

Minutes of the Meeting

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

DATE: October 5, 2018
TIME: 9:30 a.m.
PLACE: West Allis City Hall
Common Council Chambers
7525 West Greenfield Avenue
West Allis, Wisconsin 53214

Milwaukee Urbanized Area Members Present

Donna Brown-Martin, Chair Director, Department of Transportation, Milwaukee County
Fred Abadi Director of Public Works, City of Waukesha
Daniel Boehm President and Managing Director, Milwaukee County Transit System
Allison M. Bussler Director of Public Works, Waukesha County
Chad Chrisbaum..... Project Manager, City of Milwaukee
(Representing Ghassan Korban)
Peter Daniels City Engineer, City of West Allis
Jon Edgren Director of Public Works, Ozaukee County
Julie Esch Deputy Director, Department of Transportation, Milwaukee County
(Representing Brian Dranzik)
Carolynn Gellings Manager of Engineering Services,
Waukesha County Department of Public Works
Tom Grisa Director of Public Works, City of Brookfield
Vanessa Koster..... Planning Manager, Department of City Development,
City of Milwaukee
Kimberly Montgomery Legislative Liaison Director, City of Milwaukee
Jeff Osterman Legislative Research Supervisor, City of Milwaukee
(Representing Robert Bauman)
Jeffrey S. Polenske City Engineer, City of Milwaukee
Scott M. Schmidt Highway Commissioner/County Engineer, Washington County
David Tapia..... Civil Engineer, City of Milwaukee
(Representing Dennis Yaccarino)
Andrea Weddle-Henning Transportation Engineering Manager,
Milwaukee County Department of Transportation
John F. Weishan, Jr. Supervisor, 16th District, Milwaukee County Board of Supervisors

Non-Voting Members Present

Michael Hahn, Secretary Executive Director,
Southeastern Wisconsin Regional Planning Commission

Brian BliesnerSystems Operations Chief, Southeast Region,
 (Representing Dewayne Johnson) Wisconsin Department of Transportation
 Michael Friedlander..... Program and Policy Analyst, Bureau of Air Management,
 Wisconsin Department of Natural Resources
 James Rosenberger.....Transit Coordinator, Wisconsin Coach Lines
 (Representing Tom Dieckelman)
 Brian Udovich..... Highway Operations Manager, Jefferson County Highway Department

Guests and Staff Present

Tony BarthSystems Planning Chief, Southeast Region,
 Wisconsin Department of Transportation
 Jim Bohl..... Senior Legislative Fiscal Manager, City of Milwaukee
 Nate Beck..... Construction Reporter, Daily Reporter
 Christopher T. Hiebert Chief Transportation Engineer,
 Southeastern Wisconsin Regional Planning Commission
 Ryan W. Hoel.....Deputy Chief Transportation Engineer,
 Southeastern Wisconsin Regional Planning Commission
 Stan Lukasz..... Resident
 Jennifer Sarnecki..... Principal Engineer,
 Southeastern Wisconsin Regional Planning Commission
 Cole Stevenson.....Photojournalist, WDJT CBS 58

ROLL CALL

The meeting was called to order at 9:30 a.m. by Ms. Brown-Martin, Chair of the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (Milwaukee TIP Committee). She welcomed all present and 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. She then asked those attending the meeting to introduce themselves.

PUBLIC COMMENTS

Ms. Brown-Martin asked if there were any public comments. No public comments were made.

REVIEW AND CONSIDERATION OF EVALUATION AND PRIORITIZATION OF CANDIDATE PROJECTS FOR YEARS 2021-2022 FEDERAL HIGHWAY ADMINISTRATION SURFACE TRANSPORTATION PROGRAM – MILWAUKEE URBANIZED AREA (STP-M) FUNDING AND RECOMMENDATION OF CANDIDATE PROJECTS

