

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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MEMORANDUM

TO: Members of the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (Milwaukee TIP Committee) and Local Communities with Eligible Arterial Facilities for Federal Surface Transportation Program Allocated to the Milwaukee Urbanized Area

FROM: Southeastern Wisconsin Regional Planning Commission Staff

DATE: September 26, 2023

SUBJECT: **EVALUATION OF POTENTIAL CHANGES TO THE PROCESS TO EVALUATE, PRIORITIZE, AND RECOMMEND PROJECTS FOR FEDERAL HIGHWAY ADMINISTRATION SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – MILWAUKEE URBANIZED AREA FUNDING**

In 2013, The Commission staff worked with the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (Milwaukee TIP Committee) and local governments within the Milwaukee urbanized area (MUA) to comprehensively revise the process used to evaluate, prioritize, and recommend candidate projects for Federal Highway Administration (FHWA) Surface Transportation Block Grant Program – Milwaukee Urbanized Area (STP-M) funding. The current process, which was revised in 2015, 2019, and 2021, is provided as Exhibit A to this memorandum. Since its establishment in 2013, this process was applied to candidate projects for years 2015-2027 STP-M funding over five funding cycles and for a special solicitation held by the Wisconsin Department of Transportation (WisDOT) in 2022 for additional years 2023-2026 STP-M funding made available from the Bipartisan Infrastructure Law (BIL).

The Wisconsin Department of Transportation (WisDOT) is currently soliciting projects for years 2028-2029 STP-M funding, with applications for candidate projects for STP-M funding due to WisDOT by October 27, 2023. The Milwaukee TIP Committee has requested that Commission staff solicit and consider potential changes to the STP-M evaluation and prioritization process. Ahead of the Milwaukee TIP Committee meeting held on July 17, 2023, Commission staff requested potential changes from Committee members and local and county sponsors having eligible projects in the MUA to the process for evaluating and prioritizing projects for years 2026-2027 STP-M funding. The following potential changes were presented to the Committee at its July 17, 2023, meeting:

- Reconsider the procedure to transfer, or flex, FHWA STP-M funding for use on transit projects;
- Consider increasing the amount of funding allocated to the small sponsor set-aside;
- Consider separate criteria for evaluating projects for the smaller sponsor set-aside that better align with the goals of the smaller sponsors;

- Reconsider using the measure of safety criterion;
- Reconsider using of the transit accessibility criterion for capacity expansion projects;
- Consider including non-traditional transit, along with traditional transit, in the criterion utilized;
- Consider adding a criterion related to whether projects are located on roadways on the National Highway System (NHS); and
- Consider adding a freight-related criterion.

The following sections of the memorandum provide background information for each of the suggested changes to the process, as requested by Committee members and local governments in the MUA, along with Commission staff comments and recommendations related to the suggested changes.

Reconsider the Procedure to Transfer, or Flex, FHWA STP-M Funding for Use on Transit Projects

Requested change: Representatives of the Milwaukee TIP Committee requested reconsideration of the process for transferring, or flexing, STP-M funding to transit capital projects as part of these procedures to no longer allow funding to be transferred to transit capital projects.

Background: The Milwaukee TIP Committee has 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 year 2035 regional transportation plan. Based on the planned capital needs recommended in VISION 2050, about 43 percent of the combined STP-M and FTA Section 5307 funding would be allocated to public transit and about 57 percent would be allocated to county and municipal highway projects under the long-used procedures. Historically, this procedure resulted in the transfer/flexing of \$10.7 million in STP-M funds to transit projects, which had occurred throughout the 1990s when the available STP-M funding exceeded FTA Section 5307 funding.

In 2015, the Committee recommended that, should STP-M funding not be transferred to transit under the long-used procedure, 10 percent of the annual available years 2019-2020 STP-M funding be made available each funding cycle for transit capital funding, specifically, bus replacement. This was recommended by the Committee at that time based on changes in Federal transit funding that made less funds available for transit capital projects, reductions in transit operating assistance funds in the second year of the 2011-2013 State biennial budget, and a lack of a dedicated funding source, resulting in transit operators utilizing most of their FTA Section 5307 funding for operating expenses, rather than transit capital projects. Since the Milwaukee TIP Committee recommended a minimum set-aside for transit capital projects, a total of \$24,322,187 of years 2019-2027 STP-M funding has been recommended to replace 51 transit vehicles, or an average of about \$2.7 million in STP-M funding and 5-6 transit vehicles per year, as shown on Table 1. The \$3.4 million in STP-M funding (along with local match) recommended annually to transit vehicle replacement projects represents about 21 percent of the estimated average annual replacement costs of \$15.9 million for the buses owned by the transit operators in the MUA.

With respect to the operation of the transit systems since 2015, public transit service in the MUA has continued to decline—about 6 percent in terms of transit revenue miles of service. Much of the service reduction is a result of public transit in the MUA still being heavily dependent on Federal and State funding, which provides about 70 to 80 percent of the annual transit operating assistance. State funding is particularly significant, providing approximately 60 percent of the operating assistance. In addition, the COVID-19

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

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

Source: SEWRPC

Last updated: 7/12/23

pandemic impacted transit ridership and service levels significantly, exacerbating the already declining ridership trends. The shift to remote work and need to promote social distancing significantly reduced ridership during the height of the pandemic, which has not yet fully recovered, although data samples from 2022 and 2023, which are not yet available for a Region-wide data analysis, show that ridership is beginning to slowly recover for certain transit services. While transit operators did receive Federal relief funds to assist in mitigating the effects of the COVID-19 pandemic, the amount of State transit operating assistance was reduced for Milwaukee County in both years of the 2021-2023 State budget from the previous budget's levels. The most recent 2023-2025 State biennial budget restored the transit operating assistance funds to pre-COVID-19 levels with a 2 percent increase each year, while shifting transit funding to the General Fund. The amount of operating assistance in the budget restored the amount of operating assistance to pre-COVID-19 levels, but still slightly less than the pre-2011-2013 budget levels.

While local government elected officials establish the level of local funding of public transit, as well as set the level of transit fares and program improvements, expansions, or reduction of transit service, their ability to replace Federal and State funds with local property taxes remains limited by property tax levy caps established by the State. The potential to address this problem by improvement in public transit operation is limited, as transit systems in the MUA are very efficient and effective today in comparison to peer systems in urbanized areas around the country. In addition, unlike many peer urbanized areas, the local elected officials in the MUA still do not have the ability to establish a dedicated local funding source for public transit—typically a sales tax. Creation of such an ability, as well as any increase in the amount of State operating assistance for public transit, would require action by the State Legislature and Governor.

Currently, the MUA receives about \$27.6 million in FTA Section 5307 funding, which is allocated to each of the transit operators in the urbanized area. The Milwaukee area transit operators principally use their FTA Section 5307 funding—which is primarily intended for capital projects such as bus replacement—for operating funding. Between 2022 and 2024, transit operators in the urbanized area have utilized or are programmed to utilize about \$22.6 million of their FTA Section 5307 funding for transit vehicle replacement (or about a third of the annual MUA allocation). However, as they completely expend the available COVID-19 relief funds over the next two years, the MUA transit operators are expected once again utilize their FTA 5307 allocations to fund operations and capitalized maintenance. Transit operators in the MUA also receive about \$2.3 million in Section 5339 formula funding. WisDOT has reallocated to the transit operators in the MUA an additional \$1.6 million in FTA Section 5339 statewide funding. In addition, Waukesha County receives annually about \$720,000 FTA Section 5337 State of Good Repairs funding for capital transit projects associated with the operation of the fixed-route bus service in exclusive bus lanes along Bluemound Road. It is anticipated that the City of Milwaukee streetcar system and Milwaukee County Transit System's (MCTS's) CONNECT1 will become eligible for FTA 5337 funds seven years after the start of revenue service (around 2025 and 2030, respectively).

This available FTA transit capital funding—about \$4.9 million with the local match—falls well short of the \$15.9 million needed annually for vehicle replacement (representing about 32 buses annually plus other smaller vehicles) to maintain the desired replacement schedule (including every 12 years for buses). To assist in alleviating some of this shortfall in transit capital funding, the Commission, working with its urbanized area TIP Committees, WisDOT, and the Wisconsin Department of Natural Resources (WDNR) have approved about \$49.8 million in years 2015-2026 CMAQ funding (or about \$4.2 million annually) for the replacement of buses for MCTS and the City of Waukesha transit system. While transit vehicle replacement projects have been very successful in receiving CMAQ funding over the last few funding cycles, as the transit fleets have been replaced with lower emission vehicles (both clean diesel and electric powered buses), there is no guarantee that this success will continue in the future. However, even with the \$5.3 million (with the local match) from CMAQ funding, the transit operators in the MUA would still need to allocate about \$5.7 million more a year to keep up with the proper replacement schedule of their fleet over the next 12 years.

Staff Recommendation: As there is still a general need for STP-M funding for bus replacement projects, the Commission staff continue to recommend that a portion of STP-M funding, if there is interest by MUA transit operators, be made available each funding cycle for transit vehicle replacement projects. Further, since MUA transit operators utilize their allocation of FTA Section 5307 funds for operation purposes, the Commission staff also recommend that 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, Commission staff recommend the initial distribution of STP-M funds to both transit and highway projects (including the smaller sponsor set-aside) be determined as follows:

- First, the proportionate shares of and the four project types—transit projects, resurfacing/reconditioning projects, reconstruction projects, and capacity expansion projects (widening and new facilities)—would be calculated for the average of the recent historical STP-M funding allocated and the current requested amount of STP-M funding by area-wide significant projects amongst the four project types. 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. Tables 2 and 3 shows these calculations based on the latest evaluation of projects that was conducted for the additional 2023-2026 STP-M funding from the BIL legislation last year.
- Second, the amount allocated to transit projects would be calculated by multiplying the average of the two proportionate shares calculated for the transit project type in the first step, up to maximum of 10 percent. Based on the latest STP-M evaluation, the average proportionate share for transit projects would be 8.6 percent. This would have resulted in transit projects initially receiving \$2,472,202 in STP-M funding, rather than \$2,870,468 (a reduction of \$398,266).
- Third, the remaining amount of available STP-M funding after allocating funding to transit would be distributed to the three project types based on the average of their proportionate share calculated in the first step and then reduced by the percentage of highway funding to be set-aside for smaller sponsors (currently ten percent). Based on the latest STP-M evaluation, the average proportionate share for the three project types would be 50.3 percent for reconstruction projects, 34.7 percent for resurfacing/reconditioning projects, and 6.3 percent for capacity expansion projects. Based on these average proportionate shares the amount initially distributed to the three highway project types and the smaller sponsor set-aside would be:
 - Reconstruction projects: \$13,000,370, rather than \$12,787,935 (an increase of \$212,435)
 - Resurfacing/Reconditioning projects: \$8,975,673, rather than \$8,825,301 (an increase of \$150,372)
 - Capacity expansion projects: \$1,633,188, rather than \$1,627,555 (an increase of \$5,633)
 - Smaller sponsor set-aside: \$2,623,248, rather than \$2,583,212 (an increase of \$40,036)

Consider Increasing the Amount of Funding Allocated to the Small Sponsor Set-Aside

Requested change: Representatives of the Milwaukee TIP Committee requested the consideration of increasing the amount of STP-M funding allocated to the small-sponsor set-aside.

Background: At the October 3, 2019, meeting, the Milwaukee TIP Committee recommended that 10 percent of the available highway STP-M funding be set aside for projects from smaller sponsors that were not recommended for funding initially distributed to the three highway categories—resurfacing/reconditioning, reconstruction, and capacity expansion—nor recommended for STP-M funding during the previous two funding cycles. The small sponsor set-aside has been utilized for three funding solicitations—the years

Table 2
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
Reconstruction to Same Capacity	\$97,960,759	47.7
Resurfacing/Reconditioning	60,065,754	29.2
Capacity Expansion	25,976,944	12.6
Transit	21,451,719	10.4
Total	\$205,455,176	100.0

Source: SEWRPC

Last Updated: 9/20/23

Table 3
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
Reconstruction to Same Capacity	\$142,418,775	53.0
Resurfacing/Reconditioning	108,233,084	40.3
Capacity Expansion	-	0.0
Transit	18,241,770	6.8
Total	\$268,893,629	100.0

Source: SEWRPC

Last Updated: 9/20/23

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

In determining the sponsors eligible for the small sponsor set-aside, the Committee considered limiting to projects from sponsors that either have a share of 1.8 percent of the total planned MUA county/community arterial lane-mileage (Figure 1) or have a share of less than 2.5 percent of the total VMT on the existing MUA county/community arterial system (Figure 2). The method based on VMT was utilized as it represents both the overall mileage and vehicle use of the arterial roadways under jurisdiction of the sponsor. The project sponsors eligible for the small sponsor set-aside represent about 18 percent of the total existing VMT on the county/community arterial street and highway system and about 29 percent of the total planned lane-miles. However, as shown on Figure 1, basing the eligible sponsors on planned lane-miles would have resulted in three sponsors currently eligible for the small sponsor set-aside being considered a larger sponsor—the Village of Menomonee Falls, the City of Mequon, and Ozaukee County.

The analysis conducted for both the existing VMT and the planned lane-miles of the MUA county-community arterial system were based on the adjusted year 2010 U.S. Census urbanized area boundaries. The Commission staff is currently working with WisDOT staff in adjusting the year 2020 MUA census-defined boundary. As was mentioned to the Milwaukee TIP Committee in previous meetings, the process utilized by the U.S. Census Bureau to delineate urban areas for the 2020 Census resulted in less area, in general, being identified as urban. Map 1 shows the reduction in size of the MUA between the 2010 and 2020 MUA Census-defined boundaries. The Commission staff will be presenting a draft recommended adjusted 2020 MUA boundary to the Milwaukee TIP Committee late 2023/early 2024 for its review and consideration for approval. Once approved by the Committee and the Commission, the Commission staff would work to adjust the existing VMT and planned-lane mile analysis based on the adjusted 2020 MUA boundaries.

Staff Recommendations: VISION 2050—the adopted year 2050 regional land use and transportation plan—recommends that the condition of the entire regional arterial street and highway system be maintained or improved over the next 30 years. Thus, to better ensure achievement of this recommendation with respect to the sponsors having a smaller share of existing VMT, Commission staff recommends that the sponsor set-aside be increased from its current level of 10 percent to 20 percent. Commission staff would also recommend that the smaller sponsors remain eligible for the funding initially distributed to the three highway project categories.

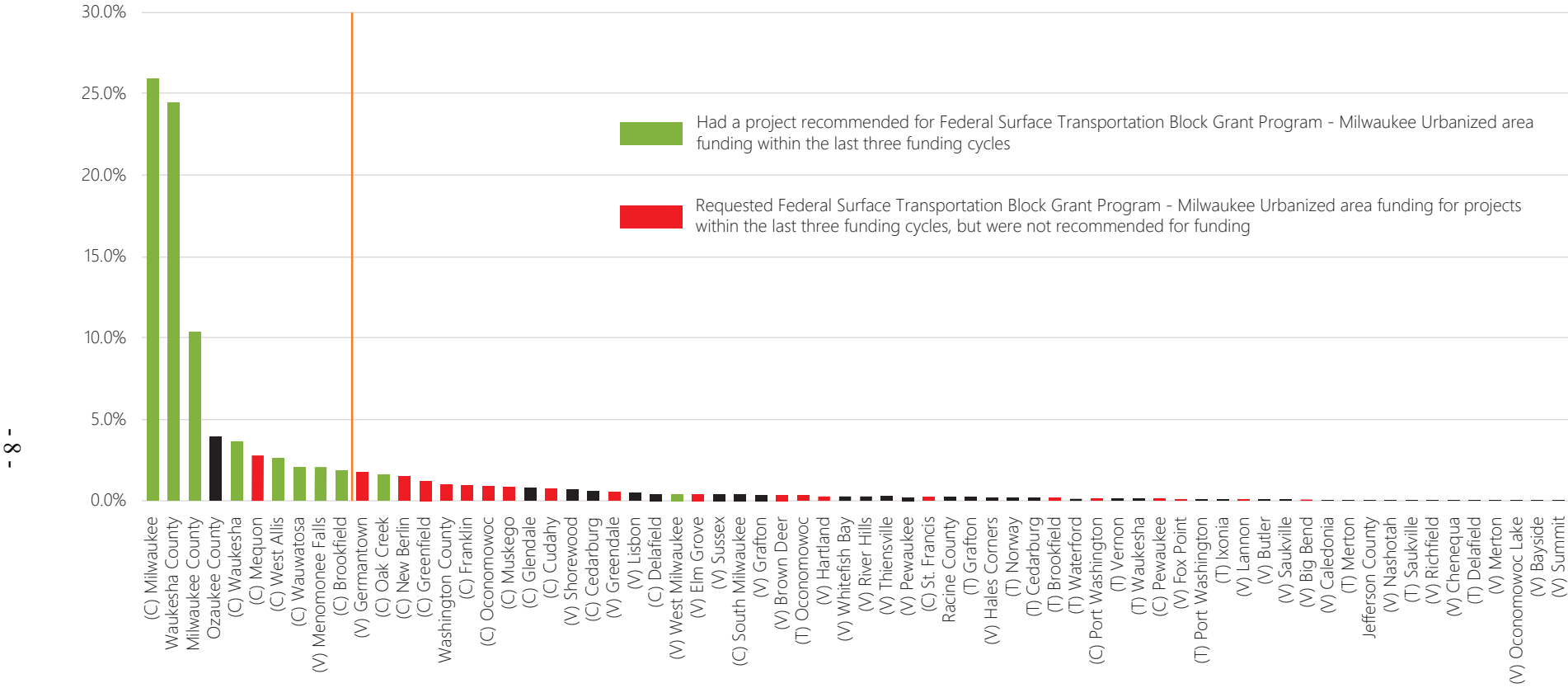
Based on the latest evaluation of projects conducted for the additional years 2023-2026 STP-M funding from the BIL legislation, the amount available to projects sponsors would have been \$5,166,424, rather than \$2,583,212. This would have resulted in the recommendation of Washington County’s proposed CTH Y project (\$2,345,008), in addition to the recommended City of Greenfield’s S. 43rd Street project (\$2,746,104). In addition, this would have likely resulted in a reduction of the partial funding awarded to the City of Wauwatosa’s W. North Avenue and the City of West Allis’ W. National Avenue projects.

