

Minutes of the Joint Meeting

**ADVISORY COMMITTEES ON TRANSPORTATION SYSTEM PLANNING AND
PROGRAMMING FOR THE KENOSHA, MILWAUKEE, RACINE, ROUND LAKE BEACH,
AND WEST BEND URBANIZED AREAS**

DATE: April 25, 2016

TIME: 2:00 p.m.

PLACE: Wisconsin State Fair Park
Tommy G. Thompson Youth Center
Meeting Room 5
640 South 84th Street
Milwaukee, WI 53214

Milwaukee Urbanized Area Members Present

Brian Dranzik, Chair.....Director, Milwaukee County Department of Transportation
Rollin Bertran..... Engineer-in-Charge, City of Milwaukee
(Representing Jeffrey S. Polenske)
Dan Boehm President and Managing Director,
(Representing Chris Abele) Milwaukee County Transit System
Chad Chrisbaum.....Project Manager, City of Milwaukee
(Representing Ghassan Korban)
Peter C. Daniels Principal Engineer, City of West Allis
(Representing Michael G. Lewis)
Michael EinweckDirector of Public Works, Village of Hartland
Gary Evans..... Highway Engineering Division Manager,
Waukesha County Department of Public Works
Michael J. MartinDirector of Public Works,
Village of Hales Corners
Steven Nigh..... Business Manager, Transportation Planning Division,
Milwaukee County Department of Public Works
Jeff Osterman Legislative Research Supervisor, City of Milwaukee
(Representing Robert J. Bauman)
John Rodgers.....Senior Manager Grants Compliance,
(Representing James Martin) Milwaukee County Department of Transportation
David Windsor Project Engineer,
(Representing Dennis Yaccarino) Department of Public Works, City of Milwaukee
Brenda WoodSenior Legislative Coordinator, City of Milwaukee
(Representing Jennifer Gonda)

Non-Voting Members Present

Tony BarthPlanning Supervisor, Southeast Region,
(Representing Brett Wallace) Wisconsin Department of Transportation

Ronald Hansen, Sr. Transit Coordinator,
(Representing Tom Dieckelman) Wisconsin Coach Lines

Dwight E. McComb Planning and Environmental Manager,
(Representing Michael Davies) Federal Highway Administration

Peter T. McMullen Program and Planning Analyst, Bureau of Air Management
Wisconsin Department of Natural Resources

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

Kenosha Urbanized Area Members Present

Tony Barth Planning Supervisor, Southeast Region,
(Representing Brett Wallace) Wisconsin Department of Transportation

Ronald Hansen, Sr. Transit Coordinator,
(Representing Tom Dieckelman) Wisconsin Coach Lines

Ronald Iwen Director, Department of Transportation, City of Kenosha

Randall Kerkman Village Administrator, Village of Bristol

Dwight E. McComb Planning and Environmental Manager,
(Representing Michael Davies) Federal Highway Administration

Peter T. McMullen Program and Planning Analyst, Bureau of Air Management
Wisconsin Department of Natural Resources

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

Racine Urbanized Area Members Present

Julie A. Anderson, Chair Director of Public Works and Development Services,
Racine County

Tony Barth Planning Supervisor, Southeast Region,
(Representing Brett Wallace) Wisconsin Department of Transportation

Ronald Hansen, Sr. Transit Coordinator,
(Representing Tom Dieckelman) Wisconsin Coach Lines

Dwight E. McComb Planning and Environmental Manager,
(Representing Michael Davies) Federal Highway Administration

Peter T. McMullen Program and Planning Analyst, Bureau of Air Management
Wisconsin Department of Natural Resources

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

Round Lake Beach Urbanized Area Members Present

Tony Barth Planning Supervisor, Southeast Region,
(Representing Brett Wallace) Wisconsin Department of Transportation

Randall Kerkman Village Administrator, Village of Bristol

Dwight E. McComb Planning and Environmental Manager,
(Representing Michael Davies) Federal Highway Administration

Peter T. McMullen Program and Planning Analyst, Bureau of Air Management

Wisconsin Department of Natural Resources

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

West Bend Urbanized Area Members Present

Jessi Balcom.....Village Administrator, Village of Slinger
Tony BarthPlanning Supervisor, Southeast Region,
(Representing Brett Wallace) Wisconsin Department of Transportation
City of West Bend
Dwight E. McComb Planning and Environmental Manager,
(Representing Michael Davies) Federal Highway Administration
Jason Schall.....City Engineer, Engineering Department, City of Hartford
Kenneth R. Yunker, Secretary Executive Director,
Southeastern Wisconsin Regional Planning Commission

Guests and Staff Present

Roslin Burns Planning and Program Analyst Advanced, Southeast Region,
Wisconsin Department of Transportation
Joshua W. Depies.....Engineer,
Southeastern Wisconsin Regional Planning Commission
Michael G. Hahn..... Deputy Director,
Southeastern Wisconsin Regional Planning Commission
Christopher T. Hiebert Chief Transportation Engineer,
Southeastern Wisconsin Regional Planning Commission
Erin Hirn Assistant Village Manager, Village of Brown Deer
Ryan W. Hoel..... Principal Engineer,
Southeastern Wisconsin Regional Planning Commission
Robert Schmidt Local Program Manager, Southeast Region,
Wisconsin Department of Transportation

ROLL CALL

The meeting was called to order at 2:00 p.m. by Chairman Dranzik. He welcomed all present and noted that the meeting was a joint meeting of the Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, Round Lake Beach, and West Bend Urbanized Areas (TIP Committees). Chairman Dranzik indicated that a sign-in sheet was being circulated for the purposes of taking roll and recording the names of all persons in attendance at the meeting, and declared a quorum of the Committees present.