At the request of Ms. Brown-Martin, Mr. Hoel reviewed the staff memorandum entitled, “*Evaluation and Prioritization of Candidate Projects for years 2021-2022 Federal Surface Transportation Program – Milwaukee Urbanized Area (STP-M) Funding and Recommendation of Candidate Projects,*” which was sent to Committee members via email on August 27, 2019. Mr. Hoel noted that, following a year-long review of the statewide Local Program (which includes funding projects with STP-M funds), the Wisconsin Department of Transportation (WisDOT) decided to not make any changes to the program with respect to the type of funding (State or Federal) and project eligibility for the funding available to the State’s urbanized areas, including the Milwaukee urbanized area. However, given the year delay in implementing the program, WisDOT decided to remove State Fiscal Year (SFY) 2018 from the STP-M

funding cycle, reducing the funding cycle length from five to four years. He noted that WisDOT estimates the amount of available funding for new projects by multiplying the number of years in the funding cycle by the annual allocation for the urbanized area and then subtracts the amount of funding currently programmed for projects within the years of the funding cycle. Mr. Hoel stated that the removal of SFY 2018 from the funding cycle does not mean that the Milwaukee urbanized area lost all of its annual allocation of about \$23.5 million that it typically receives, as there was already about \$17.5 million in STP-M funding programmed in SFY 2018 for projects previously recommended by the Committee for funding. As such, the removal of SFY 2018 from the funding cycle only resulted in about \$6.1 million less in available STP-M funding than what would have been available for new projects under the original five-year 2018-2022 funding cycle.

[Secretary's Note: The staff memorandum related to the evaluation, prioritization, and recommendation of 2021-2022 STP-M funding can be accessed from the following link:

<http://www.sewrpc.org/SEWRPCFiles/CommissionFiles/CommitteeFiles/2018/2018-09-13-agenda-mke-urbanized-area-att1.PDF>]

Mr. Hoel stated that the Commission is requesting \$200,000 in STP-M funding for conducting orthophotography in 2020. He noted that similar requests for STP-M for such purposes have been made in previous STP-M funding cycles. In addition, he stated that, based on the process developed by the Committee, about \$4,028,723 in STP-M funding was initially recommended for bus capital projects sponsored by Milwaukee County, Washington County, and the City of Milwaukee. He added that the distribution of the funds was based on the relative size and replacement needs of their bus fleets.

Mr. Hoel stated the Commission staff also initially recommended in the memorandum that the Calhoun Road project be partially funded with \$5,733,932 of the requested \$10,611,622 in years 2021-2022 STP-M funding. In addition, it was recommended that this project would be the first priority in receiving any additional years 2021-2022 STP-M funding should more funding be made available than the \$40,284,233 in STP-M funding anticipated in 2021 and 2022.

Mr. Grisa asked about the project sponsor's priorities not being considered in the evaluation and prioritization of candidate STP-M projects even though they are instructed to provide them on the application. Mr. Hoel responded that consideration of the project priorities provided by each project sponsor was part of the STP-M project evaluation and prioritization process utilized prior to 2013. He noted that under that process, the score calculated for each project was based on comparing the requested funding amounts to a project's sponsor's entitlement balance with the order that the projects were scored being based on the priorities provided by the project sponsor. However, the process currently utilized to evaluate and prioritize STP-M project is based on the performance of the roadway, including the consideration of a roadway's condition, vehicle and transit use, function, and connectivity, along with for capacity expansion projects the roadway's level of congestion and crash rate and the community's job/housing balance and level of transit provided. As such, in applying the process, a project sponsor's lower priority project may be prioritized above one of their higher priority projects.

Mr. Hoel indicated that Committee members had received prior to the meeting an email from the City of Brookfield providing comments on the results of the evaluation and prioritization of years 2021-2022 STP-M projects and proposed changes to the listing of projects recommended for funding contained in the SEWRPC memorandum. Specifically, the City proposed four alternatives to fully fund or provide additional funding beyond what was initially recommended for its project to reconstruct Calhoun Road with additional lanes between North Avenue (CTH M) and STH 190.

[Secretary's note: A copy of the previously referenced email from the City of Brookfield is provided in these minutes as Attachment 1.]

Mr. Hoel stated that, with respect to the City of Brookfield's first proposed funding alternative, WisDOT staff had indicated to Commission staff that the \$6.1 million in STP-M funding would not be restored for selecting projects in this funding cycle. Mr. Hoel stated that, with respect to their second proposed funding alternative, the proportion of planned arterial lane-miles under the jurisdiction of the City of Milwaukee and the City of West Allis, rather than the project sponsor's project priorities, was utilized by Commission staff to determine which of the three projects having the same project score were initially recommended for 2021-2022 STP-M funding. Mr. Hoel stated that, with respect to their fourth proposed funding alternative, WisDOT staff has indicated to Commission staff that they are not aware of any project previously approved for STP-M funding that its project sponsor is intending to delay or drop. Mr. Hoel noted that, of the four funding alternatives proposed by the City of Brookfield, the Commission staff believe that only the second alternative—involving the City of West Allis and City of Milwaukee projects with the same project score under the reconstruction to same capacity project category—and the third alternative—involving the two Waukesha County projects having the highest project scores under the resurfacing/reconditioning project category—are feasible.