Consider Separate Criteria for Evaluating Projects for the Smaller Sponsor Set-Aside that Better Align with the Goals of the Smaller Sponsors

Requested change: A representative of a local community requested that the projects eligible for the smaller sponsor set-aside be evaluated in a manner that better aligns with the goals of the smaller sponsors based on the perception that criteria utilized are biased towards roadways of larger sponsors and the desire for simpler criteria.

Background: Under the process related to the smaller sponsor set-aside recommended by the Milwaukee TIP Committee in 2019, projects eligible for the set-aside are ranked, regardless of project type, based on

Figure 1
Percent Share of Planned Lane-Miles of County and Community
Arterial Streets and Highways Within the Milwaukee Urbanized Area

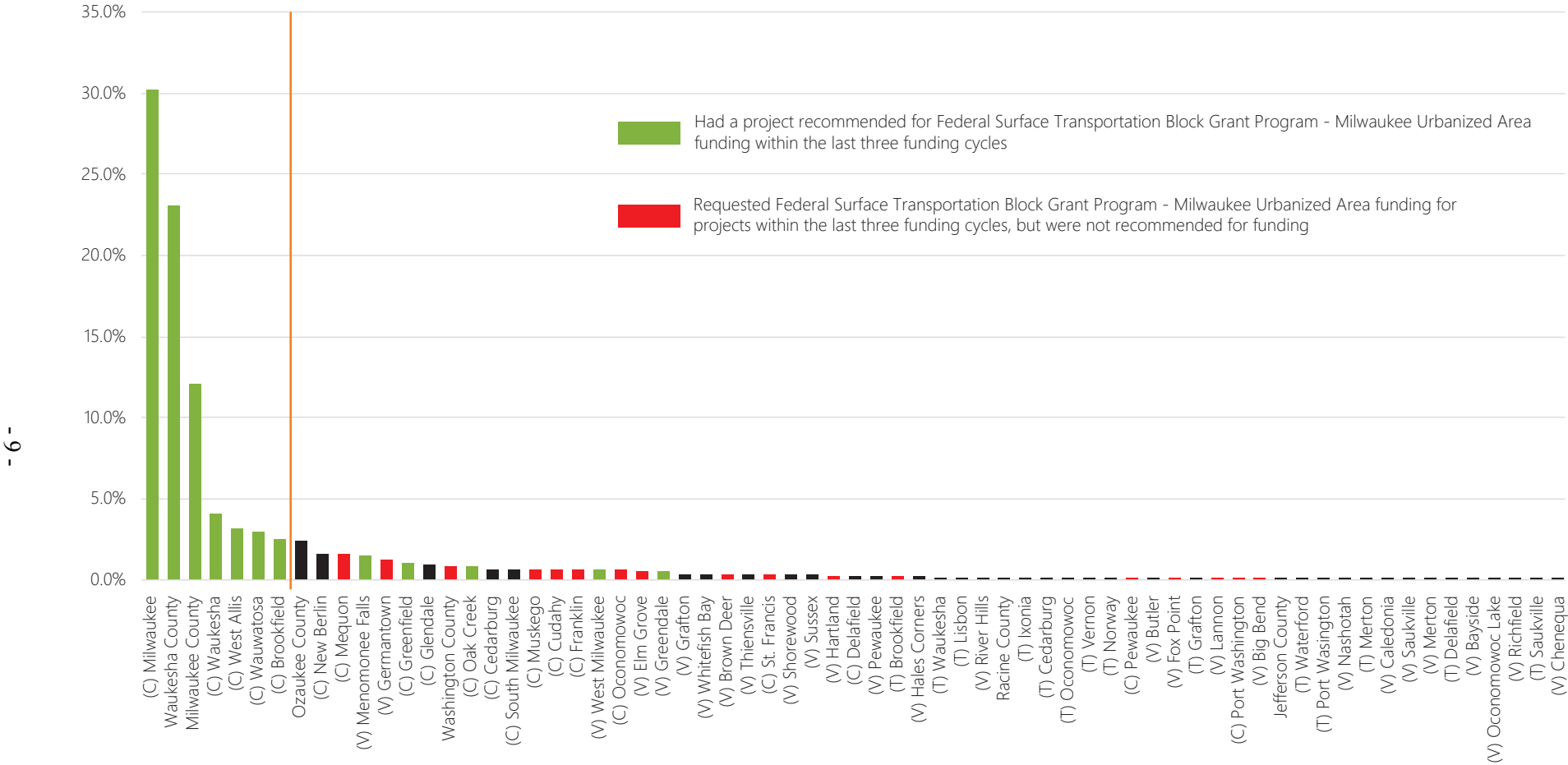


Note: Sponsors having at least a 1.8 percent share of total planned lane-miles (left of orange line) represent about 80 percent of the total planned arterial lane-miles in the Milwaukee urbanized area.

Source: SEWRPC

Last updated: 9/20//23

Figure 2
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.

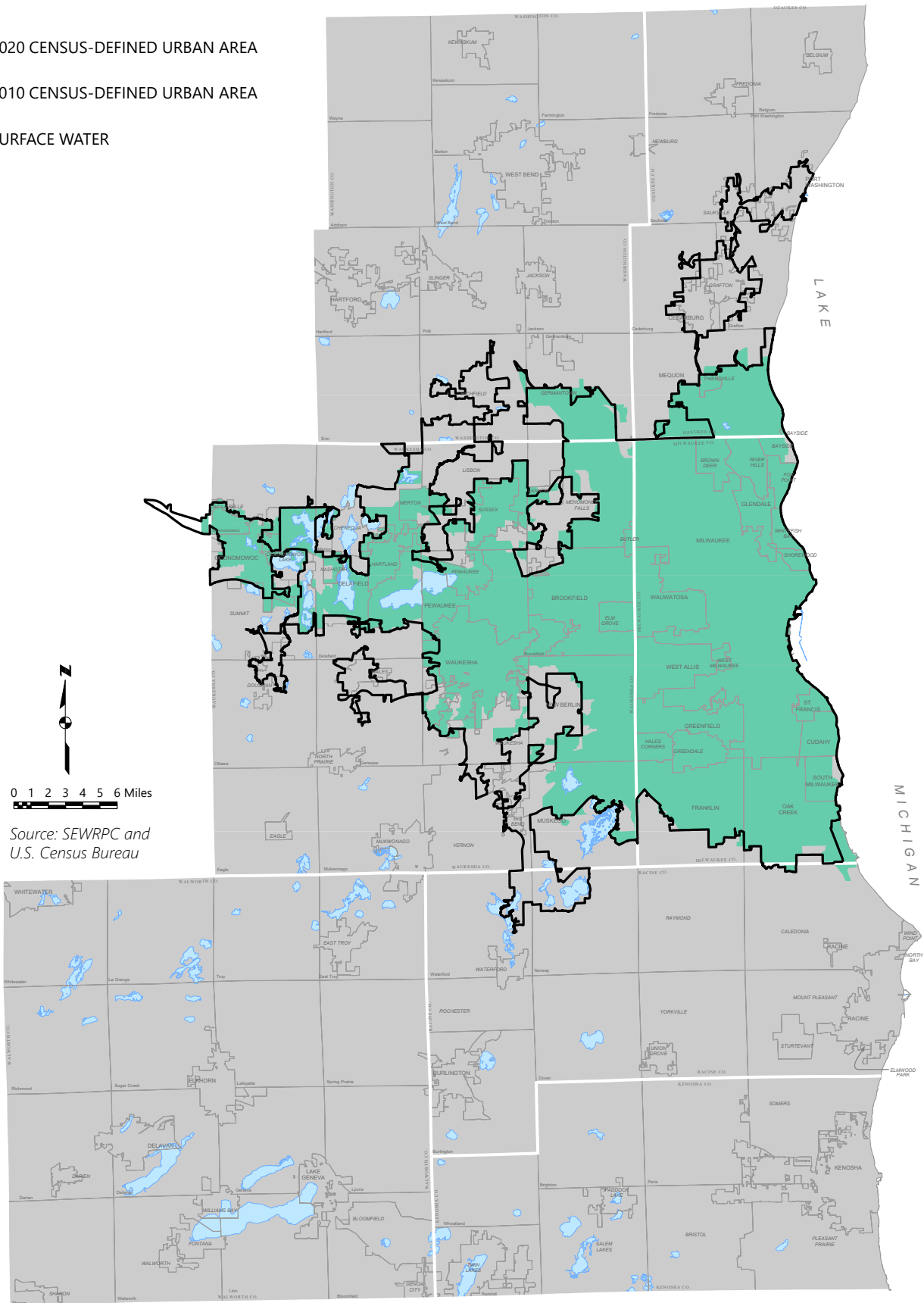
Source: SEWRPC

Last updated: 9/20//23

Map 1 2010 and 2020 Census-Defined Milwaukee Urban Areas

LEGEND

- 2020 CENSUS-DEFINED URBAN AREA
- 2010 CENSUS-DEFINED URBAN AREA
- SURFACE WATER



Source: SEWRPC and
U.S. Census Bureau

Last Updated: 9/20/23

their project score, and the highest ranked projects that fall within the amount set aside for smaller communities/counties are initially recommended for funding.

Based on this requested change, Commission staff reviewed the potential performance of smaller sponsors relative to the three original criteria that were utilized as part of the STP-M evaluation process—measure of use, measure of connectivity, and measure of function. Maps 2 through 4 show the potential performance of these criteria for each segment of the existing MUA county/community arterial street and highway system for these criteria. The information provided on these maps served as the basis for this analysis.

For the measure of use criterion, as indicated to the Milwaukee TIP Committee at its July 17, 2023, meeting, 91 percent of the reconstruction and resurfacing/reconditioning projects awarded for funding had an estimated average weekday traffic volume and transit ridership (AWDT+) per lane of at least 4,500 or more (receiving at least 12 out of 20 points). Table 4 shows a comparison of the performance of arterials under the jurisdiction of the larger sponsors and the smaller sponsors under the measure of use criterion. In applying this criterion systemwide, only 10 percent (about 40 miles) of the arterials under jurisdiction of smaller sponsors could achieve this threshold, as compared to about 25 percent (or 194 miles) of the MUA county/community arterial system under jurisdiction of the larger sponsors.

For the measure of connectivity criterion, as indicated at the previous meeting, most of the recommended reconstruction and resurfacing/reconditioning projects (94 percent) had a length of at least 6 miles (receiving at least 6 out of 10 points), which is the width/height of a traditional township. Table 5 shows a comparison of the performance of arterials under the jurisdiction of the larger sponsors and the smaller sponsors for the measure of connectivity criterion. In applying this measure systemwide, about 53 percent (about 212 miles) of the arterials under jurisdiction of smaller sponsors could achieve this threshold, compared to about 65 percent (or 610 miles) of the total MUA county/community arterial system under jurisdiction of the larger sponsors.

For the measure of function criterion, as indicated at the previous Milwaukee TIP Committee meeting, 53 percent of the projects were located on roadways functionally classified as a principal arterial, receiving the full 15 points for the criterion. Table 6 shows a comparison of the performance of arterials under the jurisdiction of the larger sponsors and the smaller sponsors under the measure function criterion. In applying this criterion systemwide, about 19 percent (about 76 miles) of the arterials under jurisdiction of smaller sponsors are principal arterials, compared to about 35 percent (or 276 miles) of the total MUA county/community arterial system under the jurisdiction of larger sponsors.

Staff Recommendations:

Commission staff believe that the results of the evaluation conducted for this requested change confirm the long thought belief that the application of the criteria favor arterials under the jurisdiction of the larger sponsors, which in some part has been alleviated by the use of the smaller-sponsor set-aside. In evaluating projects for the smaller sponsor set-aside, Commission staff believe the current evaluation process provides enough variation in scores amongst the projects eligible for the smaller sponsor set-aside to appropriately prioritize the projects. However, should the Committee be interested in a simplified version of the STP-M evaluation process, Commission staff have developed a potential process for evaluating projects eligible for the smaller sponsor set-aside that utilizes a smaller number of evaluation criteria and utilizes thresholds of those criteria that are better suited for the arterials under the smaller sponsor jurisdiction. Table 7 shows the potential criteria and potential maximum number of points for those criteria and Tables 8 through 10 show the potential thresholds for these criteria. To keep the process simpler, the procedures for evaluating the smaller sponsor's projects would be as outlined in Exhibit A.

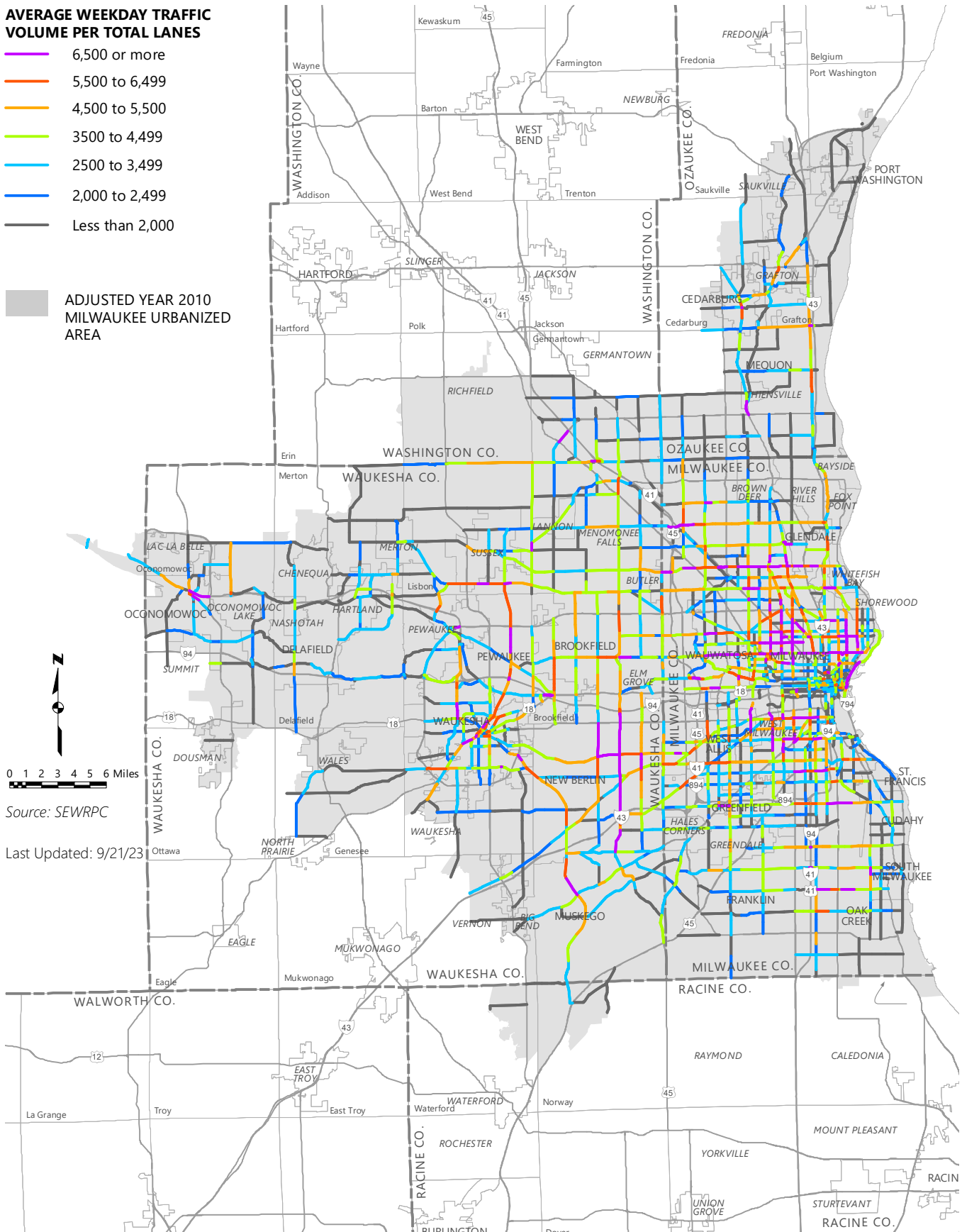
Table B-1 of Exhibit B shows the results of utilizing the potential procedure for the smaller sponsor set-aside as part of the evaluation of projects for additional years 2023-2026 STP-M funding from the BIL legislation. Projects having the same score were prioritized in order from lowest to highest amount of

Map 2 Average Weekday Traffic Volume Per Travel Lane of the County/Community Arterial System (Measure of Use Criterion)

AVERAGE WEEKDAY TRAFFIC VOLUME PER TOTAL LANES

- 6,500 or more
- 5,500 to 6,499
- 4,500 to 5,500
- 3500 to 4,499
- 2500 to 3,499
- 2,000 to 2,499
- Less than 2,000