REVIEW AND APPROVAL OF MINUTES OF THE NOVEMBER 10, 2014 MEETING

Chairman Dranzik indicated that the TIP Committees are being asked to consider approval of the minutes of its November 10, 2014 meeting. He asked if the Committee members had any changes, and upon hearing none, called for a motion. Mr. Martin made a motion to approve the minutes for the meetings held on November 10, 2014. The motion was seconded by Mr. Einweck, and was passed unanimously by the Committees.

**REVIEW AND APPROVAL OF MINUTES OF THE NOVEMBER 12, 2015 MEETING
(MILWAUKEE URBANIZED AREA ONLY)**

Chairman Dranzik indicated that the Milwaukee TIP Committee is being asked to consider approval of the minutes of its November 12, 2015 meeting. He asked if the Committee members had any changes, and upon hearing none, called for a motion. Mr. Daniels made a motion to approve the minutes for the meeting held on November 12, 2015. The motion was seconded by Mr. Boehm, and was passed unanimously by the Committees.

**CONSIDERATION OF PRELIMINARY DRAFT OF SEWRPC STAFF MEMORANDUM
ENTITLED: CANDIDATE CONGESTION MITIGATION AND AIR QUALITY
IMPROVEMENT PROGRAM PROJECT RECOMMENDATIONS FOR FUNDING IN YEARS
2019 THROUGH 2020.**

At the request of Chairman Dranzik, Mr. Yunker provided a summary of the preliminary draft of SEWRPC staff memorandum entitled, “*Candidate Congestion Mitigation and Air Quality Improvement Program (CMAQ) Project Recommendations for Funding in Years 2019-2020.*” Mr. Yunker stated there is one candidate CMAQ project located in Sheboygan County—outside of the Region—that is recommended for about 10 percent of the available 2019-2020 CMAQ funding. He added, as the three counties outside of the Southeastern Wisconsin Region—Door, Manitowoc, and Sheboygan counties—represent about 10 percent of the CMAQ funding that is allocated to the state, it was agreed upon by the staffs of the Wisconsin Department of Transportation, Wisconsin Department of Natural Resources, the Commission, and the Bay-Lake Regional Planning Commission, it would be appropriate that about 10 percent of the available CMAQ funding be allocated to candidate projects within these three counties. He noted that the TIP Committees are not being ask to act on this project.

[Secretary’s Note: A copy of the memorandum summarizing the years 2019-2020 candidate CMAQ project recommendations for the Kenosha, Milwaukee, Racine, Round Lake Beach, and West Bend urbanized areas is included with these minutes as Attachment A]

There being no discussion, Ms. Anderson made a motion to approve the candidate CMAQ project recommendations for funding in the years 2019 and 2020. The motion was seconded by Mr. Martin, and carried unanimously by the TIP Committees.

**CONSIDERATION OF PRELIMINARY DRAFT OF SEWRPC STAFF MEMORANDUM
ENTITLED: SELECTION OF PROJECTS IN THE MILWAUKEE URBANIZED AREA UNDER
THE TRANSPORTATION ALTERNATIVES PROGRAM: 2019–2020. (MILWAUKEE TIP
COMMITTEE ACTING ALONE)**

Mr. Yunker stated that the next agenda item would pertain to the Milwaukee TIP Committee, but indicated that members of the other TIP Committees were welcome to stay for the discussion. Mr. Yunker provided a summary of the memorandum entitled, “*Selection of Projects in the Milwaukee Urbanized Area Under the Transportation Alternatives Program: 2019-2020.*” Mr. Yunker noted that there is significantly more Transportation Alternative Program (TAP) funds being requested—\$9.98 million—than the \$1.46 million in 2019-2020 TAP funding that is available to the Milwaukee urbanized area and that the candidate projects are very different and difficult to compare. As such, the Commission staff proposes that the project types funded in the previous TAP funding cycle (2014-2018)—including safe routes to school, bike share, and planning—not be proposed for 2019-2020 TAP funding. He stated that Commission staff would also propose that candidate projects proposing the construction of sidewalks not be funded with 2019-2020 funding. Such projects have been an extremely low priority for funding with

Federal Highway Administration Congestion Mitigation and Air Quality (CMAQ) funds because many communities provide sidewalks as part of their roadway reconstruction as an element of a Federally funded project, or with local funds or through assessment of abutting property owners. He added that Commission staff would also propose that, for projects sponsors proposing multiple projects which together exceed the available funding, only the highest priority projects for those sponsors which together would account for the total amount of requested Milwaukee urbanized area funding, would be considered for funding.

