pavement on W. Forest Home Ave. (CTH OO) in 2021 a 3 between W. Speedway Dr. to S. 108th St. The proposed action of the project is a reconstruction of approximately 0.70 miles of W. Forest Home Ave. (CTH OO) roadway from W. Speedway Dr. to S. 108th St., in the City of Franklin and Village of Hales Corners, Milwaukee County. The rural cross section will be reconstructed to an urban cross section. Consideration will be given to both pedestrian and bicycle accommodations as long as there is available Federal funding in the project. A traffic study will be conducted to determine safety improvements at the intersections along W. Forest Home Ave. (CTH OO), including additional or extension of turn lanes. As part of a separate HSIP, there will be minimal safety improvements to the intersection of W. Forest Home Ave. (CTH OO) and W. Speedway Dr. that is scheduled to occur in 2024. In addition, estimated costs for removing and replacing street lighting that is impacted in the segment will be included as participating costs in the project. If the street lighting costs cause the overall project costs to exceed the allowed Federal Share, the costs will become non-participating costs instead of participating costs.

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Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
Milwaukee County	19/20/21	Reconstruction of S 13th St (CTH V) between W Oakwood Dr and W Puetz Rd	The purpose of this project is to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians. S. 13th St. (CTH V) between W. Oakwood Rd. and W. Puetz Rd. was first constructed in 1928 with concrete pavement. The original pavement constructed in 1928 was an 18 foot wide concrete pavement. The roadway was widened in 1960 to its present 22 foot width. The 95 year old roadway has had many patches and overlays and has reached its structural life. With the S. 13th St. (CTH V) corridor being less than 1/4 mile from I-94 North-South Freeway, it has been heavily used as an alternative route for the I-94 especially during construction and accidents that may occur on I-94. S. 13th St. (CTH V) is a minor arterial that has a new MCTS bus Route 81 (Amazon-Oak Creek) that will connect residents with jobs at the Amazon new fulfillment center in Oak Creek. Route 81 also connects with 16 existing MCTS bus routes. The proposed action of the project is to reconstruct approximately 1.30 mile of the S. 13th St. (CTH V) roadway between W. Oakwood Rd. and W. Puetz Rd. in the City of Oak Creek, Milwaukee County. The roadway would remain the same capacity and roadway cross section with on-street bicycle accommodations. Sidewalks will be given due consideration along S. 13th St. (CTH V). This project includes minor bridge rehabilitation work on structure B-40-0607 over Oak Creek. Due to the failing pavement and increased maintenance required, Milwaukee County Department of Transportation (MCDOT) completed a short term maintenance with a 2-inch mill and hot-mix asphalt overlay in 2017, providing limited preservation and safety until Federal or State funding becomes available to complete a longer term significant improvement project. The 2021 pavement rating that should be utilized for selection purposes is 2 which would be the pavement condition prior to the 2017 short term maintenance overlay.

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Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Milwaukee	1/2	Reconstruction of N Teutonia Ave from W Mill Rd to W Good Hope Rd	The existing pavement is in poor condition having a rough riding quality and numerous irregularities including extensive reflective cracking, failed patches, and surface deformations. Reconstruction of the roadway will provide a safer facility with better ride quality, surface drainage, pavement structure, and updated curb and gutter, sidewalk and driveway approaches. Reduction of travel lanes from four to two will provide space for raised, separated bicycle facilities. Items to be 100% locally funded could include, but may not be limited to, adjustment of water service boxes, gate valves, and manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole seals and covers, and installation of non-participating street lighting, signal, and communications conduit.
	3/4	Reconditioning of S. 6th St between W. Layton Ave and W. Howard Ave	The existing pavement is in fair to poor condition having a rough riding quality and numerous irregularities including reflective cracking, failed patches, block cracking, utility cuts and surface raveling. Resurfacing of the roadway will restore the riding surface and extend the useful life of the pavement structure. Curb and gutter, sidewalks and driveway approaches will be replaced, as necessary, due to condition and/or grade. Items to be 100% locally funded could include, but may not be limited to, adjustment of water service boxes, gate valves, and manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole seals and covers, and installation of non-participating street lighting, signal, and communications conduit.