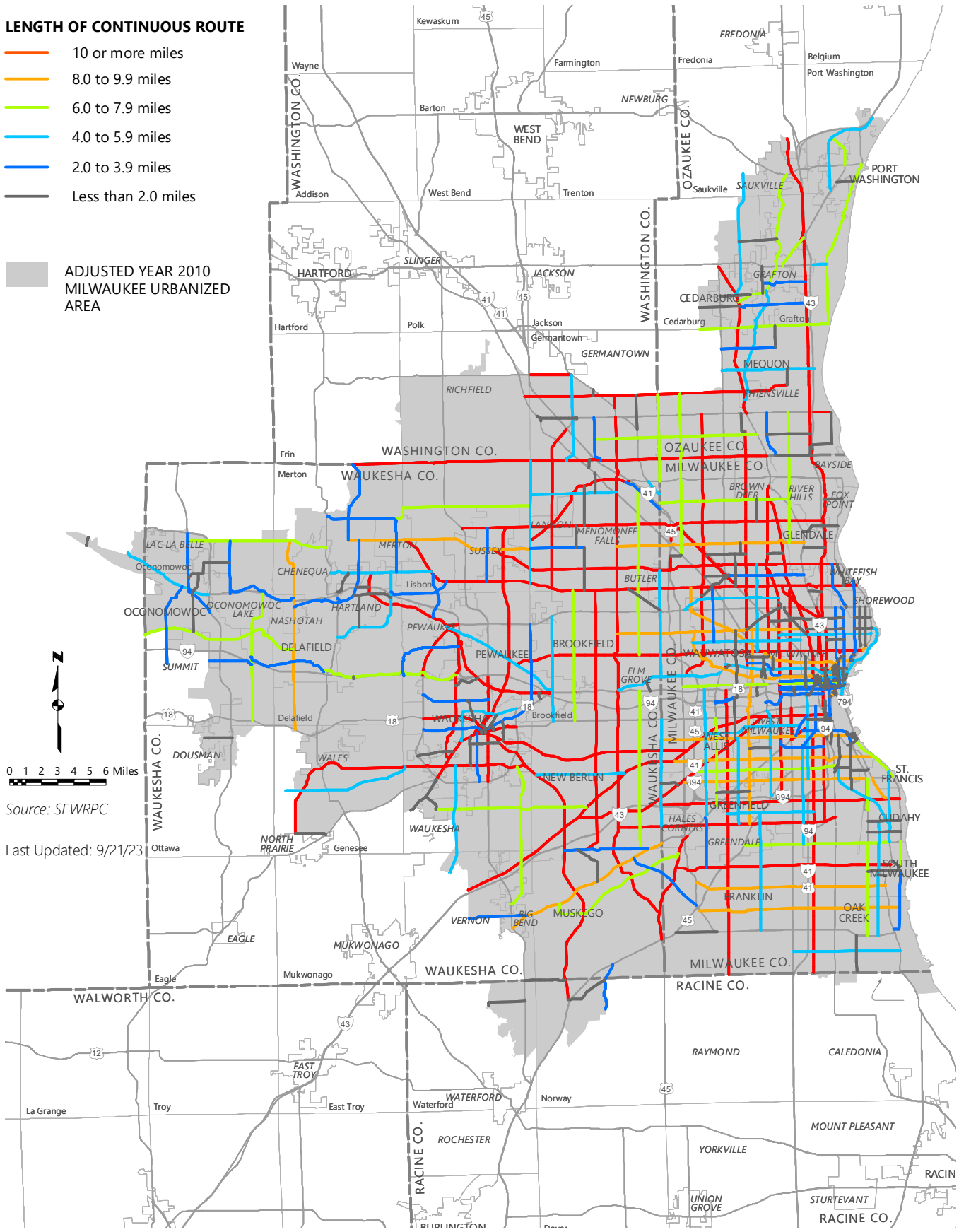
ADJUSTED YEAR 2010 MILWAUKEE URBANIZED AREA



Source: SEWRPC

Last Updated: 9/21/23

Map 3
Length of Continuous Route for Each Segment of the
County/Community Arterial System (Measure of Connectivity Criterion)



Map 4 Functional Classification of Each Segment of the County/Local Arterial System (Measure of Function Criterion)

FUNCTIONAL CLASSIFICATION

- Principal Arterial
- Minor Arterial
- Collector

ADJUSTED YEAR 2010
MILWAUKEE URBANIZED
AREA



0 1 2 3 4 5 6 Miles

Source: SEWRPC

Last Updated: 9/21/23

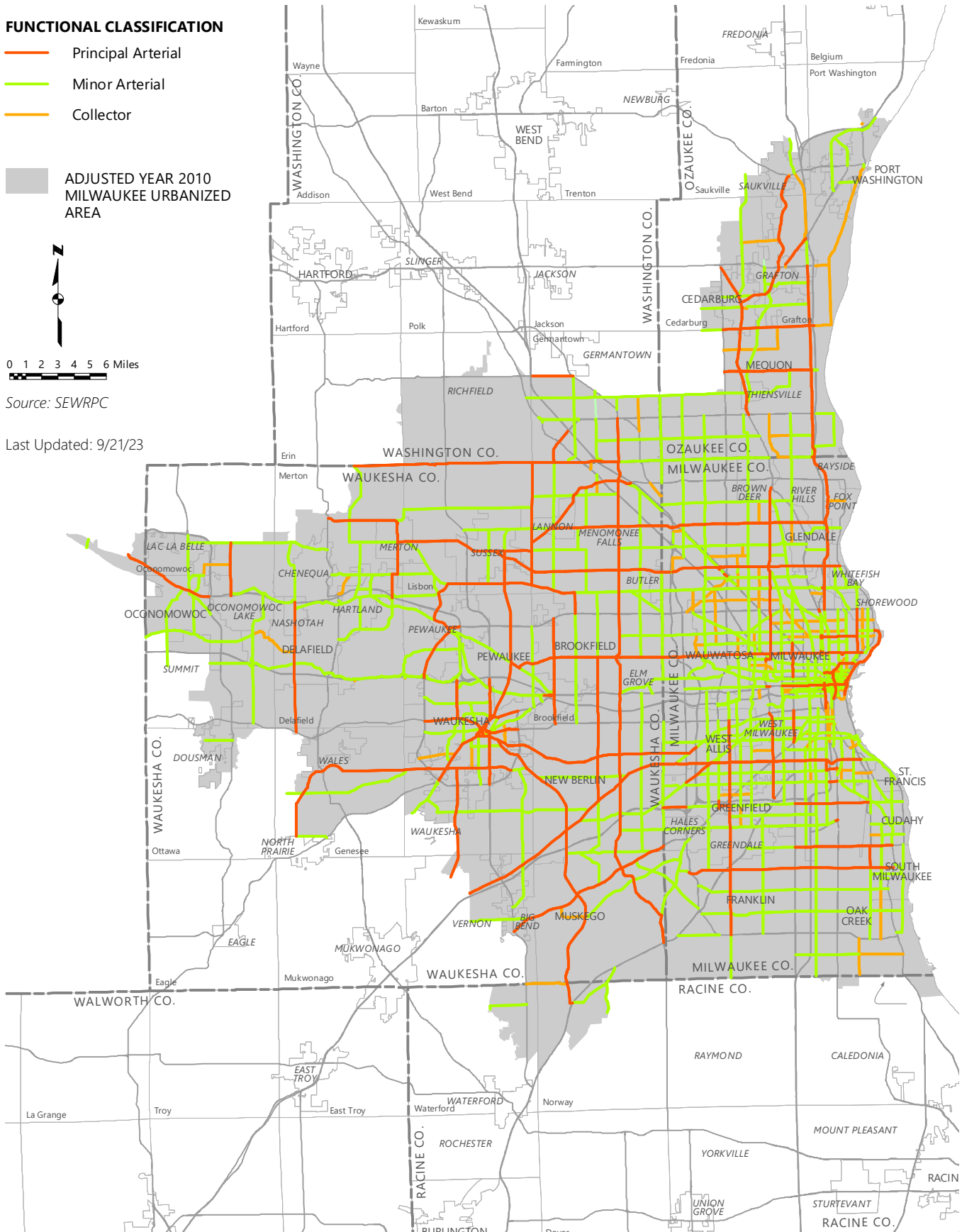


Table 4
Comparison of the Performance of Larger and Smaller Sponsors Under the Measure of Use Criterion

Average Weekday Traffic Volume and Transit Ridership per Lane	Larger Sponsors		Smaller Sponsors		Total	
	Mileage	Percent	Mileage	Percent	Mileage	Percent
6,500 or more	48.1	6.2	8.6	2.2	56.7	4.8
6,000 to 6,499	20.3	2.6	3.4	0.9	23.7	2.0
5,500 to 5,999	27.0	3.5	4.3	1.1	31.3	2.7
5,000 to 5,499	37.9	4.9	10.9	2.8	48.9	4.2
4,500 to 4,999	60.9	7.8	13.2	3.3	74.0	6.3
4,000 to 4,499	76.6	9.8	13.9	3.5	90.5	7.7
3,500 to 3,999	79.4	10.2	23.5	5.9	103.0	8.8
3,000 to 3,499	79.7	10.2	31.9	8.1	111.7	9.5
2,500 to 2,999	82.6	10.6	53.2	13.4	135.8	11.6
2,000 to 2,499	94.9	12.2	52.2	13.2	147.1	12.5
Less than 2,000	171.4	22.0	181.0	45.7	352.4	30.0
Total	778.9	100.0	396.1	100.0	1175.1	100.0

Source: SEWRPC

Last Updated: 9/21/23

Table 5
Comparison of the Performance of Larger and Smaller Sponsors Under the Measure of Continuity Criterion

Continuous Length	Larger Sponsors		Smaller Sponsors		Total	
	Mileage	Percent	Mileage	Percent	Mileage	Percent
10 or more miles	340.3	43.7	98.5	24.9	438.8	37.3
8.0 to 9.9 miles	87.4	11.2	29.1	7.3	116.5	9.9
6.0 to 7.9 miles	81.0	10.4	84.2	21.3	165.3	14.1
4.0 to 5.9 miles	100.8	12.9	77.4	19.5	178.2	15.2
2.0 to 3.9 miles	90.4	11.6	47.8	12.1	138.1	11.8
Less than 2.0 miles	79.0	10.1	59.2	14.9	138.2	11.8
Total	778.9	100.0	396.1	100.0	1175.1	100.0

Source: SEWRPC

Last Updated: 9/21/23

Table 6
Comparison of the Performance of Larger and Smaller Sponsors Under the Measure of Function Criterion

Federal Functional Classification	Larger Sponsors		Smaller Sponsors		Total	
	Mileage	Percent	Mileage	Percent	Mileage	Percent
Principal Arterial	275.7	35.4	76.5	19.3	352.2	30.0
Minor Arterial	447.6	57.5	274.3	69.2	721.9	61.4
Collector	55.6	7.1	45.3	11.4	101.0	8.6
Total	778.9	100.0	396.1	100.0	1175.1	100.0

Source: SEWRPC

Last Updated: 9/21/23

Table 7
Potential Evaluation Criteria and Maximum Points Potentially Received For Evaluating Candidate Highway Projects Eligible for the Smaller Sponsor Set-Aside

Evaluation Criteria	Maximum Points Received
Measure of Pavement Condition	50
Measure of Use – Average Weekday Traffic Volume per Lane	25
Measure of Connectivity – Length of Route	25
Subtotal	100

Source: SEWRPC

Last Updated: 9/21/23

Table 8
Potential Scoring for Pavement Condition Evaluation Criteria For Candidate Highway Projects Eligible 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

Source: SEWRPC

Last Updated: 9/21/23

Table 9
Potential 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

Source: SEWRPC

Last Updated: 9/21/23

Table 10
Potential Scoring for Length of Route Criterion for Candidate Highway Projects Eligible for the Smaller Sponsor Set-Aside

Continuous Length	Points
10 or more miles	25
8.0 to 9.9 miles	20
6.0 to 7.9 miles	15
4.0 to 5.9 miles	10
2.0 to 3.9 miles	5
Less than 2.0 miles	0

Source: SEWRPC

Last Updated: 9/21/23

requested STP-M funding. As shown on Table B-1 of Exhibit B, application of this process would result in 17 projects moving up in the prioritization and 17 projects moving down in the prioritization.

Commission staff also developed, for the Committee's consideration, potential changes in the thresholds for the measure of use criterion, as shown on Table 11. Table B-2 of Exhibit B shows how the application of these adjusted thresholds would affect the scores received by candidate projects for the additional 2023-2026 STP-M funding. The potential thresholds would result in typically an increase of two to four points for 69 of the 81 candidate reconstruction and resurfacing/reconditioning projects, along with an increase of 0.5 points for the single candidate capacity expansion project.

Reconsider Using the Measure of Safety Criterion

Requested Change: It was requested that the measure of safety no longer be utilized in the evaluation of projects for STP-M funding. This was requested based on there being no guarantee that a project will address safety until preliminary engineering is conducted and the criterion requires effort to estimate crash rates for the system and the individual projects.

Background: The current methodology for applying the safety criterion, as utilized to evaluate projects for additional years 2023-2026 STP-M funding, is shown in Exhibit A. This methodology was initially recommended by the Milwaukee TIP Committee at its June 24, 2015, meeting for the evaluation of capacity expansion projects. Subsequently, the Milwaukee TIP Committee recommended at its October 3, 2019, meeting recommended that the safety criterion be utilized in the evaluation of all projects in order to prioritize all roadways with higher rates of crashes. As part of expanding the safety criterion to all project types, the Committee recommended that crashes only located within the limits of the project, also excluding crashes involving deer and the condition of the driver, be included in the evaluation. The exclusion of such crashes ensures that the crashes included in the evaluation would be the most likely to be addressed through the preliminary engineering process.

The Moving Ahead to Progress in the 21st Century Act (MAP-21), enacted in 2012, established a national performance goal of reducing the number of fatalities and serious injuries that occur on all public roads. There has been an upward trend in the Region in the number of fatal crashes since 2009 and in the number of non-fatal serious injury crashes since 2014. With respect to fatal crashes, the three most common characteristics include lack of seatbelt or helmet, failure to keep vehicle under control, and excessive driving—each representing over 30 percent of fatal crashes. The fourth highest characteristic of fatal crashes involved pedestrians and bicyclists, which represented about 25 percent of crashes. While projects may not be able to address all characteristics of crashes, the design of the roadway can mitigate travel speeds and provide safer accommodations for bicyclists and pedestrians utilizing the roadways.

Staff Recommendations: Commission staff propose that, given the recent trends of increased crashes involving fatalities and serious injuries and the national goal to address those crashes, a safety criterion continue to be utilized to evaluate candidate STP-M reconstruction, resurfacing/reconditioning, and reconstruction projects.

If the Milwaukee TIP Committee remains concerned about the effort needed to evaluate this criterion, an alternative methodology for the safety criterion could be to base points on the rate of fatal/serious injury crashes, rather than the rate of total crashes. From 2015 through 2019, there were an estimated 1,256 crashes that resulted in at least one fatality/serious injury on the 1,175-mile MUA county/community arterial system, as opposed to 65,990 total crashes. Table 12 shows a comparison of the rates of total crashes and fatal/serious injury crashes over the same time period. Table 13 shows a potential scoring for basing the safety criterion based on the rate of fatal/serious injury crashes. Table B-3 of Exhibit B shows a comparison of the points received by the candidate projects for years 2023-2026 STP-M funding for the current and potentially new scoring methodology. The use of this potential methodology would result in 19 candidate reconstruction and resurfacing/reconditioning projects receiving one to five more points, along with the

Table 11
Potential 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	
	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

Source: SEWRPC

Last Updated: 9/21/23

Table 12
Five-Year Crash Rates for Total, Fatal Injury, and Serious Injury Crashes For The Existing County/Community Arterial System within the Milwaukee Urbanized Area by Cross-Section Type: 2015-2019

Cross-Section Type	Average 5 year Crash Rate (Crashes per 100,000,000 vehicle-miles travelled)	
	Total Crashes	Fatal Injury/Serious Injury Crashes
Urban	487.6	8.8
Rural	157.2	4.0
Total	388.6	7.4

Source: Wisconsin Traffic Operations and Safety Laboratory and SEWRPC

Last Updated: 9/21/23

Table 13
Suggested Revised Scoring for Safety Criterion
Used For Evaluation of Candidate Capacity Expansion Projects

Percentage of Average Rate of Arterial Roadway Fatal/Serious Injury Crashes in the Milwaukee Urbanized Area	Average 5 year Fatal/Serious Injury Crash Rate (Crashes per 100,000,000 vehicle-miles travelled)		Reconstruction/Resurfacing/Reconditioning Points	Capacity Expansion Points
	Urban Cross-Section	Rural Cross-Section		
175 or more	15.4 or more	7.0 or more	5	15
150 to 174	13.2 to 15.3	6.0 to 6.9	4	12.5
125 to 149	11.0 to 13.1	5.0 to 5.9	3	10
100 to 124	8.8 to 10.9	4.0 to 4.9	2	7.5
75 to 99	6.6 to 8.7	3.0 to 3.9	1	5
50 to 74	4.4 to 6.5	2.0 to 2.9	0.5	2.5
Less than 50	Less than 4.4	Less than 2.0	0	0

Source: SEWRPC

Last Updated: 9/21/23

lone candidate capacity expansion project receiving 15 more points, and 33 candidate reconstruction and resurfacing/reconditioning projects receiving -0.32 to five less points. In addition, the use of the potential methodology would result in 20 more projects receiving zero points.