Following Mr. Hoel's review of the memorandum and the City of Brookfield's alternative changes to the listing of projects initially recommended for 2021-2022 STP-M funding, the following comments and questions were raised by the Committee:

1. Mr. Polenske indicated that it is important to the City that it receives funding for both of its projects initially recommended for funding (the reconstruction of E/W Howard Avenue between S. 6th Street and S. Clement Avenue and the reconstruction of W. Walnut Street between N. 20th Street and N. 12th Street), as losing the funding for the preliminary engineering phase of these project could affect the maintaining of the City's engineering staff levels. He suggested that subsequent to this meeting the Committee review the current project scoring system and the method for distributing the available STP-M funds amongst the project categories utilized in the evaluation and prioritization process. He stated that, given the great need to maintain existing roadways, the City continues to support funding resurfacing/reconditioning and reconstruction to same capacity projects over the capacity expansion projects. He noted that WisDOT has also indicated that it will be emphasizing highway preservation projects on the State network over capacity expansion. He stated that, while he acknowledges the City of Brookfield's needs, the City of Milwaukee strongly supports their two projects being funded.
2. Ms. Bussler stated that, based on the Committee's recommendations in the last STP-M funding cycle, it was assumed that the City of Brookfield would receive full funding for their Calhoun Road project in this funding cycle. As a result, the Waukesha County decided to not submit any capacity expansion-related projects. She stated that, with respect to the City of Brookfield's third funding alternative, CTH O (Moreland Road) is an important corridor, and that Waukesha County wants to initiate the work for these projects. She noted that there is a possibility that Waukesha County's CTH O project between CTH I and CTH ES could become a capacity expansion project based on the results of preliminary engineering and environmental impact study.
3. Mr. Polenske asked about WisDOT's policy regarding implementing capacity expansion projects in the future. Mr. Barth responded that, with respect to the State's resurfacing, reconditioning, and reconstruction (3R) program, WisDOT is currently emphasizing the preservation of existing pavement, over capacity expansion. Mr. Bliesner indicated that WisDOT is considering for the

statewide Local Program a replace-in-kind policy. Mr. Hiebert noted that the Federal Highway Administration (FHWA) gives Metropolitan Planning Organizations (MPOs), like the Commission, of large urbanized areas, such as the Milwaukee urbanized area, the authority to determine the priorities for STP funding allocated to those areas.

4. Responding to an inquiry by Mr. Daniels, Mr. Hoel stated that, while WisDOT indicated opposition to partially funding projects during the 2015-2018 STP-M funding cycle in 2013, it was permitted in 2015 as part of the 2019-2020 STP-M funding cycle.
5. Mr. Grisa stated that in 2013, the City of Brookfield's Calhoun Road project was the highest rated candidate capacity expansion project below the suggested allocation of 2015-2018 STP-M funding to capacity expansion projects, and rather than receiving partial funding for the project (which was not permitted by WisDOT at that time), \$4,134,661 in 2015-2018 STP-M funding remaining from the capacity expansion project category was allocated to other types of projects. He added that a portion of the \$4 million was returned when the Calhoun Road project was recommended in 2015 for partial funding of preliminary engineering and right-of-way acquisition in the amount of \$3,067,002 in 2019-2020 STP-M funding (\$2,051,067 from the capacity expansion project category and \$1,015,935 from the other project categories). He stated that there was the desire of some Committee members at that time that the \$4 million in STP-M funding allocated from the capacity expansion project category to the projects in the other categories would eventually be fully returned.
6. Mr. Grisa stated that the initial allocation of 2021-2022 STP-M funding to the capacity expansion project category was affected by the Calhoun Road project being the only project submitted under that category. He noted that there could have been other project sponsors, in addition to Waukesha County, that did not submit a capacity expansion project because of the Calhoun Road project being prioritized for funding. He stated that, as a result, the capacity expansion project category was initially allocated only 14 percent of the available STP-M funding—well below the historical level of 29 percent—as two of the three criteria used to calculate the initial allocation of funding to the categories were based on the amount of funding requested. He added that he would be open to reviewing the STP-M evaluation and prioritization process with respect to both the method used to calculate the initial allocation of STP-M funding between the project categories and incorporating the project sponsor's priority rankings into the STP-M evaluation and prioritization process.