	5/6	Reconditioning of W. Lincoln Ave between S. 43rd St and S. 34th St	The existing pavement is in poor condition having a rough riding quality and numerous irregularities including extensive transverse and longitudinal cracking and utility cuts. Resurfacing of the roadway will restore the riding surface and extend the useful life of the pavement structure. Curb and gutter, sidewalks and driveway approaches will be replaced, as necessary, due to condition and/or grade. Items to be 100% locally funded could include but may not be limited to adjustment of water gate valves, service boxes and water manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole covers and internal sanitary manhole seals, and the installation of any non-participating street lighting, traffic signal and communications conduit.
	7/8	Reconstruction of W. Vliet St between N. 46th St and N. 27th St	The existing pavement is in poor condition having a rough riding quality and numerous irregularities including extensive reflective cracking, failed patches, utility cuts, surface deformations, surface raveling, and moderate rutting. Reconstruction of the roadway will provide a safer facility with better ride quality, surface drainage, pavement structure, and updated curb, gutter, sidewalk and driveway approaches. Items to be 100% locally funded could include, but may not be limited to, adjustment of water service boxes, gate valves, and manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole seals and covers, and installation of non-participating street lighting, signal, and communications conduit.

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Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Milwaukee	9/10	Reconstruction of S. 16th St between W. Windlake Ave and W. Oklahoma Ave	The existing pavement is in poor condition having a rough riding quality and numerous irregularities including extensive reflective cracking, failed patches, and surface deformations. Reconstruction of the roadway will provide a safer facility with better ride quality, surface drainage, pavement structure, and updated curb and gutter, sidewalk and driveway approaches. Items to be 100% locally funded could include, but may not be limited to, adjustment of water service boxes, gate valves, and manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole seals and covers, and installation of non-participating street lighting, signal, and communications conduit.
	11/12	Reconditioning of W. Bradley Rd between N. 76th St (STH 181) and N. 66th St	The existing pavement was in poor condition having a rough riding quality and numerous irregularities including severely spalled joint and mid-slab cracks with missing pieces and patching. In 2017, the City placed a 2-inch overlay to provide an improved riding surface until the pavement could be addressed. Rehabilitating the roadway will improve the underlying concrete, restore the riding surface, and extend the useful life of the pavement structure. Curb and gutter, sidewalks and driveway approaches will be replaced, as necessary, due to condition and/or grade. Items to be 100% locally funded could include but may not be limited to adjustment of water gate valves, service boxes and water manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole covers and internal sanitary manhole seals, and the installation of any non-participating street lighting, traffic signal and communications conduit.
	13/14	Reconstruction of W. Howard Ave between S. 60th St and S. 43rd St	The existing pavement is in poor condition having a rough riding quality and numerous irregularities including joint failure, utility cuts, widespread spalling, potholes and asphalt patching. Reconstruction of the roadway will provide a safer facility with better ride quality, surface drainage, pavement structure, and updated curb, gutter, sidewalk and driveway approaches. Items to be 100% locally funded could include, but may not be limited to, adjustment of water service boxes, gate valves, and manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole seals and covers, and installation of non-participating street lighting, signal, and communications conduit. It is anticipated that the service drive paralleling W Howard Avenue will be done along with the roadway. The service drive will be funded locally. The estimate includes dollars for the service drives. The project proposes to reduce the roadway from 4-lanes to 2-lanes and maintaining the median

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Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Milwaukee	15/16	Reconditioning of N. 107th St between W. Good Hope Rd (CTH PP) and W. Brown Deer Rd (STH 100)	The existing pavement is in poor condition having a rough riding quality and numerous irregularities including extensive transverse and longitudinal cracking and utility cuts. Resurfacing of the roadway will restore the riding surface and extend the useful life of the pavement structure. Curb and gutter, and driveway approaches will be replaced, as necessary, due to condition and/or grade. Project will look to include bike and pedestrian accommodations. Items to be 100% locally funded could include but may not be limited to adjustment of water gate valves, service boxes and water manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole covers and internal sanitary manhole seals, and the installation of any non-participating street lighting, traffic signal and communications conduit.