Reconsider Using the Transit Accessibility Criterion for Capacity Expansion Projects

Requested Change: A representative of the Milwaukee TIP Committee requested that consideration be given to no longer utilizing the criterion related to transit accessibility in the evaluation of capacity expansion projects.

Background: The use of transit accessibility was originally recommended by the Commission's Advisory Committee on Regional Housing Planning and Environmental Justice Task Force, as part of the development of the regional housing plan completed in early 2013. During the development of the current STP-M evaluation process in 2013, there were concerns raised by Milwaukee TIP Committee members about the connection of these criteria to resurfacing or reconstructing a roadway facility, and their relevance for the evaluation of projects for STP-M funding. Ultimately, the Milwaukee TIP Committee recommended the use of these criteria for the evaluation of only capacity expansion projects, as having the provision of transit within a community could serve to address congestion in those and adjacent communities. In addition, it was recommended that such criteria could serve as bonus points for communities served by transit. The process for evaluating projects with these criteria is further outlined in Exhibit A to this memorandum. While there was some interest by some Committee members to utilize provision of transit criteria in the evaluation of resurfacing/reconditioning and reconstruction projects, in addition to capacity expansion, it was ultimately determined by the Milwaukee TIP Committee at its meeting held on October 11, 2021, to continue to only utilize these criteria for evaluating capacity expansion projects.

Staff Recommendations: Commission staff recommend the continued use of the provision of transit in the evaluation of capacity expansion projects, consistent with the recommendations of the regional housing plan.

Consider Including Non-Traditional Transit, Along with Traditional Transit, in the Criteria Utilized

Requested Change: A member of the Milwaukee TIP Committee requested that non-traditional transit be included, along with traditional transit, in the criteria that utilizes traditional transit.

Background: Currently there are three criteria that involve traditional transit in their procedures—the previously addressed transit availability criterion (capacity expansion projects), the measure of usage criterion (all projects) that includes transit ridership along a roadway with its AWDT, and the measure related to the provision of transit, bicycle, and pedestrian accommodations (all projects). The procedures for implementing these criteria can be found in Exhibit A of this memorandum.

One non-traditional transit service that is currently not incorporated into the three STP-M evaluation criteria involving transit is the recently created FlexRide Milwaukee service, the Region's first on-demand microtransit service. This service was initiated through a research study about connecting workers in Milwaukee with jobs in the Menomonee Falls/Butler area, led by the University of Wisconsin-Milwaukee and the Commission. FlexRide services for this pilot program operated through fall 2022 when MobiliSE assumed responsibility for operations. Since the pilot program ended, a new service was initiated in April 2023 for South Side Milwaukee residents to reach jobs in Franklin and services are planned to start in September 2023 for reaching jobs in New Berlin and Oak Creek areas.

Staff Recommendations: In terms of incorporating the on-demand microtransit service into the STP-M evaluation criteria, while the service area and the number and origins-destinations of the service may be known, the number of riders along a particular roadway is not expected to be measured. In addition, riders book rides from the on-demand service in zones, rather than at stops along a particular route. As such, of the three criteria that incorporate transit, only the criterion related to transit availability seem appropriate

for incorporating on-demand microtransit services. As such, Commission staff propose that the scoring procedure utilized for the transit be revised to incorporate on-demand microtransit services (currently only FlexRide Milwaukee) based on the communities served, as shown on Table 14 and Map 5. In addition, Table 14 and Map 5 were updated based on the current transit service areas of the MUA transit operators, as shown on Map 6. Use of these potential scoring procedures would not have affected the score of the candidate capacity expansion project for additional years 2023-2026 STP-M funding from the BIL legislation.

Consider Adding a Criterion Related to Whether Projects are Located on Roadways on the National Highway System (NHS)

Requested Change: A member of the Milwaukee TIP Committee requested the addition of a criterion related to whether a roadway is located on the NHS given the importance of roadways on this system.

Background: The NHS consists of the Nation’s most important roadways with respect to its economy, defense, and mobility. Such roadways must comply with applicable Federal regulations including those related to design standards, contract administration, State-FHWA oversight, and reporting. Since the enactment of MAP-21 in 2012, the NHS comprises the Interstate highway system, other principal arterials, the Strategic Highway Network (STRAHNET), major strategic highway network connectors, and intermodal connectors. Specifically, MAP-21 automatically added all roadways that were functionally classified as a principal arterial at the time of its enactment. In 2016, WisDOT staff worked with the Commission staff to remove some principal arterials from the NHS in Southeastern Wisconsin that were considered non-essential routes. In addition to principal arterials, the NHS could include some minor arterials and collectors that serve as intermodal connectors. Such roadways are generally connector roadways serving interchanges to the Interstate highway system or to ports.

Table 15 shows the mileage of the NHS by functional classification for the MUA county/community arterial system. Essentially, all but about six percent of the principal arterials on the MUA county/community arterial system, and about one percent of the minor arterials, on the MUA county/community arterial system are located on the NHS.

Staff Recommendations: Since projects on principal arterials—about 94 percent of which are on the NHS—are already receiving additional points compared to other roadways (which have minimal representation on the NHS) as part of the measure of function criterion (see Exhibit A for more details), the Commission staff proposes that a criterion related to the NHS not be utilized for the evaluation of candidate projects for 2028-2029 STP-M funding.








Consider Adding a Freight-Related Criterion

Requested Change: A member of the Milwaukee TIP Committee suggested that a criterion based on freight be added to the STP-M evaluation and prioritization process.

Background: Ideally, a freight-related criterion would be based on the volume of trucks travelling on the roadway. While WisDOT measures the volume of trucks on selected roadways throughout the Milwaukee urbanized area, only about 18 percent of the MUA county/community arterial system includes a WisDOT count location that measures truck volumes. In addition, the STP-M applications prepared by WisDOT do not require applicants to provide truck volume data along the candidate project.

As an alternative to utilizing truck volumes, Commission staff considered utilizing the travel simulation models that were developed based on travel survey conducted in the years 2011 and 2012 and were utilized to simulate existing and future travel in the development of VISION 2050. In the travel simulation models utilized, the number of truck trips was generated using standard truck generation rates that were localized using truck data provided by WisDOT. Specifically, truck trips were generated for each for three truck types (light-duty commercial, medium-duty commercial, and heavy-duty commercial) based on the

Map 5 Bonus Points for Capacity Expansion Projects Located Within Local Communities Served by Public Transit

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

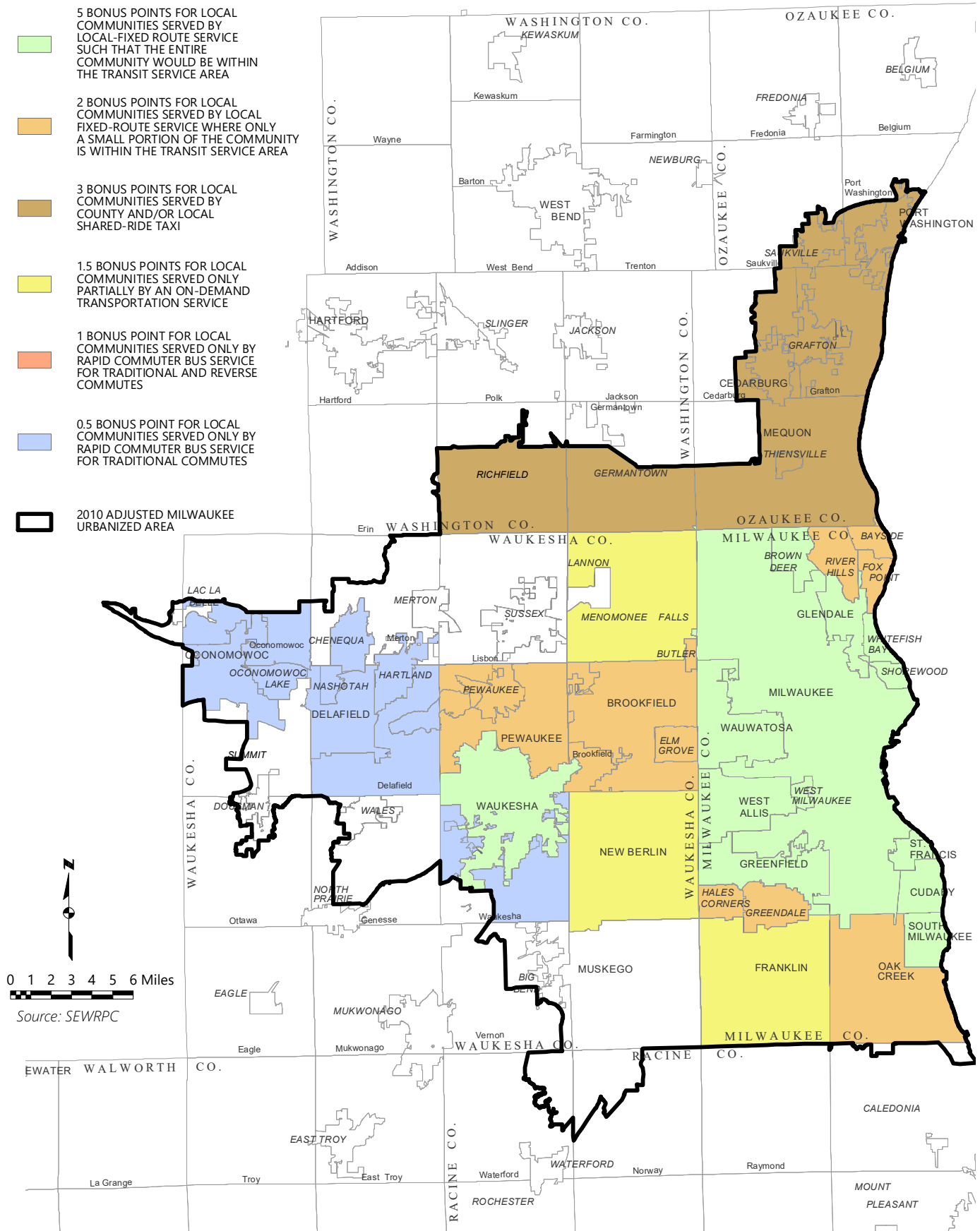


Table 14

**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	1.5 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)
<i>Milwaukee County</i> 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 <i>Waukesha County</i> C Waukesha	<i>Milwaukee County</i> V Bayside V Fox Point C Franklin V Greendale V Hales Corner C Oak Creek V River Hills <i>Waukesha County</i> C Brookfield T Brookfield V Butler V Elm Grove C Pewaukee V Pewaukee	<i>Ozaukee County</i> C Cedarburg T Cedarburg V Grafton T Grafton C Mequon C Port Washington T Port Washington T Saukville V Saukville V Thiensville <i>Washington County</i> V Germantown V Richfield	<i>Milwaukee County</i> C Franklin <i>Waukesha County</i> V Menomonee Falls C New Berlin	None	<i>Waukesha County</i> V Chenequa C Delafield T Delafield V Hartland V Nashotah C Oconomowoc T Oconomowoc V Oconomowoc Lake T Waukesha

Source: SEWRPC




Last Updated: 9/21/23

Map 6 Public Transit Services in the Region: 2023

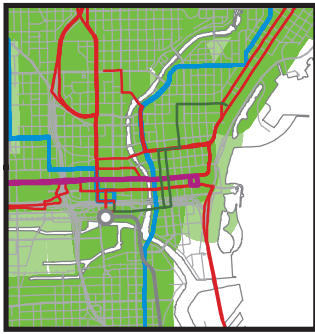
TRANSIT SERVICES

-  RAPID TRANSIT LINE
-  EXPRESS BUS ROUTE
-  COMMUTER RAIL LINE & STATION
-  COMMUTER BUS ROUTE & PARK-RIDE
-  INTERCITY RAIL
-  STREETCAR LINE

LOCAL TRANSIT SERVICE AREA AND PEAK FREQUENCY

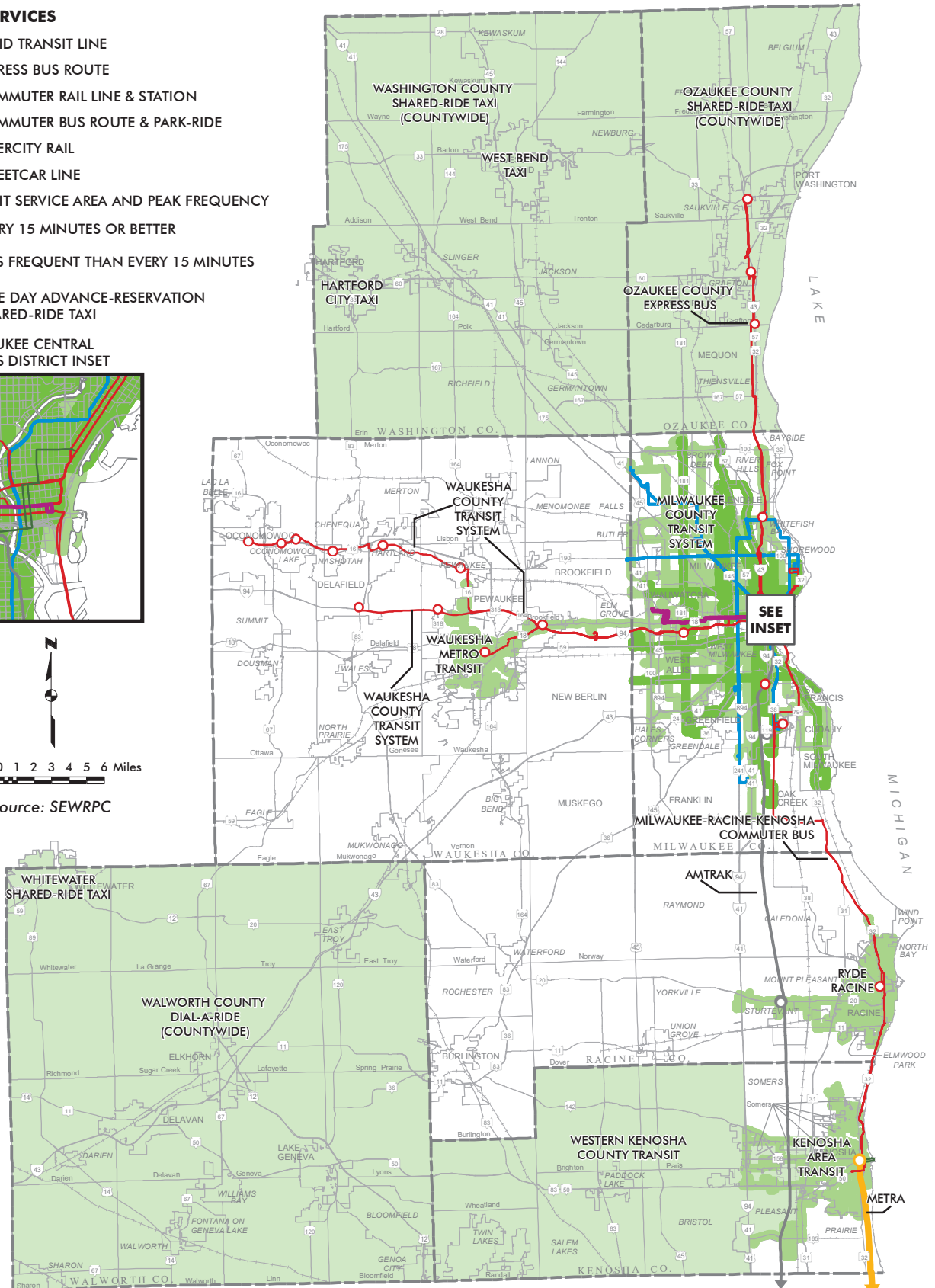
-  EVERY 15 MINUTES OR BETTER
-  LESS FREQUENT THAN EVERY 15 MINUTES
-  ONE DAY ADVANCE-RESERVATION SHARED-RIDE TAXI

MILWAUKEE CENTRAL BUSINESS DISTRICT INSET



0 1 2 3 4 5 6 Miles

Source: SEWRPC



Last updated: August 11, 2023

employment levels for various industries (industrial, commercial, extractive, and agricultural) and the number of residential households in each of the traffic analysis zones utilized. Map 7 shows the level of truck trips for each traffic analysis zone within the MUA.

Staff Recommendations: Commission staff propose that the Committee consider adding a new criterion related to freight. The proposed criterion would involve calculating the number of truck trip ends, as estimated by the Commission’s travel simulations models, within a half-mile radius of the project limits. While this may not represent the actual truck travel, the number of trip-ends in vicinity of the project limits could serve as a proxy of the potential truck usage of the facility. For purposes of evaluating the application of the proposed criterion, Commission staff initially proposing that the maximum points for the freight-related criterion be 15 points, with the initially proposed thresholds for the criterion be as shown on Table 16. Table B-4 of Exhibit B shows how the application of the proposed measure of freight usage on candidate projects for the additional 2023-2026 STP-M funding from the BIL legislation.