[Secretary's Note: A copy of the memorandum entitled: "*Selection of Projects in the Milwaukee Urbanized Area Under the Transportation Alternatives Program: 2019-2020*" is included with these minutes as Attachment B.]

Mr. Yunker stated that applying these three considerations resulted in six projects remaining for consideration of 2019-2020 TAP funding as shown on Table 2 of Attachment B. He stated that these six projects were divided into three groups of two projects each—bicycle boulevard projects, bicycle/pedestrian path projects, bicycle/pedestrian path underpass projects. He stated that the two candidate projects under each category were compared, as shown on Table 2 of Attachment B. He indicated that the Commission staff would recommend that Milwaukee County's proposed bicycle/pedestrian path project (Oak Leaf Trail – Bender Park/Racine County Connector) be funded with the available 2019-2020 TAP funds allocated to the Milwaukee urbanized area, as it would be a key segment to completing a bicycle/pedestrian path across three counties (Milwaukee, Racine, and Kenosha Counties). In addition, it proposes the construction of a new path segment, as opposed to enhancing existing paths or roadways. Mr. Yunker noted that the Milwaukee urbanized area funding can only provide \$1.46 of the \$1.64 million in TAP funding requested for the project.

He stated that the remaining projects not selected for 2019-2020 TAP Milwaukee urbanized area funding will be considered by WisDOT for TAP funding available for projects statewide, along with candidate projects not funded in the other large urbanized areas and candidate projects located outside the large urbanized areas. He noted that the Commission, as the Metropolitan Planning Organization (MPO) for the Milwaukee urbanized area, is required to prioritize the candidate projects in the Milwaukee urbanized area for statewide TAP funding. He added that these priorities will be considered by WisDOT, along with the priorities indicated by each project sponsors for their candidate projects. He indicated that the Commission staff would propose the following prioritization to the projects in the Milwaukee urbanized area: 1) 1st priority would be the 6 projects evaluated for TAP funding allocated to the Milwaukee, including the candidate Milwaukee County partially funded bicycle/pedestrian path project that was recommended for the TAP Milwaukee urbanized area funding; 2) 2nd priority would be all other candidate TAP projects, except for the two candidate sidewalk projects; and 3) 3rd priority would be the two candidate sidewalk projects.

The following comments and questions were raised by the Committee members following Mr. Yunkers's review:

1. Responding to an inquiry by Mr. Einweck, Mr. Hoel stated that the average daily trail counts on the Oak Leaf Trail near the Bender Park/Racine County Connector are estimated to be between 300 and 600 users. Mr. Yunker noted that the Commission staff has recently obtained bicycle/pedestrian counters, and has initiated a bicycle/pedestrian count program, funded with a FHWA grant, on off-street bicycle paths throughout the Region. He added that this information could be utilized to evaluate candidate TAP projects in future funding cycles.

With no further discussion, Mr. Boehm made a motion to approve the Commission staff recommendation to fund the Milwaukee County's Oak Leaf Trail – Bender Park/Racine County Connector project with the \$1.46 million available funding for the years 2019-2020 TAP funding, and the Commission staff

recommendation to prioritize the candidate projects in the Milwaukee urbanized area for statewide TAP funding as outlined in the memorandum provided to these minutes as Attachment B. The motion was seconded by Mr. Rodgers, and was passed unanimously by the Milwaukee TIP Committee.

ADJOURNMENT

There being no further business to come before the TIP Committees, the meeting was adjourned at 2:45 p.m. on a motion made by Mr. Daniels, seconded by Mr. Martin, and carried unanimously by the TIP Committees.

Respectfully Submitted,

Kenneth R. Yunker
Acting Secretary

KRY/CTH/RWH/JWD
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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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STAFF MEMORANDUM

TO: Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, Round Lake Beach, and West Bend Urbanized Areas (TIP Committees)

FROM: SEWRPC Staff

DATE: April 13, 2016

SUBJECT: CANDIDATE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM PROJECT RECOMMENDATIONS FOR FUNDING IN YEARS 2019 THROUGH 2020.

The Wisconsin Department of Transportation staff, the Commission staff, the Wisconsin Department of Natural Resources staff, and the TIP Committee chairs have reached a tentative agreement on the candidate Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects to be considered for approval for funding by the TIP Committees. The projects recommended for funding – 9 projects with a total CMAQ funding of \$14.9 million – are listed in Attachment 1 to this Memorandum. Attachment 1 also shows the 5 candidate CMAQ projects that were recommended for CMAQ funding but not at the level of funds requested. In developing this joint recommendation, the process approved by the TIP Committees was followed as set forth in Attachment 2 to this Memorandum. Attachment 3 to this Memorandum is a listing of the candidate CMAQ projects – 27 projects seeking an estimated \$60.6 million of CMAQ funds – which were not recommended for funding.