City of Oak Creek	1	Reconstruction of E Drexel Avenue between S Howell Avenue and S Long Meadow Drive	Drexel Avenue between Howell Avenue and S. Long Meadow Drive is an urban, undivided roadway that consists of two 12-foot lanes with 14-foot shoulders. This section of Drexel Avenue is a minor arterial that's primarily residential, with a multiuse park (Abendschein Community Park) within the project limits, and Drexel Town Square that is located within ½ mile of the proposed project. Drexel Town Square has dramatically shifted traffic patterns in the area given the variety of retail, commercial, residential, healthcare center and civic development that has recently been constructed and potential for additional development. In addition, traffic volumes have increased over 1.5 times since 2012 when the new interchange was constructed along IH 94 at Drexel Avenue. Analyzing crashes over the past 5 years, the majority of the crashes are rear ends. The proposed roadway section consists of a 3-Lane TWLTL (Two-Way Left-Turn Lane). Given the numerous left turn movements, combined with rear end accidents, a TWLTL will provide vehicles a location for deceleration and refuge while making left turns. Raised medians will be included where the Oak Leaf Trail crosses Drexel Avenue along with at T-intersections. The raised medians and Rectangular Rapid-Flashing Beacons will provide a safe crossing for the heavy pedestrian traffic north of Drexel Avenue that crosses Drexel Avenue to utilize Abendschein Park, along with provide a safer crossing for pedestrians using the Oak Leaf Trail. The City of Oak Creek has plans to expand Abendschein Park and its amenities in 2024, which will generate additional vehicle and pedestrian traffic along Drexel Avenue. The proposed cross section is anticipated to reduce speeds, weaving and accidents. The proposed work will consist of diamond grinding and restriping the existing pavement. The lane widths will be modified from two 12-foot lanes and 14-foot shoulders, to a 16-ft TWLTL, two 11-foot lanes and 5-ft bike lanes. The dedicated bike lane on Drexel Avenue will aid in the future plans for the Oak Leaf Trail to connect to the Lakefront. The majority of the work will be completed within the existing roadway footprint, utilizing the existing pavement, with the exception of adding raised medians for pedestrian safety and widening for right turn lanes at select locations. An alternative to a TWLTL that would potentially achieve the same results concerning vehicle and pedestrian safety would be to construct a raised median throughout the project limits, increasing cost and reducing access for residents.

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Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
Washington County	1	Pavement replacement of CTH Y between County Line Rd and STH 175	Proposing to pulverize (and intermix pulverized material with existing base material) and repave this roadway to completely recondition the roadway surface. This roadway is a heavily used principal arterial to access USH 41/45. Due to this, heavy trucks have pounded on this roadway and have caused rutting. Appropriate maintenance by Washington County has been performed on a regular schedule; crackfilling and chip sealing. However, the condition of the pavement (rutting) cannot be resolved through these maintenance methods. In some areas, extra salt needs to be used to control ice and snow that collect in these ruts. This extra salt only accelerates the deterioration of the asphalt. Spot repairs of the curb and gutter and storm structures will improve drainage. The use of open graded base material as road gravel (WisDOT required) has caused the premature failure of the asphalt. Existing curbs would remain, except spot repairs.