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Map 7
Estimated Total Number of Truck Trip-Ends by Traffic Analysis Zones: 2020

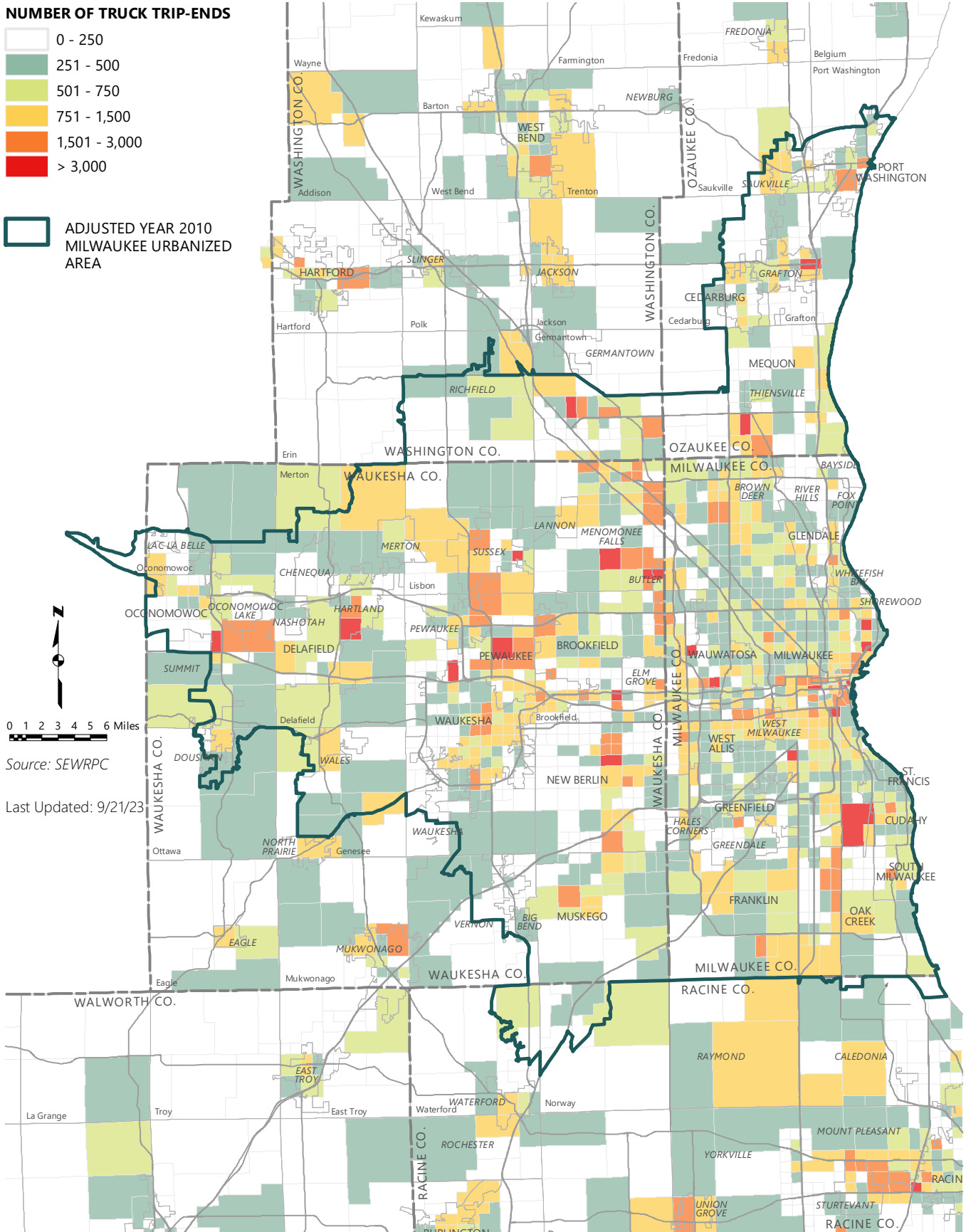


Table 16
Potential Scoring for a Measure of Freight Criteria
Related to the Number of Truck Trip-Ends Located
Within a Half Mile of the Proposed Project

Total Number of Truck Trip-Ends Within One-Half Mile of Project Limits	Points
15,000 or more trip-ends	15
13,000 to 14,999 trip-ends	13
11,000 to 12,999 trip-ends	11
9,000 to 10,999 trip-ends	9
7,000 to 8,999 trip-ends	7
5,000 to 6,999 trip-ends	5
3,000 to 4,999 trip-ends	3
1,000 to 2,999 trip-ends	1
Less than 1,000 trip-ends	0

Source: SEWRPC

Last Updated: 9/21/23

Exhibit A

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 A-1 through A-3 lists the points received by a candidate project under this criterion based on its average PASER rating for resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects, respectively.

Table A-1
Scoring For Pavement Condition Evaluation Criteria
For Candidate Resurfacing/Reconditioning Projects

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

Table A-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 A-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 A-4.

The traffic volumes for existing facilities are based on the most recent average daily traffic count reported by WisDOT converted to an average weekday traffic volume. In general, average weekday traffic is about seven percent higher than average annual daily traffic. Should WisDOT not report a traffic volume for the segment of roadway associated with a candidate project, Commission staff would collect the traffic data on an average weekday (typically Tuesday through Thursday) along the roadway and adjust the measured traffic volumes based on the time of year it was measured. For projects involving new facilities, an estimate of the average weekday traffic volume under current conditions is developed by Commission staff utilizing the Commission’s travel simulation models that were used in the development and evaluation of the year 2050 regional transportation plan.

Table A-4
Scoring For Average Weekday Traffic Volume And
Transit Ridership Per Travel Lane Criteria

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

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

Table A-5
Scoring for Length of Route Criterion

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

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

**Table A-6
Scoring For Current Functional Classification Criterion**

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

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

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

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

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

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

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

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

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

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

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

^a Design capacity is the maximum level of traffic volume a facility can carry before beginning to experience morning and afternoon peak traffic hour traffic congestion, and is expressed in terms of number of vehicles per average weekday. (Source: SEWRPC Planning Report No. 55, VISION 2050 – A Regional Land Use and Transportation Plan for Southeastern Wisconsin.)

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

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

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

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

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

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

Points under this criterion can be received even if the roadway is not currently experiencing congested conditions (or having a volume-to-capacity ratio of less than one), as the need for additional capacity may be needed under forecast future conditions rather than under current conditions. The current and forecast level of congestion for projects involving new facilities is developed by estimating the level of congestion of adjacent existing arterial facilities under current and forecast conditions.

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

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

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

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

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

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

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

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

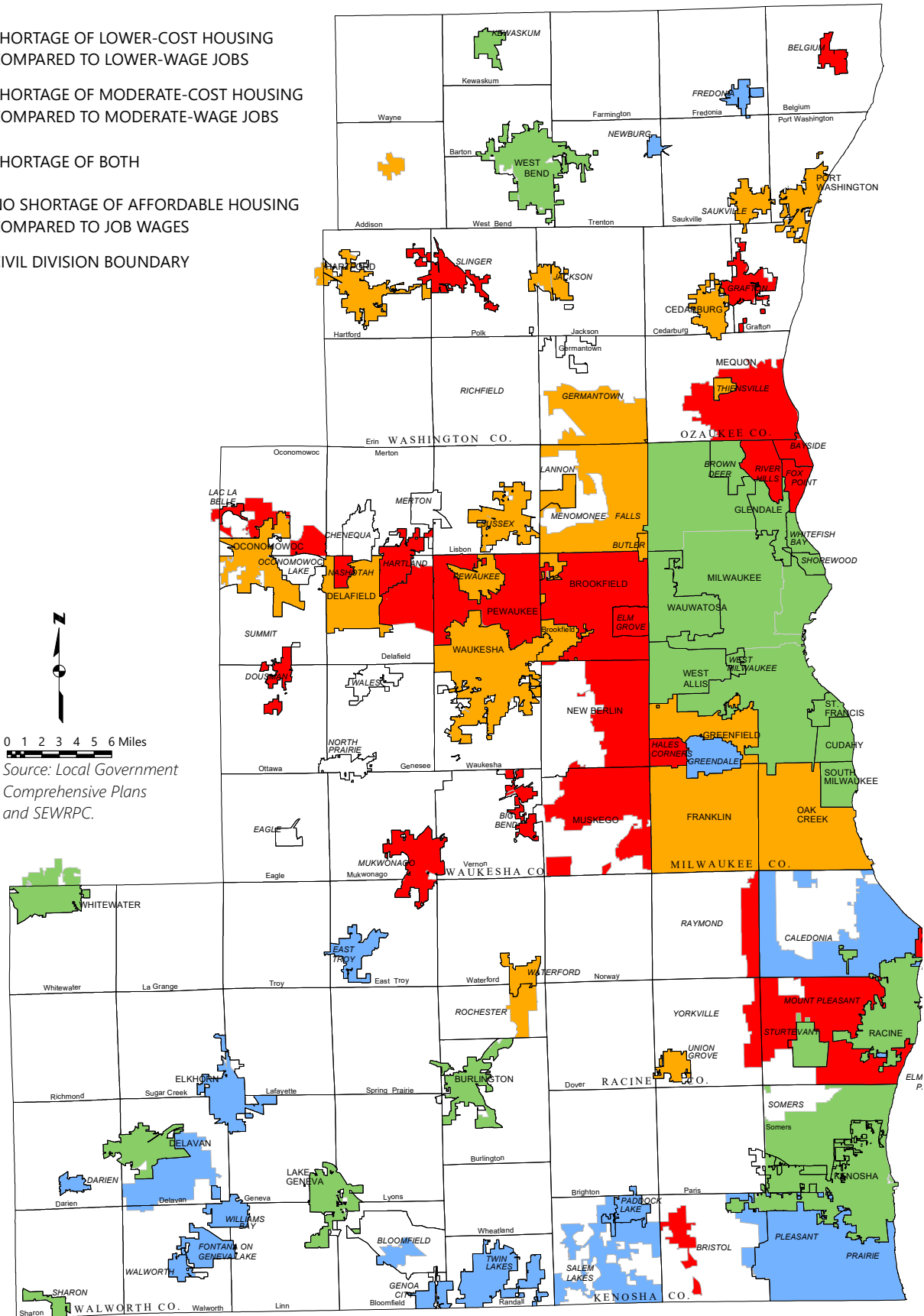
9. **Transit Accessibility** – Capacity expansion projects would receive up to a maximum of 5 bonus points depending on the level of transit service currently provided within the local community that that the project is located in. Map A-2 displays the existing year 2019 local fixed-route and local demand-responsive public transit services in Southeastern Wisconsin. Table A-11 and Map A-3 identify the level of transit service for each local community currently served by transit and the attendant bonus points that would be received. Application of criteria of this type was recommended by the Commission’s Advisory Committee on Regional Housing Planning and Environmental Justice Task Force.

PRIORITIZATION OF PROJECTS HAVING THE SAME PROJECT SCORES

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

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

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











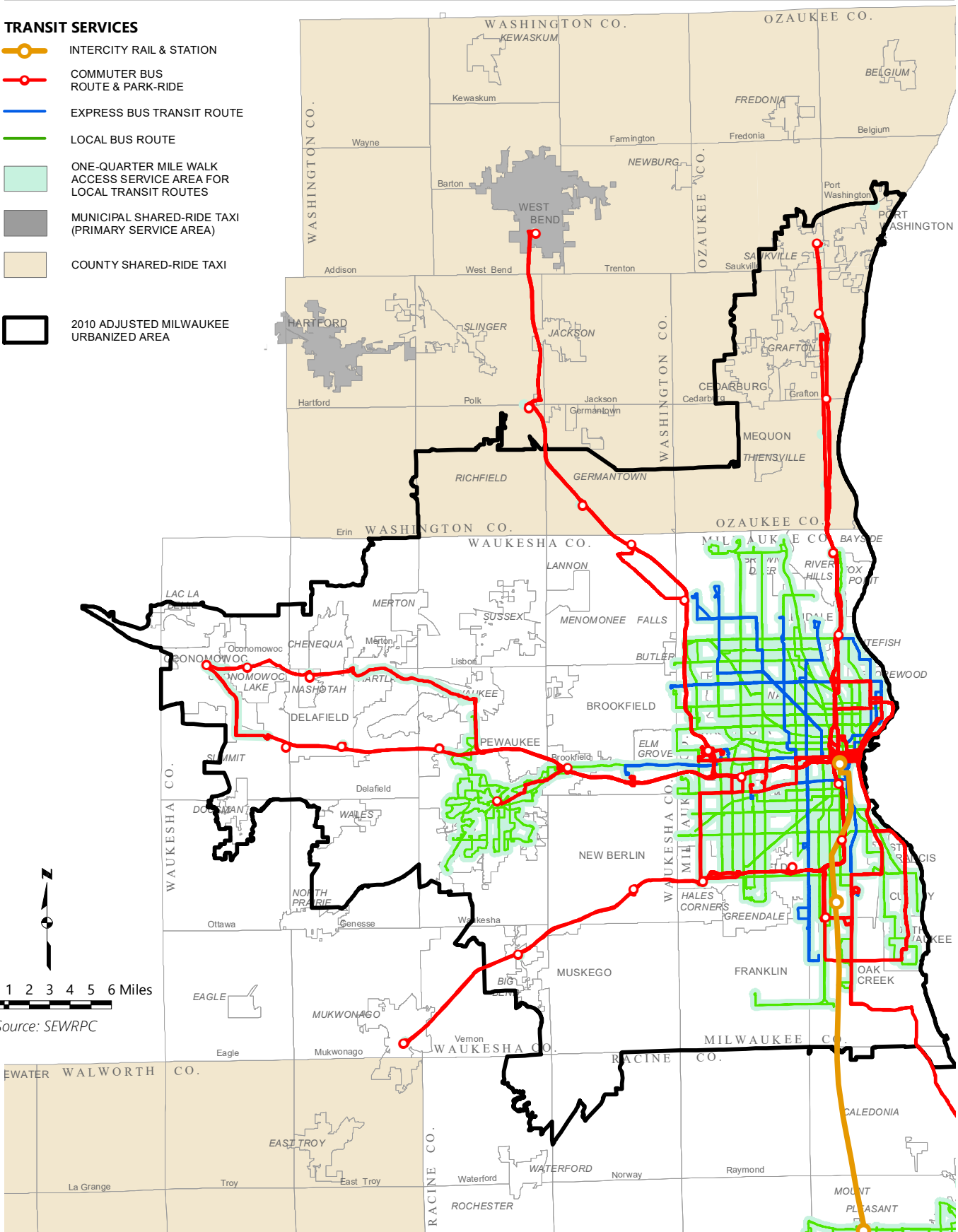
0 1 2 3 4 5 6 Miles
 Source: Local Government Comprehensive Plans and SEWRPC.

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

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

TRANSIT SERVICES

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



Source: SEWRPC

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

5 Bonus Points for Local Communities Served by Local Fixed-Route Transit Such that the Entire Community Would Be Within the Transit Service Area	2 Bonus Points for Local Communities Served by Local Fixed-Route Transit Where Only a Small Portion of the Community is Within the Transit Service Area	3 Bonus Points for Local Communities Served Only by County and/or Local Shared-Ride Taxi	1 Bonus Points for Local Communities Served Only by Commuter Bus Service (Both Traditional and Reverse Commute Service)	0.5 Bonus Point for Local Communities Served Only by Commuter Bus Service (Traditional Commute Service Only)
<i>Milwaukee County</i> V Brown Deer C Cudahy C Greenfield C Milwaukee C St. Francis V Shorewood C South Milwaukee C Wauwatosa C West Allis V West Milwaukee V Whitefish Bay <i>Waukesha County</i> C Waukesha	<i>Milwaukee County</i> V Bayside V Fox Point C Franklin C Glendale V Greendale C Oak Creek <i>Waukesha County</i> C Brookfield T Brookfield V Butler V Elm Grove C Pewaukee V Pewaukee	<i>Ozaukee County</i> C Cedarburg T Cedarburg V Grafton T Grafton C Mequon C Port Washington T Port Washington T Saukville V Saukville V Thiensville <i>Washington County</i> V Germantown V Richfield	<i>Milwaukee County</i> V River Hills <i>Waukesha County</i> V Menomonee Falls	<i>Waukesha County</i> V Big Bend V Chenequa C Delafield T Delafield V Hartland C Muskego V Nashotah C New Berlin C Oconomowoc T Oconomowoc V Oconomowoc Lake V Summit T Vernon T Waukesha