It will be necessary to add the projects recommended for years 2019-2020 CMAQ funding to the TIP either as amendments to the 2015-2018 TIP or as part of the 2017-2020 TIP update scheduled to be completed in October of 2016. It is expected that Wisconsin Department of Transportation staff will over the next few months coordinate with all of the project sponsors with approved CMAQ projects to determine the appropriate schedule for project implementation within the limited amount of CMAQ funding available each year. Commission staff will reflect this schedule of CMAQ project implementation when adding these projects to the TIP.

* * *

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Attachment 1

Congestion Mitigation and Air Quality Improvement (CMAQ) Projects Recommended for Funding

Category	Project Title	Project Description	Sponsor	Federal Funding
Transit	Purchase Replacement Buses for Shoreline Metro ^a	Purchase 4 Replacement Buses (<i>clean diesel</i>)	City of Sheboygan	\$1,440,000
	Milwaukee Streetcar Operating Assistance - Phase 1 ^b	City of Milwaukee CBD (2.1 miles)	City of Milwaukee	\$2,122,667
	Milwaukee Streetcar Operating Assistance - Lakefront Line ^c	City of Milwaukee CBD (Clybourn, Michigan - 1.86 track miles)	City of Milwaukee	\$880,000
	Clean Diesel Bus Purchase Project ^d	Purchase 7 New Clean Diesel Buses	Milwaukee County	\$2,800,000
	Replacement Paratransit Buses	Purchase of 5 replacement paratransit buses	City of Waukesha Transit Commission	\$800,000
	Wisconsin - UWM and Sherman - Wisconsin ^e	Express Bus Services	Milwaukee County	\$4,821,733
Traffic Flow Improvement	Computer Optimization of Traffic Signals, City of Milwaukee	135 Intersections, Various Corridors	City of Milwaukee	\$220,000
	Sunset Drive Traffic Signal Interconnect Improvements	Sunset Drive from CTH X (Genesee Rd) to Meijer Drive	City of Waukesha	\$339,149
Bicycle/Pedestrian	Milwaukee Public Bike Share System - Phase 2 Expansion	System expansion of at least 26 public bike share stations	City of Milwaukee	\$1,519,992

^a This project is being recommended for \$1,440,000 (4 buses) of the \$1,800,000 (5 buses) requested by the City of Sheboygan in years 2019-2020 CMAQ funding.

^b This project is being recommended for \$2,122,667 of the \$3,184,000 requested by the City of Milwaukee in years 2019-2020 CMAQ funding.

^c This project is being recommended for \$880,000 of the \$1,320,000 requested by the City of Milwaukee in years 2019-2020 CMAQ funding.

^d This project is being recommended for \$2,800,000 (7 buses) of the \$36,000,000 (90 buses) requested by Milwaukee County in years 2019-2020 CMAQ funding.

^e This project is being recommended for \$4,821,733 of the \$9,080,800 requested by Milwaukee County in years 2019-2020 CMAQ funding.

Attachment 2

Procedure for Selection of Congestion Mitigation and Air Quality Improvement Program Projects

1. Wisconsin Department of Transportation (WisDOT), Wisconsin Department of Natural Resources (WisDNR), and Southeastern Wisconsin Regional Planning Commission (Commission) staffs would each complete a fair and impartial independent evaluation of candidate CMAQ projects. The independent evaluations are combined and discussed at interagency staff meetings to provide joint prioritization of projects.
2. The five Chairmen of the Advisory Committees for Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, West Bend, and Round Lake Beach Urbanized Areas would meet with the WisDOT, WisDNR, and Commission staffs to review the project priority list and formulate their recommendations.
3. The Committee Chair recommendations would be transmitted to the WisDOT Secretary for consideration and approval. If the WisDOT Secretary does not approve the Committee Chair recommendations, a meeting of the Chairmen, WisDOT staff, WisDNR staff, and Commission staff will be held to negotiate a project prioritization which would be forwarded to the three Advisory Committees for consideration and approval.
4. The WisDOT Secretary and Committee Chair recommendations would be considered at a joint meeting of the five Advisory Committees. The Committees would approve the preliminary project selection recommendations, or develop a revised project selection list.
5. The Committee recommendations are transmitted to WisDOT for consideration and approval. If the WisDOT Secretary does not approve the Committee recommendations, the WisDOT Secretary will advise the Committee Chairmen, and a meeting of the Chairmen, WisDOT staff, and Commission staff will be held to establish a final project selection which is then forwarded to the three Advisory Committees for approval.