Waukesha County	1	Reconstruction with Additional Lanes of CTH O (Moorland Rd) from CTH HH (College Ave) to Grange Ave	When CTH O was constructed between Janesville Road and Grange Avenue in 1997, it was designed so that the two-lane roadway would become the north bound lanes of a future four-lane roadway. At that time the Southeastern Wisconsin Regional Planning Commission (SEWRPC) jurisdictional plan called for CTH O to be a two-lane highway. Since that time traffic has increased significantly and varies from 13,300 to 21,300 vehicles per day. These traffic volumes meet the warrants for the road to be a four lane highway. Additionally, the latest SEWRPC jurisdictional plan called for CTH O to be a four-lane highway. In 2009, the City of Muskego as part of a TIF created the planned four-lane roadway between Janesville Road and College Ave by building southbound lanes. The portion of CTH O between College Avenue and Grange Avenue remains a two-lane roadway. Significant development has occurred and is anticipated to grow further with the development along the corridor with the City of New Berlin's creation of a TIF district. There is a substandard vertical curve just south of the intersection with Small/Grange. This is due to a shallow gas main that was constructed prior to the initial highway construction. This project will coordinate with the gas facility owner and lower the substandard vertical curve to correct the issue and improve safety. The existing pavement has pavement distresses including transverse and fatigue cracking and joint failure. This project will remove the bottleneck and add the two additional lanes to complete the four-lane section along the CTH O corridor, between CTH HH (College Avenue) and Grange Avenue (1.0 miles) and creating a continuous four-lane facility from CTH L (Janesville Road) to the south to USH 18 (Bluemound Road) to the north. The road will have a median to provide for separation of opposing movements and will stay on its current alignment. The roadway will be situated within the existing 130-foot wide corridor and although most of the right-of-way was previously acquired, some additional land acquisition and grading easements may be needed. The project will preserve the existing bicycle/pedestrian path and is not anticipated construct additional sidewalk. The intersections of College Avenue and Grange/Small will be improved with additional turn lanes and updated signal infrastructure. This project will convert a rural cross-section to an urban cross-section to better meet the needs of anticipated commercial growth in the area.

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Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
Waukesha County	2	Reconditioning of CTH ES (National Ave) from STH 164 to CTH U (Guthrie Dr)	CTH ES from STH 164 to CTH U (Center Street) is experiencing failing pavement and requires reconditioning to address the condition. The highway was last reconstructed 26 years ago in 1997 and the pavement surface is failing and rated in Poor condition. The intersection of CTH ES and CTH U continues to have accident issues with 12 reported accidents between 2017 and 2022 including 9 with injuries. The proposed project will study and make improvements to this intersection, recondition the pavement and make improvements to bring CTH ES up to current safety standards. Very minor real estate acquisition and utility relocations are anticipated, as the ultimate highway right of way had been previously acquired with the 1997 project.
City of Waukesha	1	Purchase 3 fixed route buses	This project is to fund the replacement of three (3) fixed route buses for the City of Waukesha. By the time of delivery of the replacement vehicles (estimated in CY 2029 if awarded STP-M funds in SFY 2028), these 3 buses will be one year past their useful lives and project to have 400,000 miles or more. The lead time for bus production is 12-14 months from purchase to delivery. By 2029, 43% of the Waukesha fixed fleet will near or at its useful life which makes replacement of these buses critical to maintain a well-functioning fleet. Without replacement buses, transit service will become less reliable as older buses are more likely to breakdown and result in higher maintenance costs taking scarce operating funds away from actual operations. These factors can result in lower ridership and higher automobile usage. The new buses will have much lower emissions, if any and will be more energy efficient. The City will give consideration to an alternative fuel bus but it is unknown at this time if it would purchase alternative fuel buses as the technology is still emerging.
	2/3	Reconstruction of Silvernail Rd between STH 318 (Meadowbrook Rd) and University Dr	Silvernail Rd is a highly used access road connecting two major arterials in Waukesha (Hwy 318 and CTH T (N. Grandview Blvd)). This highly used road is a trucking route and is rapidly deteriorating. The City DPW has completed several patching/paving projects (both emergency and non-emergency) over the previous years in an attempt to extend the life of the roadway including one significant patch in the summer of 2021. The project would include the reconstruction of two nonsignalized intersections at Silvernail Rd and Sussex Ln and University Ave. It is anticipated that Sussex Ln and University Ave approximately 250' to the South would also be reconstructed with this project to provide standard lane and intersection geometrics required for the heavily used intersections. The asphalt pavement shows wear and polishing, major longitudinal and transverse joint cracking and settling throughout the limits. The pavement condition beyond pavement preservation methods and will need to be reconstructed. Waukesha Metro Transit Bus Routes 9 uses Silvernail Rd. The City intends on providing an unmarked on street bicycle accommodation as part of this project. Silvernail Road is part of the City's bicycle accommodation plan and would connect with the bike path on Hwy 318/the county's Lake Front Trail. We will also be investigating installing concrete sidewalk on the south side of Silvernail Road completing the pedestrian accommodation to the multiuse path on Hwy 318.