[Secretary's note:

As part of the current process to evaluate, prioritize, and recommend STP-M funding, the portion of the funding available to candidate highway projects is allocated between the three types of projects—resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects (widening and new facilities)—according to the proportions of STP-M funding being requested for each type of project, the historical proportions of STP-M funding approved for projects, and the proportions of STP-M funding being requested for the projects identified as having areawide significance under each project category.]

7. Mr. Grisa stated that should the Calhoun Road project not be fully funded in the current funding cycle the City could wait for additional funding in the next funding cycle. However, with

inflation, the project costs would likely increase. He stated that, as an alternative, the City could fund the project with local funds given that there would be a commitment by WisDOT that the City would be reimbursed. He stated that another alternative could be the City reconstructing Calhoun Road at the same capacity, rather than providing additional lanes, and compete for STP-M funding in that project category, though it would likely be difficult to change the scope of the project at this time.

8. Responding to an inquiry from Ms. Brown-Martin, Mr. Grisa stated that the City of Brookfield would prefer any solution that would fully fund the Calhoun Road project, but would accept a solution that would provide more STP-M funding than initially recommended, such as his proposed second or third funding alternatives.
9. Responding to an inquiry from Ms. Brown-Martin, Mr. Daniels stated that the City of West Allis would prefer that its first priority project (the reconstruction of W. Beloit Road between S. 60th Street and W. Lincoln Avenue) be funded with STP-M funding, rather than its fifth priority project (the reconstruction of W. National Avenue between S. 62nd Street and S. 65th Street), as proposed in the City of Brookfield's second funding alternative.
10. Mr. Polenske suggested to provide additional funding to the Calhoun Road project that: 1) the City of West Allis' W. Beloit Road project be recommended for partial funding to fund preliminary engineering, rather than fully funding the initially recommended City of West Allis' W. National Avenue project; 2) the City of Milwaukee's project to reconstruct W. Walnut Street between N. 20th Street and N. 12th Street be recommended for partial funding to fund preliminary engineering, rather than being fully funded; and 3) City of Milwaukee's project to resurface W. Hampton Avenue between N. 60th Street and N. Teutonia Avenue—the second highest rated project below the suggested allocation of 2021-2022 STP-M funds in the resurfacing/reconditioning project category—be recommended for partial funding to fund preliminary engineering. He added that the three partially funded projects would further be prioritized for (or guaranteed) funding available in the next STP-M funding cycle. Mr. Daniels stated that, assuming WisDOT permits partial STP-M funding for a project, the City of West Allis would agree to receiving 2021-2022 STP-M funding for only preliminary engineering, with the expectation of receiving full funding in the next funding cycle.
11. Ms. Brown-Martin inquired to WisDOT staff on the Department's position on only funding preliminary engineering. Mr. Barth indicated that he did not know WisDOT's position on this issue. Mr. Grisa and Mr. Polenske indicated that there would have to be some assurance from WisDOT that the partial funded projects could advance. Ms. Brown-Martin indicated that she believed that the proposed scenario would be acceptable to FHWA, but indicated that the documentation must be clear on what the Committee agreed to.
12. Ms. Bussler suggested that Waukesha County would be willing to accept its second priority project (the pavement replacement of CTH O between CTH I and CTH ES) being partially funded for preliminary engineering and right-of-way acquisition with 2021-2022 STP-M funding and being prioritized for funding for the remainder of the project in the next funding cycle, in order for its first priority project (the pavement replacement of CTH O between IH 94 and Bluemound Road) to be fully funded with 2021-2022 STP-M funding.