Attachment 3

Congestion Mitigation and Air Quality Improvement (CMAQ) Projects Not Recommended for Funding

Category	Project Title	Project Description	Sponsor	Federal Funding
Transit	Purchase Replacement Buses for Shoreline Metro	Purchase 1 Replacement Bus <i>(clean diesel)</i>	City of Sheboygan	\$360,000
	Milwaukee Streetcar Operating Assistance - Phase 1	City of Milwaukee CBD (2.1 miles)	City of Milwaukee	\$1,061,333
	Milwaukee Streetcar Operating Assistance - Lakefront Line	City of Milwaukee CBD (Clybourn, Michigan - 1.86 track miles)	City of Milwaukee	\$440,000
	Clean Diesel Bus Purchase Project	Purchase 83 New Clean Diesel Buses	Milwaukee County	\$33,200,000
	Wisconsin - UWM and Sherman - Wisconsin	Express Bus Services	Milwaukee County	\$4,259,067
	Milwaukee County Transit Marketing Program	Provide Marketing for Milwaukee Co Transit	Milwaukee County	\$3,072,000
	Waukesha Transit Commission Marketing	Provide Marketing for Waukesha Metro	City of Waukesha Transit Commission	\$64,000
	Replacement Fixed Route Buses	Purchase of 3 replacement fixed route transit Buses	City of Waukesha Transit Commission	\$1,176,000
Traffic Flow Improvement	CBD Responsive System	IH 94/794 Corridor	City of Milwaukee	\$1,032,000
	Fiber Optic Interconnect and ATC Controller Installation	Various Corridors - Lisbon, Walnut, and 27th	City of Milwaukee	\$1,353,600
	Fiber Optic Interconnect and ATC Controller Installation	Various Corridors - Chavez and National	City of Milwaukee	\$614,400
	Fiber Optic Interconnect Installation	Various Corridors - Capitol and Fond du Lac	City of Milwaukee	\$1,020,800
	Fiber Optic Interconnect Installation	Various Corridors - 76th and Grantosa	City of Milwaukee	\$544,000
	Fiber Optic Interconnect Installation	Various Corridors - Burleigh, Hampton, and 91st	City of Milwaukee	\$628,800
	Fiber Optic Interconnect Installation	Various Corridors - 35th and Oklahoma	City of Milwaukee	\$512,000
	CTH K Traffic Mitigation and Improvement	CTH K from 104th Avenue to STH 31 (Green Bay Road)	Kenosha County	\$1,662,240
	W. Beloit Rd. (CTH T)	Construct turn lanes at W Beloit and S 112th	Milwaukee County	\$412,000
	W. Rawson Ave. (CTH BB)	Construct turn lanes at W Rawson and W Forest Home	Milwaukee County	\$475,200
Bicycle/Pedestrian	Milwaukee Public Bike Share System - Phase 4 Expansion	System expansion of at least 24 public bike share stations	City of Milwaukee	\$1,351,864
	Milwaukee Public Bike Share System - Phase 3 Expansion	System expansion of at least 18 public bike share stations	City of Milwaukee	\$1,042,836

Attachment 3 (continued)

Congestion Mitigation and Air Quality Improvement (CMAQ) Projects Not Recommended for Funding

Category	Project Title	Project Description	Sponsor	Federal Funding
Bicycle/Pedestrian (cont.)	Eastside Bicycle and Pedestrian Trail	Eastside Trail to Two Rivers High School	City of Two Rivers	\$785,684
	Bridge Bicycle Plating-Water Street Bridge, Cherry Street Bridge	Install 4' wide metal bike plates	City of Milwaukee	\$380,720
	Northside Bicycle and Pedestrian Trail	Northside Trail to Two Rivers High School	City of Two Rivers	\$1,803,647
	Root River Multi-Use Path and West Bluff Overlook	construct path along Mound Ave near 6th St and terminating approximately 1500-ft NE of 6th St.	City of Racine	\$824,965
	STH 60 and CTH P Intersection Improvements	The four quadrants of STH 60 and CTH P intersection	Village of Jackson	\$309,120
Miscellaneous	Clean Energy Oak Creek LCNG Station	2031 West Ryan Road, Oak Creek, WI 53154	City of Oak Creek	\$1,788,274
	Smart Trips Targeted Travel Demand Management (TDM) Program - 53204 Area	Development and delivery of a targeted travel demand management (TDM) program for the 53204 zip code area in the City of Milwaukee	City of Milwaukee	\$467,200

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STAFF MEMORANDUM

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

FROM: Southeastern Wisconsin Regional Planning Commission Staff

DATE: April 12, 2016

SUBJECT: **SELECTION OF PROJECTS IN THE MILWAUKEE URBANIZED AREA UNDER THE TRANSPORTATION ALTERNATIVES PROGRAM: 2019 - 2020**

There is a need at this time to select those transportation projects to be funded with years 2019-2020 Federal Highway Administration Transportation Alternatives Program (TAP) funding designated for the Milwaukee urbanized area. The *Moving Ahead for Progress in the 21st Century Act* (MAP-21) Federal transportation legislation enacted in 2012 created TAP to provide funding for a range of alternative transportation projects. The TAP is intended to be a new single source of funding for such projects, and incorporates three former Wisconsin Department of Transportation (WisDOT) multi-modal transportation improvement programs: Safe Routes to School (SRTS), Transportation Enhancements (TE), and Bicycle and Pedestrian Facilities Program (BFPF).