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Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Waukesha	4/5	Reconstruction of N University Dr between Summit Ave and Northview Rd	N. University Drive is a collector which connects multiple arterials throughout the west side of the City of Waukesha. The section of University Drive between Summit Avenue and Northview Road primarily provides direct access to UW-Milwaukee at Waukesha. With this university campus primarily serving commuter students, University Drive provides a critical connection from all directions. The existing pavement has failed to a condition that is well beyond preventative maintenance or rehabilitation. There is widespread transverse and longitudinal cracking, block cracking, alligator cracking, and locations of pavement raveling and structural failures. Sidewalk currently exists on the west side of the roadway; however, the project would add sidewalk on the east side to provide a better connection to parking lots and sports fields. This project would also include the rehabilitation of the traffic signal at Summit Avenue and N. University Drive. Waukesha Metro Transit utilizes this stretch of University Drive to provide direct access to UW-Milwaukee at Waukesha.
	6/7	Reconstruction of N Moreland Blvd between Summit Ave and Delafield St	N. Moreland Boulevard is a minor arterial connecting principal arterials of Summit Avenue, and Pewaukee Road. This route is also utilized to connect residential neighborhoods to primary commercial districts, Hawthorne Elementary School, and the Moreland Medical Center. The existing pavement has received numerous preventative maintenance treatments over its life, including crackfilling and spot pavement patching and has reached the life cycle timeframe for resurfacing. The project would include a full depth pavement replacement of the existing asphalt pavement. Completing a rehabilitation of the existing pavement at this time would continue the facility on the standard life cycle for HMA pavement and prevent the need for early full reconstruction. Curb ramps would be upgraded to current ADA standards at side road intersections. This project would also include the rehabilitation of the traffic signal at N. Moreland Boulevard and N. Hine Avenue and N. Moreland Boulevard and Summit Avenue. Spot locations of sanitary sewer structure rehabilitation would occur with this project, in conjunction with the pavement replacement work.
	8/9	Resurfacing of S East Ave between STH59/164 and W Sunset Dr	S. East Avenue is a principal arterial connecting USH 18/STH 59/164 directly to the Downtown Waukesha area. This route is also utilized to connect residential neighborhoods to primary commercial districts, as well as schools and parks. The existing pavement has received numerous preventative maintenance treatments over its life, including crackfilling and spot pavement patching and has reached the life cycle timeframe for resurfacing. The project would include a 2-Inch resurfacing of the existing asphalt pavement, with some areas requiring full depth asphalt resurfacing due to failures in the binder layer. Completing a rehabilitation of the existing pavement at this time would continue the facility on the standard life cycle for HMA pavement and prevent the need for full reconstruction. Curb ramps would be upgraded to current ADA standards at side road intersections, and the missing section of sidewalk on the west side would also be connected. This project would also include the rehabilitation of the traffic signal at S. East Avenue and E. Garfield Avenue. Spot locations of sanitary sewer structure rehabilitation would occur with this project, in conjunction with the pavement resurfacing work.