13. Mr. Hoel indicated that, based on the Committee discussion, the following changes were suggested to the projects initially recommended for 2021-2022 STP-M funding, as provided on Table 11 of the memorandum (included as Attachment 2 of these minutes):
- Drop the City of West Allis project to reconstruct W. National Avenue (-\$1,892,898 STP-M funds);
 - Add the partial funding of the City of West Allis project to reconstruct W. Beloit Road – preliminary engineering (PE) only (+\$518,946 STP-M funds);
 - Partially fund, rather than fully fund, the City of Milwaukee project to reconstruct W. Walnut Street – PE only (-\$2,899,255 STP-M funds);
 - Add the partial funding of the City of Milwaukee project to resurface W Hampton Avenue between N. 60th Street and N. Teutonia Avenue (+\$830,230 STP-M funds);
 - Partially fund, rather than fully fund, the Waukesha County project to replace the pavement on CTH O between CTH I and CTH ES – PE and right-of-way acquisition (ROW) only (-\$9,380,800 STP-M funds); and
 - Add the full funding of the Waukesha County project to replace the pavement on CTH O between I-94 and Bluemound Road (+\$6,372,000 STP-M funds)

Mr. Hoel noted that the projects proposed to be partially funded are further proposed to be prioritized, or guaranteed, for STP-M funding made available in the next funding cycle. Mr. Hoel stated that the proposed changes discussed by the Committee to the initial STP-M funding recommendations would make \$7,109,518 in STP-M funding available from the resurfacing/reconditioning and reconstruction to same capacity project categories for other projects, or about \$1,574,087 more than the \$5,535,431 in STP-M funding needed to fully fund the City of Brookfield's Calhoun Road project.

14. Responding to an inquiry from Ms. Bussler, Mr. Hoel stated that the remaining amount of requested STP-M funding of the proposed partially funded projects is about \$21 million.
15. Ms. Brown-Martin recommended that the preliminary engineering and right-of-way acquisition for the Milwaukee County project to reconstruct 13th Street (CTH V)—the second highest rated project below the proposed funding allocation for the reconstruction to same capacity project category—be recommended for years 2021-2022 STP-M funding, with the project being prioritized for STP-M funding in the next funding cycle. Mr. Grisa suggested honoring the ranking of projects under the reconstruction to same capacity projects category. Ms. Brown-Martin stated that doing so would include recommending the funding of preliminary engineering for the City of West Allis' project to reconstruct W. National Avenue between S. 62nd Street and S. 65th Street, which is the only project having a higher project score than Milwaukee County's 13th Street project that is not currently proposed for STP-M funding. Mr. Daniels stated that the City of West Allis would agree with also receiving partial funding for its proposed W. National Avenue project between S. 62nd Street and S. 65th Street.
16. Mr. Hoel stated that the funding of preliminary engineering and right-of-way acquisition for Milwaukee County's 13th Street (CTH V) project (+\$1,088,000 STP-M funding) and the preliminary engineering for the City of West Allis' W. National Avenue project (+\$256,955 STP-M funding) would utilize all but about \$229,130, of the available 2021-2022 STP-M funding. He further stated that doing so would result in about \$28 million in STP-M funding being committed to the next funding cycle, noting that the next funding cycle would likely occur within the next year and that these highly rated projects would likely be recommended for funding in that cycle.

17. Mr. Edgren stated that he is not opposed to partially funding the projects as proposed, but he expressed concern that \$28 million in STP-M funding is being committed to projects to make up for the additional \$5 million in STP-M funding needed for the Calhoun Road project. He added that he hoped communities do not decide to not apply for STP-M funding in the next funding cycle based on the proposed commitment of funds from that cycle. Mr. Grisa stated that he was more comfortable with the proposed solution than strictly basing the funding of projects on the amount of funding allocated by formula to each category.

18. Ms. Weddle-Henning suggested that the Committee consider changes to the process to address the concerns expressed that it seems that each funding cycle the Committee is dealing with different issues. Mr. Hoel stated that the Commission staff proposes that the Advisory Committee meet next year to consider changes to the evaluation and prioritization process.

Mr. Polenske then made a motion to recommend 15 candidate projects for \$40,258,101 in years 2021-2022 STP-M funding, as documented on Table 11 of the memorandum (Attachment 2 to these minutes), along with the \$200,000 in STP-M funding requested by the Commission for orthophotographic mapping, with the following changes:

- Partially fund, rather than fully fund, the City of West Allis project to reconstruct W. National Avenue (-\$1,635,943 STP-M funds);
- Add the partial funding of the City of West Allis project to reconstruct W. Beloit Road – preliminary engineering (PE) only (+\$518,946 STP-M funds);
- Partially fund, rather than fully fund, the City of Milwaukee project to reconstruct W. Walnut Street – PE only (-\$2,899,255 STP-M funds);
- Add the partial funding of the City of Milwaukee project to resurface W Hampton Avenue between N. 60th Street and N. Teutonia Avenue (+\$830,230 STP-M funds);
- Add the partial funding of Milwaukee County’s project to reconstruct S. 13th Street (CTH V) between W. Puetz Road and W. Drexel Avenue – PE and ROW only (+\$1,088,000 STP-M funding);
- Partially fund, rather than fully fund, the Waukesha County to replace the pavement on CTH O between CTH I and CTH ES – PE and right-of-way acquisition (ROW) only (-\$9,380,800 STP-M funds);
- Add the full funding of the Waukesha County project to replace the pavement on CTH O between I-94 and Bluemound Road (+\$6,372,000 STP-M funds); and
- Fully fund, rather than partially fund, the City of Brookfield’s project to reconstruct Calhoun Road with additional lanes between CTH M and STH 190 (+\$4,877,690 STP-M funds).

In addition, the projects recommended for partial funding would receive first priority for STP-M funding in the next funding cycle. The motion was seconded by Ms. Bussler, and unanimously approved by the Milwaukee TIP Committee.

[Secretary’s note: The final listing of candidate projects recommended for 2021-2022 STP-M approved by the Committee is provided in these minutes as Attachment 3.]

ADJOURNMENT

There being no further business to come before the Milwaukee TIP Committee, the meeting was adjourned at 11:30 a.m. on a motion from Ms. Bussler, seconded by Ms. Esch, and carried unanimously by the Milwaukee TIP Committee.

Respectfully Submitted,

Michael J. Hahn
Acting Secretary

KJM/CTH/RWH/rwh
Doc #00249070

Attachment 1

Alternatives to consider at the [next] Meeting of Milwaukee TIP Committee

Gentlemen,

Please provide a copy of this email to all TIP committee members as soon as possible so they have a chance to review this proposal in advance of the [next] meeting.

The City of Brookfield has reviewed the memo provided by SEWRPC regarding Candidate Projects for STP-M Funding for 2021-2022 and the recommendations therein and wants to acknowledge the difficult task SEWRPC staff has in making recommendations for distribution of insufficient funds among so many worthy projects. The amount of work that goes into this analysis is significant and we are grateful for all your diligence.

The City of Brookfield finds itself with a challenge relating to the available funding for the Calhoun Road project over the last two biennia. You have done an excellent job in describing the situation by which Brookfield turned down partial funding of this project three biennia ago in hopes that the Calhoun Road project would be fully funded in a subsequent cycle. Unfortunately, that project received only partial funding in the last funding cycle with a commitment to complete the funding for this project in what was expected to be the 2021-22 biennium. Because of a number of factors, the amount of funding available in the STP-M program, and specifically to the capacity expansion projects, is much less than it has been in the past with the result that this project is still not fully funded.

The City appreciates the consideration received from the committee for fully funding this project and recommendation by SEWRPC for continuing to look to fund this project with either unspent funds from other projects, cancelled projects or with allocations from future funding cycles. While we are encouraged by that approach, we recognize that this places a continuing burden on other municipalities who are waiting for STP-M funds to become available for their projects. To avoid this, Brookfield has identified several alternative proposals for the committee to consider which will fully fund the Calhoun Road project in this biennium and take that project out of the queue for future STP-M funding so other worthy projects can compete for those funds.

The first alternative, would not affect the current recommendations for funding projects in the SEWRPC memo. It is my understanding in speaking with SEWRPC staff that the state DOT removed approximately \$6 million from the funding provided in this biennium. Returning these funds to this program should be done; and in accordance with SEWRPC's recommendations on page 18 of their memo, "the City of Brookfield project ... would be the first priority in receiving any additional years 2021-2022 STP-M funding should more funding be made available ..." The balance of funds remaining after fully funding Calhoun Road could then be put towards other projects.

The second alternative came to light while reviewing the recommended project list, wherein we noted that in the Reconstruct to Same Capacity category that there were three projects that tied in their score (89.00 each) and that it was recommended that the 5th priority project for West Allis receive funding over the 1st priority project for West Allis. It was my understanding that the priority identified by each municipality is to be considered in case of a tie for determining which project a municipality would prefer be funded, provided funding is available and the project qualifies for funding. If the West Allis 1st priority project was recommended for funding, then West Allis would receive funding for its highest priority project given both projects are rated at the same score. That would leave \$1.886 million remaining in that category, which a) would be close to fully funding West Allis' 5th priority project, b)

Attachment 1 (continued)

would only partially fund Milwaukee's 25th/26th priority project, or c) alternatively could be allocated to the Calhoun Road project to move towards fully funding that committed project.