WisDOT has indicated that a total of approximately \$1.458 million in Federal TAP funding is available to the Milwaukee urbanized area for State fiscal years 2019 through 2020.

The project solicitation process and eligibility requirements were documented in guidelines developed by WisDOT for the program, in accordance with Federal TAP requirements, and are included as Exhibit A to this memorandum.

Eligible projects being considered for Federal TAP Milwaukee urbanized area funding were submitted to WisDOT by January 29, 2016. The projects in each urbanized area in the State over 200,000 in population are to be prioritized and selected by the Metropolitan Planning Organization (MPO) for each urbanized area.

There are a total of 15 candidate projects within the Milwaukee urbanized area to be prioritized and selected for funding. The 15 candidate projects are requesting a total of \$9.98 million in Milwaukee urbanized area TAP funding (see Table 1). The Commission—working with local officials through this Advisory Committee—is responsible for prioritizing the 15 candidate projects in the Milwaukee urbanized area and selecting the projects which will receive Milwaukee urbanized area TAP funding. Projects not selected to receive Milwaukee urbanized area TAP funding will be considered for funding under a statewide TAP. Projects eligible for statewide funding will also include projects not selected for

Table 1

Candidate Projects for 2019-2020 Transportation Alternatives Funding in the Milwaukee Urbanized Area

Project Type	Sponsor	Project Title	Project Limits	Application No.	Local Priority	Total Cost	TAP Cost	Cumulative TAP Cost
SRTS	Milwaukee Public Schools	MPS Safe Routes to School Education Program	MPS Wide	SE-SRTS 1	1	\$409,380	\$327,504	\$327,504
Bike/Ped	Village of Brown Deer	Teutonia Sidewalk Project	Oak Leaf Trail to Bradley Rd	SE-BP 3	1	\$326,351	\$219,089	\$546,593
	City of Greenfield	East-West Utility Corridor Commuter Trail	60TH St to N of IH 894, South to Cold Spring Rd, and West along Cold Spring to the Oak Leaf Trail	SE-BP 2	1	\$1,571,000	\$1,256,800	\$1,803,393
	Milwaukee County	Oak Leaf Trail – Bender Park/Racine County Connector	Drexel Ave to Ryan Road	SE-BP 8	1	\$2,054,838	\$1,643,870	\$3,447,263
	City of Milwaukee	East and West Washington St./ West Scott St. Bicycle Boulevard	W. Washington Street from S. Water Street to S. 20th Street; S. 20th Street from W. Washington St. to W. Scott Street; and W. Scott Street from S. 20th Street to S. 40th Street.	SE-BP 16	1	\$932,320	\$745,856	\$4,193,119
		N. Fratney Street / E. Wright Street Bicycle Boulevards	N. Fratney Street from E. Keefe Avenue to E. Meinecke Avenue and E. Wright Street from N. Palmer Avenue to N. Gordon Court/Oak Leaf Trail Access	SE-BP 14	2	\$810,860	\$648,688	\$4,841,807
		W. Fairmount Avenue Bicycle Boulevard – Phase 1	W. Stark Avenue from N. 68th to N. 63rd Streets; N. 63rd Street from W. Stark Ave. to W. Fairmount Ave.; and W. Fairmount Avenue from N. 63rd St. to N. Hopkins St.	SE-BP 15	3	\$760,040	\$608,032	\$5,449,839
		Bridge Bicycle Plating-Water Street Bridge, Cherry Street Bridge	The Water Street and Cherry Street Bascule Bridges	SE-BP 17	4	\$491,002	\$392,802	\$5,842,641
		Milwaukee Riverwalk Street Crossing Improvements	13 Improvements	SE-BP 10	5	\$730,470	\$584,376	\$6,427,017
		South Powerline Corridor Trail	S. Clement Avenue to S. 27th Street, and S. 3rd Street to S. 6th Street	SE-BP 13	6	\$1,254,880	\$1,003,904	\$7,430,921
		Milwaukee By Bike "Path to Gold" Plan (2020 – 2030)	City Wide	SE-BP 11	7	\$300,000	\$240,000	\$7,670,921
		Milwaukee Bike Share – Phase 3	10 locations	SE-BP 12	8	\$662,000	\$529,600	\$8,200,521
	City of Port Washington	Lakeshore Rd. Pedestrian Sidewalk	S Wisconsin St to S City Limits	SE-BP 6	1	\$481,313	\$326,456	\$8,526,977
	Waukesha County	Lake Country Trail STH 167 Underpass	Located at the Lake Country Trail crossing of STH 167, adjacent to Oconomowoc Parkway.	SE-BP 1	1	\$997,416	\$797,933	\$9,324,910
	City of Wauwatosa	Mayfair Road Bicycle & Pedestrian Underpass	300' S of STH 100 & Menomonee River Pkwy, N Embankment	SE-BP 5	1	\$816,699	\$653,359	\$9,978,269

Note: \$1,458,370 in years 2019 -2020 Transportation Alternatives Funding is available to new projects.

funding in the other urbanized areas of 200,000 population or more in the State, and projects located outside these urbanized areas. WisDOT will conduct the prioritization and selection of candidate TAP projects for the statewide TAP.