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Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Wauwatosa	1	Pavement Replacement of W North Ave between N 95th St and N 73rd St	North Ave is a National Highway System (NHS) route and is an important roadway to the nation's economy, defense, and mobility. The existing roadway pavement has deteriorated and is near the end of its useful life. The current pavement is 3" of HMA over 9" of Concrete over 6" of Stone Base Course within the project limits. The last resurfacing was constructed in 1994, from the Menomonee River to Wauwatosa Ave. (STH 181) (1.36 mi.) and in 2014 from Wauwatosa Ave. (STH 181) to N. 73rd St. (0.17 mi.) The pavement has rutting in the wheel paths, longitudinal and transverse cracking throughout, alligator cracking at the joints and failing pavement within the bike lanes and parking lanes in many locations. The proposed project scope includes replacing the pavement from the N. 95th St. to N. 73rd St. The typical pavement replacement section would consist of 5' concrete sidewalk on both sides or 6' wide concrete in locations where the sidewalk is at the back of curb, new curb and gutter, 8' Parking lanes, 5' Bike lanes and 11' travel lanes in each direction. Upon completion there will be bike lanes along the North Ave corridor from N. Mayfair Road beyond the east City limits, well into the City of Milwaukee. Bike lanes exist today and are planned for this corridor as part of the City of Wauwatosa Bike and Pedestrian Plan. New lighting, signals and intersection improvements, including changes to the lane configuration, are proposed at Swan Blvd. and Ludington Ave. (The intersection of Wauwatosa Ave./STH 181 is being reconstructed as part of a Connecting Highway project with DOT.) Intersection bump outs and improved pedestrian crossings are proposed at N. 90th St., N. 85th St., N. 82nd St., N. 81st St., N. 80th St. and N. 73rd St. Features to improve storm water quality are proposed within the bump outs. A midblock crossing is proposed between Pasadena Blvd. and N. 86th St. Non-participating work may include sanitary sewer lining or relay and water main replacement.

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Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Wauwatosa	2	Reconstruction of Harwood Ave/Watertown Plank between N 86th St and Glenview Ave (STH 181)	The existing 40 year old roadway pavement has deteriorated and is at the end of its useful life. The current pavement is 10" concrete pavement over 5" of stone base course from 87th St. to Elm Lawn and 10" concrete pavement on earth subgrade from Elm Lawn to Glenview. Roadway was constructed between 1982 and 1984. The pavement has moderate to severe spalling at joints, broken panels, corner cracking, wide joints that have been filled and failing longitudinal joints. The ride quality is poor due to faulted transverse joints. The proposed project scope consists of reconstructing Harwood Ave. and Watertown Plank Rd. from the intersection of N. 86th St. to Glenview Ave. (STH 181). The typical reconstruction section would consist of a 10' multi-use trail on the north side, 5' bike lanes in each direction, 1 westbound lane, 2 eastbound lanes, and a 6' wide sidewalk at the back of curb on the south side. A multi-use trail would be installed in place of sidewalk on the south side from N. 87th St. to N. 85th St. providing a connection from the north side multi-use trail to the bike and pedestrian facilities installed on the Milwaukee Regional Medical Center (MRMC) campus as part of their N. 87th St. project. A new signal is proposed at N. 85th St. to coincide with the relocation of the MRMC driveway from N. 86th St. to N. 85th St. Upon completion there will be bike lanes along the Harwood and Watertown Plank Road corridor from Glenview Ave. (STH 181) to N. Mayfair Road, as well as access to the City's greenway network at Robertson Ave. Bike lanes and multi-use trail are planned for this corridor as part of the City of Wauwatosa Bike and Pedestrian Plan. Non-participating work may include sanitary sewer lining or relay and water main replacement.
	3	Pavement Replacement of Burleigh St between IH 41 and N 124th St	The existing roadway pavement has deteriorated and is near the end of its useful life. The current pavement is 3" of HMA over 9" of concrete over 6" of gravel base course within the project limits. The last resurfacing was constructed in 1995. The pavement has excess transverse cracking with secondary and tertiary cracking, rutting, block cracking and longitudinal cracking. Longitudinal cracks are opening greater than 1" in spots. The proposed project scope consists of replacing the pavement from N. 124th St. to 0.1 mi west of IH 41. The typical pavement replacement section would consist of a new curb and gutter, 8' parking lane on at least one side of the roadway, 5' Bike lanes and 2-12' travel lanes in each direction. The intersection of W. Burleigh St. and N. 124th St. would be reconstructed as part of this project. A multi-use trail is proposed on the north side of the road and would connect the asphalt path west of N. 124th St. in Brookfield to the multi-use trail east of IH 41. The existing sidewalk on the south side would remain and the curb ramps would be reconstructed to meet current ADA standards. Bike lanes and multi-use trail are planned for this corridor as part of the City of Wauwatosa Bike and Pedestrian Plan. Non-participating work may include sanitary sewer lining or relay and water main replacement.