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

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

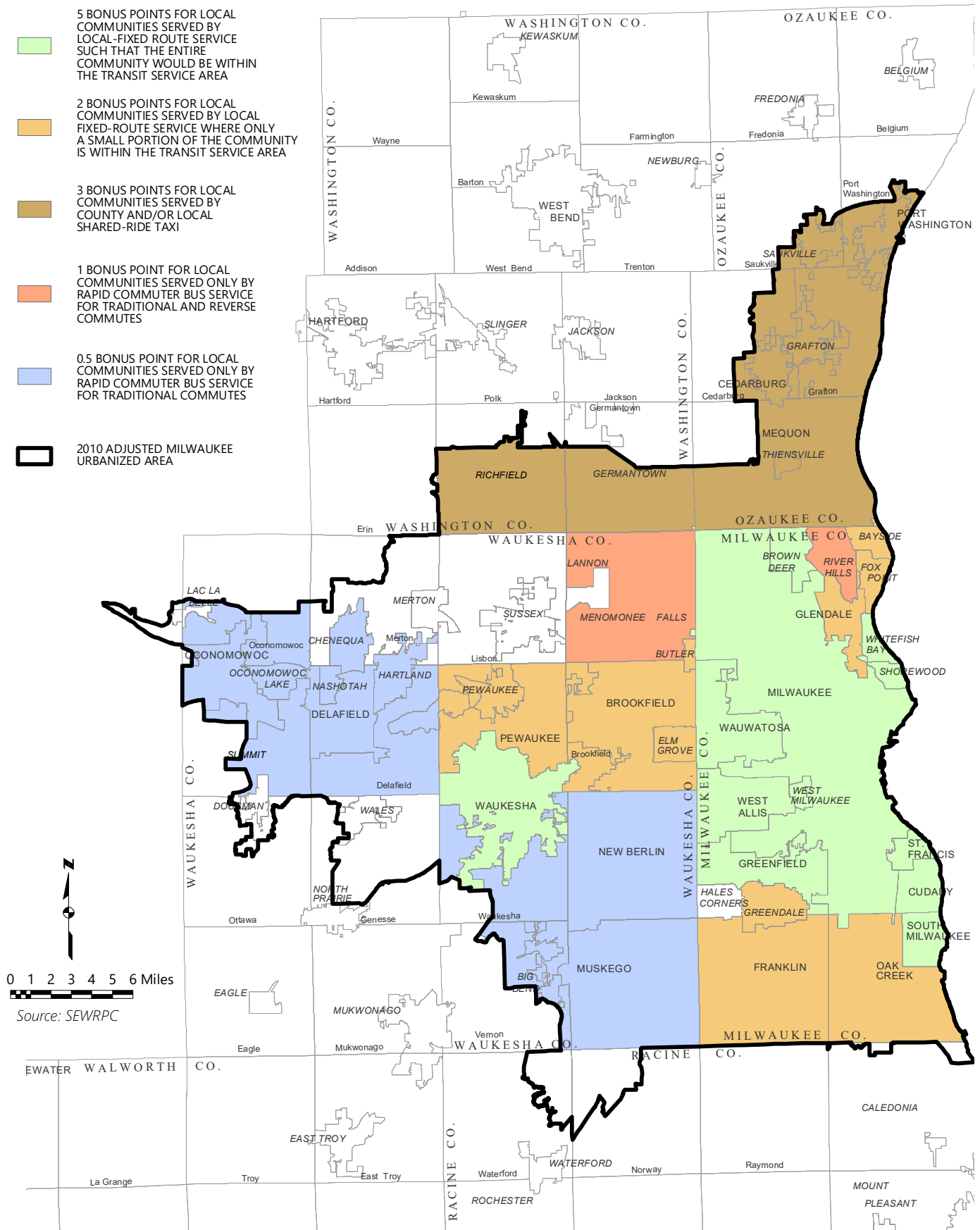


Exhibit B

Table B-1
Ranking of Candidate Projects Eligible for the Smaller Sponsor Set-Aside of Additional FFY 2023-2026 STP-M Funding
Based on Application of the Potential Revision of the Evaluation Criteria Utilized

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Arterial Connectivity Points	Total Points	Original Rank	Potential New Ranking	Change in Rank	Total Requested Federal Funds
Washington County	1	Pavement replacement of CTH Y between County Line Rd and STH 175	50.00	20	25.0	95.0	2	1	1	2,345,008
City of Greenfield	3/4	Pavement Replacement of S 84th St between W Allerton Ave and W Cold Spring Rd	50.00	25	15.0	90.0	3	2	1	1,450,802
City of Greenfield	1/2	Pavement Replacement of S 43rd St between W Cold Spring Rd and W Howard Ave	50.00	25	15.0	90.0	1	3	-2	2,746,104
Village of Brown Deer	1	Reconditioning of W County Line Rd between N 52nd St and STH 57	50.00	10	25.0	85.0	6	4	2	1,163,793
Village of Lannon	1	Reconstruction of Good Hope Rd between CTH V and CTH F	50.00	10	25.0	85.0	5	5	0	3,573,902
City of Mequon	7/8/9	Reconstruction of Mequon Rd between Lake Shore Dr and Union Pacific Railroad	45.07	10	25.0	80.1	13	6	7	1,925,454
City of Greenfield	5/6	Pavement Replacement of S. 68th St between W. Layton Ave (CTH Y) and W. Forest Home Ave (STH 24)	50.00	20	10.0	80.0	9	7	2	2,289,448
City of Oconomowoc	1	Reconstruction of S Concord Rd between Aeppler Way and W Lincoln St	50.00	15	15.0	80.0	11	8	3	2,794,307
City of St. Francis	2	Reconstruction of S Lake Dr between S Packard Ave and Termini	50.00	15	15.0	80.0	8	9	-1	4,601,624
City of Franklin	4/5/6	Reconstruction of W. Puetz Rd between S. 27th St (STH 241) and S. Hunting Park Dr	50.00	10	20.0	80.0	18	10	8	6,498,487
City of Franklin	1/2/3	Reconstruction of W. Puetz Rd between S. 76th St (CTH U) and St. Martins Dr (STH 100)	50.00	10	20.0	80.0	7	11	-4	7,709,597
Town of Brookfield	2	Pavement Replacement of Swenson Dr between Crossroads Cir and S Barker Rd	50.00	25	0.0	75.0	4	12	-8	585,040

B-1

Table B-1 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Arterial Connectivity Points	Total Points	Original Rank	Potential New Ranking	Change in Rank	Total Requested Federal Funds
City of St. Francis	1	Reconstruction of S Pennsylvania Ave between E Howard Ave and S Whitnall Ave	50.00	10	15.0	75.0	12	13	-1	2,781,288
Town of Delafield	1	Resurfacing of Maple Ave between E Summit Ave and N Shore Dr	50.00	10	10.0	70.0	16	14	2	3,706,285
Village of Germantown	1	Reconstruction of S Division Rd between Revere Ln and Mequon Rd	50.00	15	5.0	70.0	10	15	-5	5,825,674
City of St. Francis	6	Reconstruction of E Denton Ave between S Nicholson Ave and S Kinnickinnic Ave	50.00	15	0.0	65.0	34	16	18	219,935
City of St. Francis	5	Reconstruction of S Nicholson Ave between E Layton Ave and E Denton Ave	50.00	15	0.0	65.0	35	17	18	2,442,002
City of Pewaukee	1/5/2	Reconstruction w/ Structure of Watertown Rd between CTH SR and CTH M	35.00	20	10.0	65.0	25	18	7	5,422,815
Village of Wales	1	Pavement Replacement of E/W Main St between STH 83 and Felix St	50.00	10	0.0	60.0	27	19	8	342,444
City of Port Washington	1	Reconstruction of Holden St between Orchard Lane and James Dr	50.00	10	0.0	60.0	26	20	6	1,207,565
City of Muskego	1	Reconstruction of Hillendale Dr between Field DR and CTH Y	50.00	10	0.0	60.0	20	21	-1	1,407,280
Village of Elm Grove	1	Reconditioning of Gebhardt Rd between Pilgrim Pkwy and Highland Dr	50.00	10	0.0	60.0	17	22	-5	1,842,518
City of Mequon	4/5/6	Reconstruction of Zedler Ln between Katherine Dr and Lake Shore Dr	50.00	10	0.0	60.0	19	23	-4	2,161,314
City of Cudahy	1	Reconstruction of E Ramsey Ave between Union Pacific Tracks and Lake Dr (STH 32)	50.00	10	0.0	60.0	14	24	-10	2,163,848
Village of Fox Point	1	Reconstruction of Bradley Rd between Port Washington Rd and Lake Drive	50.00	10	0.0	60.0	23	25	-2	2,734,011

B-2

Table B-1 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Pavement Condition Points	Weighted Average Weekday Traffic Volume/Transit Ridership Points	Arterial Connectivity Points	Total Points	Original Rank	Potential New Ranking	Change in Rank	Total Requested Federal Funds
Town of Brookfield	1	Pavement Replacement of Davidson Rd between Springdale Rd and Stonehedge Dr	50.00	10	0.0	60.0	21	26	-5	3,385,040
City of St. Francis	3	Reconstruction of E Bolivar Ave between S Clement Ave and S Pennsylvania Ave	50.00	10	0.0	60.0	33	27	6	4,502,970
City of St. Francis	4	Resurfacing of E Bolivar Ave between S Pennsylvania Ave and S Nicholson Ave	50.00	2	0.0	52.0	29	28	1	342,212
Village of Summit	1/2	Pavement Replacement/w Structure of N Dousman Rd between 1600' S of Delafield Rd and CTH B	50.00	2	0.0	52.0	30	29	1	683,167
City of Mequon	1/2/3	Reconstruction of Lake Shore Dr between Zedler Ln and Mequon Rd	50.00	2	0.0	52.0	15	30	-15	3,317,108
City of Pewaukee	3/6/4	Reconstruction/w Structure of Glacier Rd between CTH JJ and Somerset Ln	50.00	2	0.0	52.0	32	31	1	3,731,961
Village of Fox Point	2/3	Pavement Replacement of N Santa Monica Blvd between N Yates Rd and E Dean Rd	50.00	2	0.0	52.0	24	32	-8	4,552,133
Village of Summit	3/4	Pavement Replacement/w Structure of Griffith Rd between 100' E of STH 67 and Genesee Lake Rd	50.00	0	0.0	50.0	22	33	-11	210,627
Village of Big Bend	1	Pavement Replacement/w Structure of Big Bend Dr between Skyline Ave and Millbrook Cir	50.00	0	0.0	50.0	28	34	-6	302,062
Village of Hartland	1	Resurfacing/Pavement Replacement of W Capital Dr between STH 83 and Cottonwood Ave	35.00	10	5.0	50.0	31	35	-4	1,183,167

B-3

Source: SEWRPC

Last Updated: 9/25/23

Table B-2

Results of the Potential Revision of the Measure of Use Criterion Thresholds on Candidate Projects for Additional 2023-2026 STP-M Funding from the BIL Legislation

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Number of Traffic Lanes	Weighted Average Weekday Traffic Volume/Transit Ridership Per Lane	Weighted AWDT/Transit Ridership Points (Original Thresholds)	Weighted AWDT/Transit Ridership Points (Potential Thresholds)	Difference in Points
Village of Big Bend	1	Pavement Replacement/w Structure of Big Bend Dr between Skyline Ave and Millbrook Cir ¹	Resurf/Recond	2	358	0.0	0.0	0.0
Town of Brookfield	1	Pavement Replacement of Davidson Rd between Springdale Rd and Stonehedge Dr ¹	Resurf/Recond	2	1,339	0.0	2.0	2.0
	2	Pavement Replacement of Swenson Dr between Crossroads Cir and S Barker Rd	Resurf/Recond	2	5,724	16.0	20.0	4.0
Village of Brown Deer	1	Reconditioning of W County Line Rd between N 52nd St and STH 57	Resurf/Recond	2	1,712	0.0	4.0	4.0
City of Cudahy	1	Reconstruction of E Ramsey Ave between Union Pacific Tracks and Lake Dr (STH 32)	Reconstruction	2	1,070	0.0	2.0	2.0
Town of Delafield	1	Resurfacing of Maple Ave between E Summit Ave and N Shore Dr ¹	Resurf/Recond	2	1,152	0.0	2.0	2.0
Village of Elm Grove	1	Reconditioning of Gebhardt Rd between Pilgrim Pkwy and Highland Dr	Resurf/Recond	2	1,445	0.0	2.0	2.0
Village of Fox Point	1	Reconstruction of Bradley Rd between Port Washington Rd and Lake Drive ¹	Reconstruction	2	1,011	0.0	2.0	2.0
	2/3	Pavement Replacement of N Santa Monica Blvd between N Yates Rd and E Dean Rd ¹	Resurf/Recond	2	588	0.0	0.0	0.0
City of Franklin	1/2/3	Reconstruction of W. Puetz Rd between S. 76th St (CTH U) and St. Martins Dr (STH 100)	Reconstruction	2	1,445	0.0	2.0	2.0
	4/5/6	Reconstruction of W. Puetz Rd between S. 27th St (STH 241) and S. Hunting Park Dr	Reconstruction	2	1,641	0.0	4.0	4.0
Village of Germantown	1	Reconstruction of S Division Rd between Revere Ln and Mequon Rd	Reconstruction	2	2,818	4.0	8.0	4.0
Village of Greendale	1	Reconditioning of Southway/Ramsey between Broad St and S 51st St ¹	Resurf/Recond	2/4	2,212	2.0	6.0	4.0
City of Greenfield	1/2	Pavement Replacement of S 43rd St between W Cold Spring Rd and W Howard Ave	Resurf/Recond	2	4,976	12.0	16.0	4.0
	3/4	Pavement Replacement of S 84th St between W Allerton Ave and W Cold Spring Rd	Resurf/Recond	2	4,365	10.0	14.0	4.0
	5/6	Pavement Replacement of S. 68th St between W. Layton Ave (CTH Y) and W. Forest Home Ave (STH 24)	Resurf/Recond	2	3,130	6.0	10.0	4.0
Village of Hartland	1	Resurfacing/Pavement Replacement of W Capital Dr between STH 83 and Cottonwood Ave	Resurf/Recond	2	1,111	0.0	2.0	2.0
Village of Lannon	1	Reconstruction of Good Hope Rd between CTH V and CTH F	Reconstruction	2	1,659	0.0	4.0	4.0
Village of Menomonee Falls	1	Reconstruction of County Line Rd (CTH Q) between Fond du Lac Ave (STH 145) and Boundary Rd (124th St)	Reconstruction	2	2,675	4.0	8.0	4.0
City of Mequon	1/2/3	Reconstruction of Lake Shore Dr between Zedler Ln and Mequon Rd	Reconstruction	2	803	0.0	0.0	0.0
	4/5/6	Reconstruction of Zedler Ln between Katherine Dr and Lake Shore Dr	Reconstruction	2	1,284	0.0	2.0	2.0
	7/8/9	Reconstruction of Mequon Rd between Lake Shore Dr and Union Pacific Railroad	Reconstruction	2	1,492	0.0	2.0	2.0

B-4

Table B-2 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Number of Traffic Lanes	Weighted Average Weekday Traffic Volume/Transit Ridership Per Lane	Weighted AWDT/Transit Ridership Points (Original Thresholds)	Weighted AWDT/Transit Ridership Points (Potential Thresholds)	Difference in Points
Milwaukee County	1	Reconditioning of W College Ave (CTH ZZ) between S 26th St and S Howell Ave	Resurf/Recond	4	4,961	12.0	16.0	4.0
	2	Reconstruction of S 76th St (CTH U) between S Layton Ave (CTH Y) and Howard Ave	Reconstruction	4/5/6	5,127	14.0	18.0	4.0
	3	Reconditioning of W Beloit Rd (CTH T) between STH 100 (S. 108th St) and W Oklahoma Ave (CTH NN)	Resurf/Recond	4	4,000	10.0	14.0	4.0
	4	Reconstruction of W Forest Home Ave (CTH OO) between W Speedway Dr and S 108th St	Reconstruction	4	3,718	8.0	12.0	4.0
	5	Reconstruction of W Silver Spring Dr (CTH E) between 124th St and Appleton Ave	Reconstruction	4/6	5,826	16.0	20.0	4.0
	6	Reconstruction of S. 76th St (CTH U) between W. County Line Rd and W. Puetz Rd	Reconstruction	2	2,154	2.0	6.0	4.0
	7	Reconstruction of S 13th St (CTH V) between W Oakwood Rd and W Puetz Rd	Reconstruction	2	3,317	6.0	10.0	4.0
	8	Reconstruction of S 13th St (CTH V) between W County Line Rd and W Oakwood Rd	Reconstruction	2	2,247	2.0	6.0	4.0
	9	Reconstruction of W Hampton Ave (CTH EE) between N 91st St and N 76th St	Reconstruction	4	3,862	8.0	12.0	4.0
City of Milwaukee	1/2/3	Reconstruction of N Sherman Blvd between W North Ave and W Burleigh St ²	Reconstruction	4	7,650	20.0	20.0	0.0
	4/5	Reconditioning of W. Vliet St between N. 46th St and N. 27th St	Resurf/Recond	2	5,136	14.0	18.0	4.0
	6/7/8	Reconstruction of N Sherman Blvd between W Burleigh St and W Capitol Ave	Reconstruction	4	6,289	18.0	20.0	2.0
	9/10	Reconditioning of S. 6th St between W. Layton Ave and W. Howard Ave	Resurf/Recond	2	6,487	18.0	20.0	2.0
	11/12	Reconditioning of W. Lincoln Ave between S. 43rd St and S. 34th St	Resurf/Recond	2/4	4,821	12.0	16.0	4.0
	13/14	Reconditioning of W. Bradley Rd between N. 76th St (STH 181) and N. 66th St	Resurf/Recond	2	5,627	16.0	20.0	4.0
	15/16	Reconstruction of S. 16th St between W. Windlake Ave and W. Oklahoma Ave	Reconstruction	2	4,576	12.0	16.0	4.0
	17/18	Reconditioning of N. 107th St between W. Good Hope Rd (CTH PP) and W. Brown Deer Rd (STH 100)	Resurf/Recond	4	4,809	12.0	16.0	4.0
19/20	Reconstruction of W. Howard Ave between S. 60th St and S. 43rd St	Reconstruction	2	3,451	6.0	10.0	4.0	
City of Muskego	1	Reconstruction of Hillendale Dr between Field DR and CTH Y ¹	Reconstruction	2	1,284	0.0	2.0	2.0
City of Oak Creek	1	Reconditioning of E Drexel Avenue between S Howell Avenue and S Long Meadow Drive	Resurf/Recond	2	6,168	18.0	20.0	2.0
City of Oconomowoc	1	Reconstruction of S Concord Rd between Aeppler Way and W Lincoln St	Reconstruction	2	2,198	2.0	6.0	4.0
City of Pewaukee	1/5/2	Reconstruction w/ Structure of Watertown Rd between CTH SR and CTH M	Reconstruction	2	3,692	8.0	12.0	4.0
	3/6/4	Reconstruction/w Structure of Glacier Rd between CTH JJ and Somerset Ln ¹	Reconstruction	2	910	0.0	0.0	0.0
City of Port Washington	1	Reconstruction of Holden St between Orchard Lane and James Dr ¹	Reconstruction	2	1,178	0.0	2.0	2.0