Proposed Milwaukee Urbanized Area Project Prioritization and Selection

The following are Commission staff recommended considerations in the project prioritization and selection process for the Milwaukee urbanized area:

- There are significantly more projects than available funding: \$9.98 million of projects and \$1.46 million of funding.
- The projects are very different and difficult to compare: Safe routes to school education, sidewalk construction, bridge plating, bicycle/pedestrian path construction, bicycle/pedestrian path underpass construction, bicycle/pedestrian planning, pedestrian crossing enhancements, and bicycle share expansion.

Therefore, the Commission staff would propose the following process for project prioritization and selection:

1. The categories of projects funded in the previous TAP funding cycle (2014-2018) would not be funded in 2019-2020 including safe routes to school, bike share and planning. In the 2014-2018 cycle, these categories of projects were chosen for funding, rather than bicycle/pedestrian path construction projects.
2. Projects proposing the construction of sidewalks would not be funded. Such projects have been an extremely low priority for funding with Federal Highway Administration Congestion Mitigation and Air Quality (CMAQ) funds, because many communities have provided sidewalks as part of their roadway construction as an element of a Federally funded project, or with local funds, or through assessment of abutting property owners.
3. For project sponsors proposing multiple projects which together exceed the available funding, only the highest priority projects for those sponsors which together would account for the total amount of Milwaukee urbanized area funding, would be considered for funding. Specifically, the City of Milwaukee submitted eight candidate projects requesting a total of \$4.75 million. The City of Milwaukee's two highest priority projects requesting a total of \$1.39 million would be considered for TAP funding.

Based on these considerations, there are a total of six projects remaining for consideration of 2019-2020 TAP funding as shown in Table 2. They include two bicycle boulevard projects, two bicycle/pedestrian path projects, and two bicycle/pedestrian path underpass projects. Based on available 2019-2020 TAP funding, it would be possible to fund the following:

- The two bicycle boulevard projects
- The two bicycle/pedestrian underpass projects
- One bicycle boulevard and one bicycle/pedestrian underpass project
- One bicycle/pedestrian path

Table 2

**Evaluation of the Six Candidate Projects Remaining for Consideration of
2019-2020 Transportation Alternatives Funding in the Milwaukee Urbanized Area**

Bicycle Boulevard Projects

Sponsor	Project Title	Project Limits	TAP Cost	Length	Adjacent Arterial Roadways	Average Annual Daily Traffic on Adjacent Arterial Roadways
City of Milwaukee	East and West Washington St./ West Scott St. Bicycle Boulevard	S. 40 th Street to S. Water Street	\$745,856	3 Miles	National Ave.	10,200-19,200 (40 th St.-6 th St.) 5,000-8,000 (6 th St.-1 st St.)
					Greenfield Ave.	9,400-16,000 (40 th St.-6 th St.) 3,300-6,400 (6 th St. - 1 st St.)
City of Milwaukee	N. Fratney Street / E. Wright Street Bicycle Boulevards	N. Fratney Street - E. Keefe Avenue to E. Meinecke Avenue	\$648,688	1.4 Miles	Humboldt Blvd. Holton St.	13,500 8,300-9,300
		E. Wright Street - N. Palmer Avenue to N. Gordon Court/Oak Leaf Trail Access		0.8 Miles	North Ave. Center St.	13,700-19,800 4,500-5,100

Bicycle/Pedestrian Path Projects

Sponsor	Project Title	Project Limits	TAP Cost	Length	Significance
City of Greenfield	East-West Utility Corridor Commuter Trail	60 th St to the Oak Leaf Trail (West of IH 894)	\$1,256,800	3.25 Miles	Part of a planned east-west bike path connecting a portion of the Oak Leaf Trail west of IH 894 and a portion of the Oak Leaf Trail near Lake Michigan. (Not in the year 2035 Plan, but proposed in the year 2050 Plan)
Milwaukee County	Oak Leaf Trail – Bender Park/Racine County Connector	Drexel Ave to Ryan Road	\$1,643,870	3 Miles	Part of a planned north-south bike path connecting a portion of the Oak Leaf Trail at Drexel Avenue and the Racine County WE Energies Trail at Oakwood Road. (Not in the year 2035 Plan, but proposed in the year 2050 Plan)

Bicycle/Pedestrian Path Underpass Projects

Sponsor	Project Title	TAP Cost	Average Daily Trail Counts ^a	Crossing Roadway	Average Annual Daily Traffic on Crossing Roadway	Traffic Control of Crossing Roadway
Waukesha County	Lake Country Trail STH 67 Underpass	\$797,933	100	STH 67 (Proposed 6 travel lanes with median and turn lanes, 150 feet wide)	24,700	traffic signal
City of Wauwatosa	Mayfair Road Bicycle & Pedestrian Underpass (Menomonee River Parkway)	\$653,359	300	Mayfair Road (STH 100) (Existing 6 travel lanes with median, 100 feet wide)	20,600	uncontrolled

^aThe average daily trail counts were measured at locations near both of the proposed crossings from October 26, 2015, through November 8, 2015.