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Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of Wauwatosa	4	Reconstruction of N. 124th St between W. Burleigh St and W. Capitol Dr (STH 190)	The pavement has deteriorated at an accelerated rate and is near the end of its useful life. This road was a posted detour route for the Zoo Interchange work. The current pavement is asphalt over rubblized concrete and was constructed in 2001. Pavement has extensive block cracking throughout this section as well as frequent transverse cracks that have developed severe secondary and tertiary cracks. Pavement has excess rutting in wheel patterns. Longitude cracks are opening up greater than 1" in spots. Multiple alligator cracks throughout project limits. The mode and extent of pavement failure is indicative of significant base failure. The proposed project scope consists of replacing the pavement within the listed limits. The typical pavement replacement section would consist of new curb and gutter, 10' shared transit / bike lane and 2-12' travel lanes in each direction. Pedestrian facilities would be evaluated, and the curb ramps would be reconstructed to meet current ADA standards. This is an MCTS route. Bike Lanes and Sidewalk are recommended in the City of Wauwatosa Bike and Pedestrian Facilities Plan. This street is located on the border of City of Wauwatosa and City of Brookfield.
	5	Resurfacing of N. 124th St between W. North Ave and W. Burleigh St	The pavement has deteriorated at an accelerated rate and is near the end of its useful life. This road was a posted detour route for the Zoo Interchange work. The existing concrete pavement was constructed in 1985. Pavement has extensive block cracking throughout this section as well as frequent transverse cracks that have developed severe secondary and tertiary cracks. Pavement has longitude cracks open greater than 1" in many spots. The proposed project scope consists of resurfacing the existing pavement within the listed limits. Project will look to move the outside curb line to allow for a bike lane adjacent to the parking lane. Pedestrian facilities would be evaluated and the curb ramps would be reconstructed to meet current ADA standards. This is an MCTS route. Bike lanes and sidewalk are planned for this corridor as part of the City of Wauwatosa Bike and Pedestrian Plan. This street is located on the border of City of Wauwatosa and City of Brookfield.

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Exhibit D (continued)

Project Sponsor	Priority	Project Description	Project Justifications
City of West Allis	1	Reconstruction of W. National Ave between S. 95th St and S. 108th St (STH 100)	The existing asphalt overlay (1992) has deteriorated, and the underlying concrete base pavement (1959-1961) is showing extensive cracking and heaving. The concrete base is deteriorated at the joints, resulting in poor ride quality. The existing direct bury series lighting circuit is antiquated and dangerous and will be replaced with a new parallel lighting circuit. Underground utilities were installed in the 1940's and 1950's and require replacement.
Village of West Milwaukee	1	Reconstruction of W Beloit Rd between S 56th St and W Greenfield Ave	These roadway sections are minor arterials that are a direct connection between the Village of Salem Lakes and Illinois. The existing roadway pavement is deteriorating with significant cracking. The roadway corridor will be improved with a 4 foot wide bike lane, extend the existing multi-use path and install a storm sewer system in some areas for improved drainage. The proposed project will consist of the following: • Pulverize existing pavement areas. • Base repairs (approximate depth of 18 inches (3" & 1-1/4" crushed agg backfill). • Excavate, remove & install new Trevor Creek box culvert. • Install storm sewer system in some areas. • Excavate and install base course for bike lane, path, curb & gutter. • Install concrete curb & gutter. • HMA binder (3 LT 58-28 S) (3.25-inch thickness) & surface (4 LT 58-28 S) (1.75-inch thickness) courses for all pavement areas. • ¾" crushed limestone shoulders (2 foot wide). • Centerline and bike lane pavement markings.