Table B-2 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Number of Traffic Lanes	Weighted Average Weekday Traffic Volume/Transit Ridership Per Lane	Weighted AWDT/Transit Ridership Points (Original Thresholds)	Weighted AWDT/Transit Ridership Points (Potential Thresholds)	Difference in Points
City of St. Francis	1	Reconstruction of S Pennsylvania Ave between E Howard Ave and S Whitnall Ave	Reconstruction	2	1,940	0.0	4.0	4.0
	2	Reconstruction of S Lake Dr between S Packard Ave and Termini	Reconstruction	2	2,622	4.0	8.0	4.0
	3	Reconstruction of E Bolivar Ave between S Clement Ave and S Pennsylvania Ave ¹	Reconstruction	2	1,498	0.0	2.0	2.0
	4	Resurfacing of E Bolivar Ave between S Pennsylvania Ave and S Nicholson Ave ¹	Resurf/Recond	2	762	0.0	0.0	0.0
	5	Reconstruction of S Nicholson Ave between E Layton Ave and E Denton Ave ¹	Reconstruction	2	2,463	2.0	6.0	4.0
	6	Reconstruction of E Denton Ave between S Nicholson Ave and S Kinnickinnic Ave ¹	Reconstruction	2	2,634	4.0	8.0	4.0
Village of Summit	1/2	Pavement Replacement/w Structure of N Dousman Rd between 1600' S of Delafield Rd and CTH B ¹	Resurf/Recond	0	824	0.0	0.0	0.0
	3/4	Pavement Replacement/w Structure of Griffith Rd between 100' E of STH 67 and Genesee Lake Rd ¹	Resurf/Recond	2	91	0.0	0.0	0.0
Village of Wales	1	Pavement Replacement of E/W Main St between STH 83 and Felix St ¹	Resurf/Recond	2	1,318	0.0	2.0	2.0
Washington County	1	Pavement replacement of CTH Y between County Line Rd and STH 175	Resurf/Recond	4	3,050	6.0	10.0	4.0
Waukesha County	1	Reconstruction of CTH M (Watertown Plank Rd/North Ave) between CTH F (Redford Blvd) and CTH SR (Springdale Rd)	Reconstruction	2	4,019	10.0	14.0	4.0
	2	Resurfacing of CTH JJ between Oakridge Dr and 670' E of Kossow Rd	Resurf/Recond	4	3,778	8.0	12.0	4.0
	3	Pavement Replacement of CTH SR between CTH JJ and Doral Rd	Resurf/Recond	2	5,762	16.0	20.0	4.0
	4	Reconditioning of CTH K between Quarry Rd and Duplainville Rd	Resurf/Recond	2	7,416	20.0	20.0	0.0
	5	Reconditioning of CTH Y between CTH L and CTH HH ²	Resurf/Recond	2	7,661	20.0	20.0	0.0
City of Waukesha	1	Reconstruction of Silvernail Rd between STH 318 (Meadowbrook Rd) and University Dr	Reconstruction	2	2,782	4.0	8.0	4.0
	3	Resurfacing of S East Ave between STH59/164 and W Sunset Dr	Resurf/Recond	4	2,062	2.0	6.0	4.0
	4	Resurfacing of N Moreland Blvd between Summit Ave and Delafield St	Resurf/Recond	2	3,762	8.0	12.0	4.0
	5	Reconstruction of N University Dr between Summit Ave and Northview RD ¹	Reconstruction	2	1,712	0.0	4.0	4.0
	6	Reconstruction of E Roberta Ave between Tenny Ave and E Racine Ave ¹	Reconstruction	2	1,605	0.0	4.0	4.0
	City of Wauwatosa	1/2	Pavement Replacement of W North Ave between N 95th St and N 73rd St	Resurf/Recond	2/4	8,280	20.0	20.0
3/4		Reconstruction of Harwood Ave/Watertown Plank between N 86th St and Glenview Ave	Reconstruction	2/4	5,860	16.0	20.0	4.0
5/6		Pavement Replacement of Watertown Plank Rd between N 124th St and N 112th St	Resurf/Recond	4	2,594	4.0	8.0	4.0
7/8		Reconstruction of N. 124th St between W. Burleigh St and W. Capitol Dr (STH 190)	Reconstruction	4	5,360	14.0	18.0	4.0

Table B-2 (continued)

Project Sponsor	Project Sponsor Priority	Project Description-2	Project Type	Number of Traffic Lanes	Weighted Average Weekday Traffic Volume/Transit Ridership Per Lane	Weighted AWDT/Transit Ridership Points (Original Thresholds)	Weighted AWDT/Transit Ridership Points (Potential Thresholds)	Difference in Points
City of Wauwatosa (cont.)	9/10	Reconstruction with Additional Lanes of N. 124th St between Lisbon Rd and Ruby Ave	Capacity Expansion	2	6,260	4.5	5.0	0.5
	11/12	Resurfacing of N. 124th St between W. North Ave and W. Burleigh St	Resurf/Recond	4	4,140	10.0	14.0	4.0
	13/14	Pavement Replacement of Burleigh Rd between IH 41 and N 124th St	Resurf/Recond	4	4,816	12.0	16.0	4.0
	15/16	Pavement Replacement of Wisconsin Ave between N 106th St and N 97th St	Resurf/Recond	2	3,478	6.0	10.0	4.0
City of West Allis	1/2	Reconstruction of W. National Ave between S. 95th St and S. 108th St (STH 100)	Reconstruction	4	5,649	16.0	20.0	4.0
	3/4	Reconstruction of S 124th St between W Lincoln Ave and W Greenfield Ave	Reconstruction	2	4,869	12.0	16.0	4.0
	5/6	Reconstruction of W. Beloit Rd between S. 56th St and S. 60th St	Reconstruction	2	4,473	10.0	14.0	4.0
	7/8	Reconditioning of 92nd Street between W Greenfield Ave and W Lincoln Ave	Resurf/Recond	2	5,776	16.0	20.0	4.0
	9/10	Reconditioning of W Cleveland Avenue between S 124th St and S 117th St	Resurf/Recond	2	2,910	4.0	8.0	4.0
Village of West Milwaukee	1/2	Reconstruction of W Greenfield Ave between S 56th St and Miller Park Way	Reconstruction	2	5,679	16.0	20.0	4.0
	3/4	Reconstruction of W Beloit Rd between S 56th St and W Greenfield Ave	Reconstruction	2	5,506	16.0	20.0	4.0
	5/6	Reconditioning of Miller Park Way between W Lincoln Ave and W National Ave	Resurf/Recond	4	10,462	20.0	20.0	0.0

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

Source: SEWRPC

Last Updated: 9/22/23

Table B-3

Results of the Potential Revision to the Measure of Safety Criterion on Candidate Projects for Additional 2023-2026 STP-M Funding from the BIL Legislation

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Cross-Section Type	Rate of Eligible Total Crashes	Safety Points Based on Eligible Total Crashes	Rate of Eligible Fatal/Serious Injury Crashes	Safety Points Based on Eligible Fatal/Serious Injury Crashes	Difference in Points Received
Village of Big Bend	1	Pavement Replacement/w Structure of Big Bend Dr between Skyline Ave and Millbrook Cir ¹	Resurf/Recond	Rural	0.0	0.0	0.0	0.0	0.00
Town of Brookfield	1	Pavement Replacement of Davidson Rd between Springdale Rd and Stonehedge Dr ¹	Resurf/Recond	Rural	214.7	3.0	0.0	0.0	-3.00
	2	Pavement Replacement of Swenson Dr between Crossroads Cir and S Barker Rd	Resurf/Recond	Urban	114.8	0.0	0.0	0.0	0.00
Village of Brown Deer	1	Reconditioning of W County Line Rd between N 52nd St and STH 57	Resurf/Recond	Urban	152.2	0.0	0.0	0.0	0.00
City of Cudahy	1	Reconstruction of E Ramsey Ave between Union Pacific Tracks and Lake Dr (STH 32)	Reconstruction	Urban	1327.1	5.0	42.8	5.0	0.00
Town of Delafield	1	Resurfacing of Maple Ave between E Summit Ave and N Shore Dr ¹	Resurf/Recond	Rural	180.8	2.0	4.6	2.0	0.00
Village of Elm Grove	1	Reconditioning of Gebhardt Rd between Pilgrim Pkwy and Highland Dr	Resurf/Recond	Rural	129.5	1.0	0.0	0.0	-1.00
Village of Fox Point	1	Reconstruction of Bradley Rd between Port Washington Rd and Lake Drive ¹	Reconstruction	Rural	220.1	3.0	0.0	0.0	-3.00
	2/3	Pavement Replacement of N Santa Monica Blvd between N Yates Rd and E Dean Rd ¹	Resurf/Recond	Rural	179.5	2.0	0.0	0.0	-2.00
City of Franklin	1/2/3	Reconstruction of W. Puetz Rd between S. 76th St (CTH U) and St. Martins Dr (STH 100)	Reconstruction	Rural	92.2	0.5	0.0	0.0	-0.50
	4/5/6	Reconstruction of W. Puetz Rd between S. 27th St (STH 241) and S. Hunting Park Dr	Reconstruction	Rural	88.0	0.5	17.6	5.0	4.50
Village of Germantown	1	Reconstruction of S Division Rd between Revere Ln and Mequon Rd	Reconstruction	Rural	124.8	1.0	0.0	0.0	-1.00
Village of Greendale	1	Reconditioning of Southway/Ramsey between Broad St and S 51st St ¹	Resurf/Recond	Urban	115.3	0.0	0.0	0.0	0.00
City of Greenfield	1/2	Pavement Replacement of S 43rd St between W Cold Spring Rd and W Howard Ave	Resurf/Recond	Urban	306.4	0.5	0.0	0.0	-0.50
	3/4	Pavement Replacement of S 84th St between W Allerton Ave and W Cold Spring Rd	Resurf/Recond	Urban	114.2	0.0	0.0	0.0	0.00
	5/6	Pavement Replacement of S. 68th St between W. Layton Ave (CTH Y) and W. Forest Home Ave (STH 24)	Resurf/Recond	Urban	320.7	0.5	0.0	0.0	-0.50
Village of Hartland	1	Resurfacing/Pavement Replacement of W Capital Dr between STH 83 and Cottonwood Ave	Resurf/Recond	Urban	515.8	2.0	0.0	0.0	-2.00
Village of Lannon	1	Reconstruction of Good Hope Rd between CTH V and CTH F	Reconstruction	Urban	21.0	0.0	0.0	0.0	0.00
Village of Menomonee Falls	1	Reconstruction of County Line Rd (CTH Q) between Fond du Lac Ave (STH 145) and Boundary Rd (124th St)	Reconstruction	Rural	11.5	0.0	0.0	0.0	0.00
City of Mequon	1/2/3	Reconstruction of Lake Shore Dr between Zedler Ln and Mequon Rd	Reconstruction	Rural	243.5	4.0	146.1	5.0	1.00
	4/5/6	Reconstruction of Zedler Ln between Katherine Dr and Lake Shore Dr	Reconstruction	Rural	131.2	1.0	0.0	0.0	-1.00
	7/8/9	Reconstruction of Mequon Rd between Lake Shore Dr and Union Pacific Railroad	Reconstruction	Rural	77.5	0.0	51.7	5.0	5.00
Milwaukee County	1	Reconditioning of W College Ave (CTH ZZ) between S 26th St and S Howell Ave	Resurf/Recond	Urban	389.2	1.0	8.3	1.0	0.00
	2	Reconstruction of S 76th St (CTH U) between S Layton Ave (CTH Y) and Howard Ave	Reconstruction	Urban	666.4	3.0	15.9	5.0	2.00

Table B-3 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Cross-Section Type	Rate of Eligible Total Crashes	Safety Points Based on Eligible Total Crashes	Rate of Eligible Fatal/Serious Injury Crashes	Safety Points Based on Eligible Fatal/Serious Injury Crashes	Difference in Points Received	
Milwaukee County (cont.)	3	Reconditioning of W Beloit Rd (CTH T) between STH 100 (S. 108th St) and W Oklahoma Ave (CTH NN)	Resurf/Recond	Urban	337.0	0.5	0.0	0.0	-0.50	
	4	Reconstruction of W Forest Home Ave (CTH OO) between W Speedway Dr and S 108th St	Reconstruction	Rural	123.9	1.0	11.3	5.0	4.00	
	5	Reconstruction of W Silver Spring Dr (CTH E) between 124th St and Appleton Ave	Reconstruction	Urban	428.1	1.0	9.4	2.0	1.00	
	6	Reconstruction of S. 76th St (CTH U) between W. County Line Rd and W. Puetz Rd	Reconstruction	Rural	140.6	1.0	9.1	5.0	4.00	
	7	Reconstruction of S 13th St (CTH V) between W Oakwood Rd and W Puetz Rd	Reconstruction	Rural	140.0	1.0	4.4	2.0	1.00	
	8	Reconstruction of S 13th St (CTH V) between W County Line Rd and W Oakwood Rd	Reconstruction	Rural	39.1	0.0	0.0	0.0	0.00	
	9	Reconstruction of W Hampton Ave (CTH EE) between N 91st St and N 76th St	Reconstruction	Urban	1070.4	5.0	7.1	1.0	-4.00	
	City of Milwaukee	1/2/3	Reconstruction of N Sherman Blvd between W North Ave and W Burleigh St ²	Reconstruction	Urban	811.1	4.0	8.1	1.0	-3.00
		4/5	Reconditioning of W. Vliet St between N. 46th St and N. 27th St	Resurf/Recond	Urban	785.1	4.0	16.4	5.0	1.00
6/7/8		Reconstruction of N Sherman Blvd between W Burleigh St and W Capitol Ave	Reconstruction	Urban	786.6	4.0	19.6	5.0	1.00	
9/10		Reconditioning of S. 6th St between W. Layton Ave and W. Howard Ave	Resurf/Recond	Urban	249.9	0.5	4.8	0.5	0.00	
11/12		Reconditioning of W. Lincoln Ave between S. 43rd St and S. 34th St	Resurf/Recond	Urban	937.6	5.0	12.2	3.0	-2.00	
13/14		Reconditioning of W. Bradley Rd between N. 76th St (STH 181) and N. 66th St	Resurf/Recond	Urban	152.3	0.0	0.0	0.0	0.00	
15/16		Reconstruction of S. 16th St between W. Windlake Ave and W. Oklahoma Ave	Reconstruction	Urban	767.2	4.0	0.0	0.0	-4.00	
17/18		Reconditioning of N. 107th St between W. Good Hope Rd (CTH PP) and W. Brown Deer Rd (STH 100)	Resurf/Recond	Urban	237.9	0.0	14.6	4.0	4.00	
19/20		Reconstruction of W. Howard Ave between S. 60th St and S. 43rd St	Reconstruction	Urban	399.3	1.0	0.0	0.0	-1.00	
City of Muskego	1	Reconstruction of Hillendale Dr between Field DR and CTH Y ¹	Reconstruction	Rural	234.2	3.0	0.0	0.0	-3.00	
City of Oak Creek	1	Reconditioning of E Drexel Avenue between S Howell Avenue and S Long Meadow Drive	Resurf/Recond	Urban	88.3	0.0	3.4	0.0	0.00	
City of Oconomowoc	1	Reconstruction of S Concord Rd between Aeppler Way and W Lincoln St	Reconstruction	Rural	128.3	1.0	0.0	0.0	-1.00	
City of Pewaukee	1/5/2	Reconstruction w/ Structure of Watertown Rd between CTH SR and CTH M	Reconstruction	Urban	21.8	0.0	0.0	0.0	0.00	
	3/6/4	Reconstruction/w Structure of Glacier Rd between CTH JJ and Somerset Ln ¹	Reconstruction	Rural	226.6	3.0	0.0	0.0	-3.00	
City of Port Washington	1	Reconstruction of Holden St between Orchard Lane and James Dr ¹	Reconstruction	Urban	133.3	0.0	0.0	0.0	0.00	
City of St. Francis	1	Reconstruction of S Pennsylvania Ave between E Howard Ave and S Whitnall Ave	Reconstruction	Urban	314.0	0.5	0.0	0.0	-0.50	
	2	Reconstruction of S Lake Dr between S Packard Ave and Termini	Reconstruction	Rural	49.3	0.0	0.0	0.0	0.00	
	3	Reconstruction of E Bolivar Ave between S Clement Ave and S Pennsylvania Ave ¹	Reconstruction	Urban	26.4	0.0	0.0	0.0	0.00	
	4	Resurfacing of E Bolivar Ave between S Pennsylvania Ave and S Nicholson Ave ¹	Resurf/Recond	Urban	105.8	0.0	0.0	0.0	0.00	