Table 2 also presents considerations for the evaluation of the six projects. Below is a comparison of the two projects in each category to permit the identification of the preferred project in each of the three categories.

Of the two bicycle boulevard projects, the E. and W. Washington St./W. Scott St. project is proposed as the preferred project, as it is a continuous project rather than two segments, its cost per mile is less, and the adjacent arterial roadways from which it would attract and serve bicycles have comparable, though somewhat lower vehicle traffic. It is also of higher priority by the City of Milwaukee of these two City of Milwaukee projects.

Of the two bicycle/pedestrian path projects, the projects are of comparable length: 3.25 miles of off-street path for the City of Greenfield project and 3.0 miles off-street for the Milwaukee County project. The City of Greenfield project has a lower cost per off-street path mile of \$387,000 compared to \$548,000 for the Milwaukee County project. Both provide good connections within the existing and planned bicycle/pedestrian network. The City of Greenfield project will be part of an east-west bicycle/pedestrian path connecting the Oak Leaf Trail in far western Milwaukee County to the Oak Leaf Trail along the Lake Michigan shore. The Milwaukee County project will be part of a bicycle/pedestrian path segment which will connect a path extending from the near South Side of the City of Milwaukee to and through the Cities and Counties of Racine and Kenosha. Given the multi-county connection which will be furthered by the Milwaukee County project, it is proposed that it be identified as the better of these two very good projects.

Both bicycle/pedestrian path underpass projects would provide desirable separated crossings of wide and heavily travelled State highways. The Waukesha County project would eliminate an at-grade crossing of a wider roadway (150 feet from curb-to-curb compared to 100 feet from curb-to-curb) and a more heavily travelled roadway (currently about 25,000 vehicles per average day on STH 67 compared to 20,600 vehicles per average day on STH 100). The City of Wauwatosa serves more bicycle/pedestrian travel (300 bicycles/pedestrians compared to 100 bicycles/pedestrians as measured in the Fall of 2015) and the crossing of STH 100 is uncontrolled as compared to a traffic signal controlled crossing of STH 67. Both are desirable, separated crossings, and as noted above, there are advantages in support of each crossing. However, it is proposed that the City of Wauwatosa project be the preferred of the two projects, as STH 100 traffic is not controlled at the crossing and the Wauwatosa project bicycle/pedestrian path carries more bicycle/pedestrian traffic.

Based on the above comparison of the two projects within the three project categories, it is proposed that two options be considered by the Committee for funding. One option is to fund the preferred bicycle boulevard project (City of Milwaukee's E. and W. Washington St./W. Scott St.) and the preferred bicycle/pedestrian underpass project (City of Wauwatosa's STH 100 underpass) at a TAP cost of \$1.4 million, and the other option is to fund the preferred bicycle/pedestrian path project (Milwaukee County's Oak Leaf Trail Racine County Connector) with the \$1.46 million available funding.

The Commission staff would recommend option 2, funding the Milwaukee County bicycle/pedestrian path project, principally as it would be a key segment to completing a bicycle/pedestrian path across three counties. In addition, it represents building a path segment, as opposed to enhancing an existing path (an underpass). The Milwaukee urbanized area funding can only provide \$1.458 million of the requested \$1.644 million for the project. The project can compete statewide for the remaining \$186,000 of TAP funding. If unsuccessful, it will be funded at a level of 71 percent TAP funds.

Proposed Prioritization for Statewide Project Selection

As noted earlier, the projects not selected for 2019-2020 TAP Milwaukee urbanized area funding will be considered by WisDOT for TAP funding available for projects statewide, along with candidate projects not funded in the other large urbanized areas and candidate projects located outside the large urbanized areas. The Commission, as the Metropolitan Planning Organization (MPO) for the Milwaukee urbanized area, is required to prioritize the candidate projects in the Milwaukee urbanized area for statewide TAP funding, as noted in WisDOT's TAP guidelines included with this memorandum as Attachment A. These priorities will be considered, along with the priorities indicated by each project sponsors for their candidate projects, as WisDOT evaluates and prioritizes the candidate projects for statewide funding. The Commission staff would propose the following prioritization to the projects in the Milwaukee urbanized area:

- 1st Priority – the 6 projects evaluated for TAP funding allocated to the Milwaukee urbanized area, including the candidate Milwaukee County bicycle/pedestrian path project that was recommended for the TAP Milwaukee urbanized area funding, but would not be fully funded.
- 2nd Priority – All other candidate TAP projects, except for the two candidate sidewalk projects.
- 3rd Priority – The two candidate sidewalk projects.

* * *

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