Similarly, and as a third alternative, in the Road Resurfacing / Reconditioning category Waukesha County's second priority project rated very close to the same as their first priority project. If the first priority project were funded instead, the balance in that category would fully fund the Calhoun Road project. Waukesha County's second priority project received a rating of 100, so it would definitely be funded in a future cycle; and such a change would only delay the funding, not negate the funding or the project.

We have spoken with Waukesha County and the City of West Allis about each of these alternatives as they affect their projects recommended for funding and they are open to the concepts, subject to further consideration and discussion. Waukesha County did indicate that they would like a portion of the funding to be available to them to perform engineering and land acquisition on their priority 2 project.

A fourth alternative is to identify, by September 17, 2018, any projects that were previously funded but are now delayed, require less funding, or have been postponed or cancelled and reallocate those funds to the Calhoun Road project. We have asked SEWRPC to reach out to DOT to see if there any projects that are in such a status.

Clearly, combinations of the above alternatives could also be considered.

For those committee members who might consider objecting to the reallocation of funds from either of the two categories to the capacity expansion category, it should be noted that the percentage of funds available to the capacity expansion projects has dropped by 50% in this biennium. Historically (from 2006 to 2018) the percentage of STP-M funds available for this category had been about 29%. For 2021-22, the recommended percentage is only 14.1%. If the percentage of funding remained at the historic 29%, the Calhoun Road project would be fully funded without necessitating a reallocation of funds. So the alternatives above serve to return the funding to the historic levels, at least for this cycle.

The City of Brookfield has acted in a regionally cooperative manner historically as it relates to funding the Calhoun Road project by voluntarily giving up over \$4 million in funding to other categories of road funding projects, in the hope that the project would be fully funded in subsequent biennia. Accordingly, the City of Brookfield would hope committee members will consider this request and fully fund the Calhoun Road project so it can move forward and not be a deterrent to future project selections in future funding cycles.

Thank you.

Thomas M. Grisa, P.E. F. ASCE
Director of Public Works
City of Brookfield
2000 N. Calhoun Road
Brookfield, WI 53005
Ph. 262-796-6644
Fax 262-782-1323

Attachment 2

Table 11

**CANDIDATE PROJECTS PRELIMINARILY RECOMMENDED FOR YEARS 2021-2022
FEDERAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM MILWAUKEE
URBANIZED AREA (STP-M) FUNDING**

Project Type	Project Sponsor	Project Sponsor Priority	Project Description	Recommended Federal Amount
Highway	City of Brookfield	1	Reconstruction With Additional Traffic Lanes of Calhoun Rd. between CTH M and STH 190 ^a	5,733,932
	Milwaukee County	1	Reconstruction of West Rawson Avenue (CTH BB) between 0.12 Miles East of South 27th Street and South 20th Street	2,960,000
	City of Milwaukee	3/4	Reconstruction of East/West Howard Avenue between South 6th Street and South Clement Avenue	7,006,227
		25/26	Reconstruction of West Walnut Street between North 20th Street and North 12th Street	3,313,293
	Waukesha County	2	Pavement Replacement of CTH O (Moorland Road) between CTH I and CTH ES	10,983,200
	City of Waukesha	1	Reconstruction of West St. Paul Avenue between Mountain Avenue and Madison Street	4,368,960
	City of West Allis	5	Reconstruction of West National Avenue between South 62nd Street and South 65th Street	1,892,898
	Subtotal - Highway			
Transit	Milwaukee County	--	Purchase of Eight New Buses ^b	3,557,523
	Washington County	--	Purchase of One ADA Minibus and Two ADA Minivans ^c	103,200
	City of Waukesha	--	Purchase of One New 35 Foot Fixed Route Bus ^d	368,000
	Subtotal - Transit			
Total				40,287,233

^a The City of Brookfield's proposed project to reconstruct Calhoun Road with additional traffic lanes between CTH M and STH 190 is recommended to be partially funded with 54 percent of the total requested \$10,611,622 in years 2021-2022 STP-M funding.

^b Milwaukee County's proposed transit project to purchase nine buses is recommended to be partially funded to fund eight of the nine buses requested for years 2021-2022 STP-M funding.

^c Washington County's proposed transit project to purchase two minibuses and two minivans is recommended to be partially funded to fund one of the two minibuses requested and two of the three minivans requested for years 2021-2022 STP-M funding.