Table B-3 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Cross-Section Type	Rate of Eligible Total Crashes	Safety Points Based on Eligible Total Crashes	Rate of Eligible Fatal/Serious Injury Crashes	Safety Points Based on Eligible Fatal/Serious Injury Crashes	Difference in Points Received
City of St. Francis (cont.)	5	Reconstruction of S Nicholson Ave between E Layton Ave and E Denton Ave ¹	Reconstruction	Urban	204.2	0.0	0.0	0.0	0.00
	6	Reconstruction of E Denton Ave between S Nicholson Ave and S Kinnickinnic Ave ¹	Reconstruction	Urban	65.8	0.0	0.0	0.0	0.00
Village of Summit	1/2	Pavement Replacement/w Structure of N Dousman Rd between 1600' S of Delafield Rd and CTH B ¹	Resurf/Recond	Urban	53.5	0.0	0.0	0.0	0.00
	3/4	Pavement Replacement/w Structure of Griffith Rd between 100' E of STH 67 and Genesee Lake Rd ¹	Resurf/Recond	Rural	685.8	5.0	0.0	0.0	-5.00
Village of Wales	1	Pavement Replacement of E/W Main St between STH 83 and Felix St ¹	Resurf/Recond	Urban	338.5	0.5	0.0	0.0	-0.50
Washington County	1	Pavement replacement of CTH Y between County Line Rd and STH 175	Resurf/Recond	Urban	50.8	0.0	0.0	0.0	0.00
Waukesha County	1	Reconstruction of CTH M (Watertown Plank Rd/North Ave) between CTH F (Redford Blvd) and CTH SR (Springdale Rd)	Reconstruction	Rural	723.3	5.0	55.6	5.0	0.00
	2	Resurfacing of CTH JJ between Oakridge Dr and 670' E of Kossow Rd	Resurf/Recond	Urban	242.2	0.0	11.1	3.0	3.00
	3	Pavement Replacement of CTH SR between CTH JJ and Doral Rd	Resurf/Recond	Rural	271.3	4.0	0.0	0.0	-4.00
	4	Reconditioning of CTH K between Quarry Rd and Duplainville Rd	Resurf/Recond	Rural	336.0	5.0	9.9	5.0	0.00
	5	Reconditioning of CTH Y between CTH L and CTH HH ²	Resurf/Recond	Rural/Urban	145.7	0.8	2.2	0.5	-0.32
City of Waukesha	1	Reconstruction of Silvernail Rd between STH 318 (Meadowbrook Rd) and University Dr	Reconstruction	Rural	105.4	0.5	0.0	0.0	-0.50
	3	Resurfacing of S East Ave between STH59/164 and W Sunset Dr	Resurf/Recond	Urban	112.4	0.0	9.4	2.0	2.00
	4	Resurfacing of N Moreland Blvd between Summit Ave and Delafield St	Resurf/Recond	Urban	298.2	0.5	12.4	3.0	2.50
	5	Reconstruction of N University Dr between Summit Ave and Northview RD ¹	Reconstruction	Urban	342.5	0.5	0.0	0.0	-0.50
	6	Reconstruction of E Roberta Ave between Tenny Ave and E Racine Ave ¹	Reconstruction	Urban	152.2	0.0	21.7	5.0	5.00
	City of Wauwatosa	1/2	Pavement Replacement of W North Ave between N 95th St and N 73rd St	Resurf/Recond	Urban	742.5	4.0	21.9	5.0
3/4		Reconstruction of Harwood Ave/Watertown Plank between N 86th St and Glenview Ave	Reconstruction	Urban	193.8	0.0	0.0	0.0	0.00
5/6		Pavement Replacement of Watertown Plank Rd between N 124th St and N 112th St	Resurf/Recond	Urban	264.1	0.5	0.0	0.0	-0.50
7/8		Reconstruction of N. 124th St between W. Burleigh St and W. Capitol Dr (STH 190)	Reconstruction	Urban	402.0	1.0	0.0	0.0	-1.00
9/10		Reconstruction with Additional Lanes of N. 124th St between Lisbon Rd and Ruby Ave	Capacity Expansion	Rural	51.1	0.0	8.5	15.0	15.00
11/12		Resurfacing of N. 124th St between W. North Ave and W. Burleigh St	Resurf/Recond	Urban	170.8	0.0	0.0	0.0	0.00
13/14		Pavement Replacement of Burleigh Rd between IH 41 and N 124th St	Resurf/Recond	Urban	398.4	1.0	9.1	2.0	1.00
15/16		Pavement Replacement of Wisconsin Ave between N 106th St and N 97th St	Resurf/Recond	Urban	140.5	0.0	0.0	0.0	0.00
City of West Allis	1/2	Reconstruction of W. National Ave between S. 95th St and S. 108th St (STH 100)	Reconstruction	Urban	715.3	3.0	0.0	0.0	-3.00
	3/4	Reconstruction of S 124th St between W Lincoln Ave and W Greenfield Ave	Reconstruction	Urban	72.3	0.0	0.0	0.0	0.00
	5/6	Reconstruction of W. Beloit Rd between S. 56th St and S. 60th St	Reconstruction	Urban	536.2	2.0	0.0	0.0	-2.00

Table B-3 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Cross-Section Type	Rate of Eligible Total Crashes	Safety Points Based on Eligible Total Crashes	Rate of Eligible Fatal/Serious Injury Crashes	Safety Points Based on Eligible Fatal/Serious Injury Crashes	Difference in Points Received
City of West Allis (cont.)	7/8	Reconditioning of 92nd Street between W Greenfield Ave and W Lincoln Ave	Resurf/Recond	Urban	628.1	3.0	5.2	0.5	-2.50
	9/10	Reconditioning of W Cleveland Avenue between S 124th St and S 117th St	Resurf/Recond	Urban	362.6	0.5	10.1	2.0	1.50
Village of West Milwaukee	1/2	Reconstruction of W Greenfield Ave between S 56th St and Miller Park Way	Reconstruction	Urban	843.3	4.0	7.3	1.0	-3.00
	3/4	Reconstruction of W Beloit Rd between S 56th St and W Greenfield Ave	Reconstruction	Urban	281.3	0.5	10.0	2.0	1.50
	5/6	Reconditioning of Miller Park Way between W Lincoln Ave and W National Ave	Resurf/Recond	Urban	624.3	3.0	10.4	2.0	-1.00

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

Source: SEWRPC

Last Updated: 9/22/23

Table B-4

Results of the Potential Measure of Freight Usage Criterion on Candidate Projects for Additional 2023-2026 STP-M Funding from the BIL Legislation

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Truck Trip-Ends Within Half-Mile of Projects	Freight Usage Points
Village of Big Bend	1	Pavement Replacement/w Structure of Big Bend Dr between Skyline Ave and Millbrook Cir ¹	Resurf/Recond	1,047	1
Town of Brookfield	1	Pavement Replacement of Davidson Rd between Springdale Rd and Stonehedge Dr ¹	Resurf/Recond	16,672	15
	2	Pavement Replacement of Swenson Dr between Crossroads Cir and S Barker Rd	Resurf/Recond	14,129	13
Village of Brown Deer	1	Reconditioning of W County Line Rd between N 52nd St and STH 57	Resurf/Recond	6,427	5
City of Cudahy	1	Reconstruction of E Ramsey Ave between Union Pacific Tracks and Lake Dr (STH 32)	Reconstruction	5,936	5
Town of Delafield	1	Resurfacing of Maple Ave between E Summit Ave and N Shore Dr ¹	Resurf/Recond	7,745	7
Village of Elm Grove	1	Reconditioning of Gebhardt Rd between Pilgrim Pkwy and Highland Dr	Resurf/Recond	1,329	1
Village of Fox Point	1	Reconstruction of Bradley Rd between Port Washington Rd and Lake Drive ¹	Reconstruction	2,335	1
	2/3	Pavement Replacement of N Santa Monica Blvd between N Yates Rd and E Dean Rd ¹	Resurf/Recond	4,916	3
City of Franklin	1/2/3	Reconstruction of W. Puetz Rd between S. 76th St (CTH U) and St. Martins Dr (STH 100)	Reconstruction	2,004	1
	4/5/6	Reconstruction of W. Puetz Rd between S. 27th St (STH 241) and S. Hunting Park Dr	Reconstruction	1,873	1
Village of Germantown	1	Reconstruction of S Division Rd between Revere Ln and Mequon Rd	Reconstruction	12,916	11
Village of Greendale	1	Reconditioning of Southway/Ramsey between Broad St and S 51st St ¹	Resurf/Recond	6,439	5
City of Greenfield	1/2	Pavement Replacement of S 43rd St between W Cold Spring Rd and W Howard Ave	Resurf/Recond	5,771	5
	3/4	Pavement Replacement of S 84th St between W Allerton Ave and W Cold Spring Rd	Resurf/Recond	6,088	5
	5/6	Pavement Replacement of S. 68th St between W. Layton Ave (CTH Y) and W. Forest Home Ave (STH 24)	Resurf/Recond	10,664	9
Village of Hartland	1	Resurfacing/Pavement Replacement of W Capital Dr between STH 83 and Cottonwood Ave	Resurf/Recond	4,715	3
Village of Lannon	1	Reconstruction of Good Hope Rd between CTH V and CTH F	Reconstruction	2,010	1
Village of Menomonee Falls	1	Reconstruction of County Line Rd (CTH Q) between Fond du Lac Ave (STH 145) and Boundary Rd (124th St)	Reconstruction	7,465	7
City of Mequon	1/2/3	Reconstruction of Lake Shore Dr between Zedler Ln and Mequon Rd	Reconstruction	3,919	3
	4/5/6	Reconstruction of Zedler Ln between Katherine Dr and Lake Shore Dr	Reconstruction	2,188	1
	7/8/9	Reconstruction of Mequon Rd between Lake Shore Dr and Union Pacific Railroad	Reconstruction	4,730	3
Milwaukee County	1	Reconditioning of W College Ave (CTH ZZ) between S 26th St and S Howell Ave	Resurf/Recond	10,821	9
	2	Reconstruction of S 76th St (CTH U) between S Layton Ave (CTH Y) and Howard Ave	Reconstruction	11,386	11
	3	Reconditioning of W Beloit Rd (CTH T) between STH 100 (S. 108th St) and W Oklahoma Ave (CTH NN)	Resurf/Recond	9,399	9
	4	Reconstruction of W Forest Home Ave (CTH OO) between W Speedway Dr and S 108th St	Reconstruction	4,097	3
	5	Reconstruction of W Silver Spring Dr (CTH E) between 124th St and Appleton Ave	Reconstruction	14,540	13

Table B-4 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Truck Trip-Ends Within Half-Mile of Projects	Freight Usage Points
Milwaukee County (cont.)	6	Reconstruction of S. 76th St (CTH U) between W. County Line Rd and W. Puetz Rd	Reconstruction	2,218	1
	7	Reconstruction of S 13th St (CTH V) between W Oakwood Rd and W Puetz Rd	Reconstruction	8,411	7
	8	Reconstruction of S 13th St (CTH V) between W County Line Rd and W Oakwood Rd	Reconstruction	2,484	1
	9	Reconstruction of W Hampton Ave (CTH EE) between N 91st St and N 76th St	Reconstruction	7,365	7
City of Milwaukee	1/2/3	Reconstruction of N Sherman Blvd between W North Ave and W Burleigh St ²	Reconstruction	12,620	11
	4/5	Reconditioning of W. Vliet St between N. 46th St and N. 27th St	Resurf/Recond	19,072	15
	6/7/8	Reconstruction of N Sherman Blvd between W Burleigh St and W Capitol Ave	Reconstruction	13,391	13
	9/10	Reconditioning of S. 6th St between W. Layton Ave and W. Howard Ave	Resurf/Recond	9,164	9
	11/12	Reconditioning of W. Lincoln Ave between S. 43rd St and S. 34th St	Resurf/Recond	14,137	13
	13/14	Reconditioning of W. Bradley Rd between N. 76th St (STH 181) and N. 66th St	Resurf/Recond	11,016	11
	15/16	Reconstruction of S. 16th St between W. Windlake Ave and W. Oklahoma Ave	Reconstruction	16,101	15
	17/18	Reconditioning of N. 107th St between W. Good Hope Rd (CTH PP) and W. Brown Deer Rd (STH 100)	Resurf/Recond	6,749	5
	19/20	Reconstruction of W. Howard Ave between S. 60th St and S. 43rd St	Reconstruction	7,844	7
City of Muskego	1	Reconstruction of Hillendale Dr between Field DR and CTH Y ¹	Reconstruction	2,546	1
City of Oak Creek	1	Reconditioning of E Drexel Avenue between S Howell Avenue and S Long Meadow Drive	Resurf/Recond	8,555	7
City of Oconomowoc	1	Reconstruction of S Concord Rd between Aeppler Way and W Lincoln St	Reconstruction	3,852	3
City of Pewaukee	1/5/2	Reconstruction w/ Structure of Watertown Rd between CTH SR and CTH M	Reconstruction	14,681	13
	3/6/4	Reconstruction/w Structure of Glacier Rd between CTH JJ and Somerset Ln ¹	Reconstruction	1,799	1
City of Port Washington	1	Reconstruction of Holden St between Orchard Lane and James Dr ¹	Reconstruction	4,564	3
City of St. Francis	1	Reconstruction of S Pennsylvania Ave between E Howard Ave and S Whitnall Ave	Reconstruction	9,127	9
	2	Reconstruction of S Lake Dr between S Packard Ave and Termini	Reconstruction	3,540	3
	3	Reconstruction of E Bolivar Ave between S Clement Ave and S Pennsylvania Ave ¹	Reconstruction	6,301	5
	4	Resurfacing of E Bolivar Ave between S Pennsylvania Ave and S Nicholson Ave ¹	Resurf/Recond	7,401	7
	5	Reconstruction of S Nicholson Ave between E Layton Ave and E Denton Ave ¹	Reconstruction	9,616	9
	6	Reconstruction of E Denton Ave between S Nicholson Ave and S Kinnickinnic Ave ¹	Reconstruction	4,940	3
Village of Summit	1/2	Pavement Replacement/w Structure of N Dousman Rd between 1600' S of Delafield Rd and CTH B ¹	Resurf/Recond	1,836	1
	3/4	Pavement Replacement/w Structure of Griffith Rd between 100' E of STH 67 and Genesee Lake Rd ¹	Resurf/Recond	53	0
Village of Wales	1	Pavement Replacement of E/W Main St between STH 83 and Felix St ¹	Resurf/Recond	971	0
Washington County	1	Pavement replacement of CTH Y between County Line Rd and STH 175	Resurf/Recond	1,705	1

Table B-4 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Project Type	Truck Trip-Ends Within Half-Mile of Projects	Freight Usage Points
Waukesha County	1	Reconstruction of CTH M (Watertown Plank Rd/North Ave) between CTH F (Redford Blvd) and CTH SR (Springdale Rd)	Reconstruction	16,650	15
	2	Resurfacing of CTH JJ between Oakridge Dr and 670' E of Kossow Rd	Resurf/Recond	26,310	15
	3	Pavement Replacement of CTH SR between CTH JJ and Doral Rd	Resurf/Recond	15,494	15
	4	Reconditioning of CTH K between Quarry Rd and Duplainville Rd	Resurf/Recond	3,286	3
	5	Reconditioning of CTH Y between CTH L and CTH HH ²	Resurf/Recond	5,557	5
City of Waukesha	1	Reconstruction of Silvernail Rd between STH 318 (Meadowbrook Rd) and University Dr	Reconstruction	8,101	7
	3	Resurfacing of S East Ave between STH59/164 and W Sunset Dr	Resurf/Recond	8,417	7
	4	Resurfacing of N Moreland Blvd between Summit Ave and Delafield St	Resurf/Recond	12,940	11
	5	Reconstruction of N University Dr between Summit Ave and Northview RD ¹	Reconstruction	5,698	5
	6	Reconstruction of E Roberta Ave between Tenny Ave and E Racine Ave ¹	Reconstruction	7,825	7
	City of Wauwatosa	1/2	Pavement Replacement of W North Ave between N 95th St and N 73rd St	Resurf/Recond	14,606
3/4		Reconstruction of Harwood Ave/Watertown Plank between N 86th St and Glenview Ave	Reconstruction	13,787	13
5/6		Pavement Replacement of Watertown Plank Rd between N 124th St and N 112th St	Resurf/Recond	11,993	11
7/8		Reconstruction of N. 124th St between W. Burleigh St and W. Capitol Dr (STH 190)	Reconstruction	19,384	15
9/10		Reconstruction with Additional Lanes of N. 124th St between Lisbon Rd and Ruby Ave	Capacity Expansion	16,619	15
11/12		Resurfacing of N. 124th St between W. North Ave and W. Burleigh St	Resurf/Recond	14,490	13
13/14		Pavement Replacement of Burleigh Rd between IH 41 and N 124th St	Resurf/Recond	12,912	11
15/16		Pavement Replacement of Wisconsin Ave between N 106th St and N 97th St	Resurf/Recond	17,729	15
City of West Allis	1/2	Reconstruction of W. National Ave between S. 95th St and S. 108th St (STH 100)	Reconstruction	15,663	15
	3/4	Reconstruction of S 124th St between W Lincoln Ave and W Greenfield Ave	Reconstruction	7,720	7
	5/6	Reconstruction of W. Beloit Rd between S. 56th St and S. 60th St	Reconstruction	14,300	13
	7/8	Reconditioning of 92nd Street between W Greenfield Ave and W Lincoln Ave	Resurf/Recond	12,695	11
	9/10	Reconditioning of W Cleveland Avenue between S 124th St and S 117th St	Resurf/Recond	8,130	7
	Village of West Milwaukee	1/2	Reconstruction of W Greenfield Ave between S 56th St and Miller Park Way	Reconstruction	18,998
3/4		Reconstruction of W Beloit Rd between S 56th St and W Greenfield Ave	Reconstruction	18,419	15
5/6		Reconditioning of Miller Park Way between W Lincoln Ave and W National Ave	Resurf/Recond	17,510	15

Source: SEWRPC

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