^d City of Waukesha's proposed transit project to purchase two buses is recommended to be partially funded to fund one of the two buses requested for years 2021-2022 STP-M funding.

#238097

10/16/2017

RWH

Attachment 3

CANDIDATE PROJECTS RECOMMENDED FOR YEARS 2021-2022 FEDERAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM MILWAUKEE URBANIZED AREA (STP-M) FUNDING

Project Type	Project Sponsor	Project Sponsor Priority	Project Description	Recommended Federal Amount
Highway	City of Brookfield	1	Reconstruction With Additional Traffic Lanes of Calhoun Road between CTH M and STH 190	10,611,622
	Milwaukee County	1	Reconstruction of West Rawson Avenue (CTH BB) between 0.12 Miles East of South 27th Street and South 20th Street	2,960,000
		3	Reconstruction of South 13th Street (CTH V) between West Puetz Road and West Drexel Avenue ^a	1,088,000
	City of Milwaukee	3/4	Reconstruction of East/West Howard Avenue between South 6th Street and South Clement Avenue	7,006,227
		5/6	Resurfacing of West Hampton Avenue between North 60th Street and North Teutonia Avenue ^b	830,230
		25/26	Reconstruction of West Walnut Street between North 20th Street and North 12th Street ^c	414,038
	Waukesha County	1	Pavement Replacement of CTH O (Moorland Road) between IH 94 Westbound Ramp and Bluemound Road (USH 18)	6,372,000
		2	Pavement Replacement of CTH O (Moorland Road) between CTH I and CTH ES ^d	1,602,400
	City of Waukesha	1	Reconstruction of West St. Paul Avenue between Mountain Avenue and Madison Street	4,368,960
	City of West Allis	1	Reconstruction of West Beloit Road between South 60th Street and West Lincoln Avenue ^e	518,946
		5	Reconstruction of West National Avenue between South 62nd Street and South 65th Street ^f	256,955
	Subtotal - Highway			
Transit	Milwaukee County	--	Purchase of Eight New Buses ^g	3,557,523
	Washington County	--	Purchase of One ADA Minibus and Two ADA Minivans ^h	103,200
	City of Waukesha	--	Purchase of One New 35 Foot Fixed Route Bus ⁱ	368,000
	Subtotal - Transit			
Other	SEWRPC	--	2020 Orthophotographic Mapping	200,000
Total				40,258,101

^a Milwaukee County's proposed project to reconstruct South 13th Street (CTH V) between West Puetz Road and West Drexel Avenue is recommended for \$1,088,000 of the requested \$5,280,000 in years 2021-2022 STP-M funding for preliminary engineering and right-of-way acquisition.

^b City of Milwaukee's proposed project to resurface West Hampton Avenue between North 60th Street and North Teutonia Avenue is recommended for \$830,240 of the requested \$6,641,836 in years 2021-2022 STP-M funding for preliminary engineering.

^c City of Milwaukee's proposed project to reconstruct West Walnut Street between North 20th Street and North 12th Street is recommended for \$414,038 of the requested \$3,313,293 in years 2021-2022 STP-M funding for preliminary engineering.

^d Waukesha County's proposed project to replace the pavement of CTH O (Moorland Road) between CTH I and CTH ES is recommended for \$1,602,400 of the requested \$10,983,200 in years 2021-2022 STP-M funding for preliminary engineering and right-of-way acquisition.

^e City of West Allis' proposed project to reconstruct West Beloit Road between South 60th Street and West Lincoln Avenue is recommended for \$518,946 of the requested \$4,083,973 in years 2021-2022 STP-M funding for preliminary engineering.

^f City of West Allis' proposed project to reconstruct West National Avenue between South 62nd Street and South 65th Street is recommended for \$256,955 of the requested \$1,892,898 in years 2021-2022 STP-M funding for preliminary engineering.

^g Milwaukee County's proposed transit project to purchase nine buses is recommended to be partially funded to fund eight of the nine buses requested for years 2021-2022 STP-M funding.

^h Washington County's proposed transit project to purchase two minibuses and two minivans is recommended to be partially funded to fund one of the two minibuses requested and two of the three minivans requested for years 2021-2022 STP-M funding.

ⁱ City of Waukesha's proposed transit project to purchase two buses is recommended to be partially funded to fund one of the two buses requested for years 2021-2022 STP-M funding.